# City of Bradford Metropolitan District Council

# Sustainability Appraisal of the Bradford Core Strategy

Issues and Options Appendices

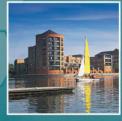
March 2009



































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Issues and Options Appendices

March 2009

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# **List of Abbreviations**

AQMA Air Quality Management Area

BAP Biodiversity Action Plan

RSS Regional Spatial Strategy

SA Sustainability Appraisal

SAC Special Area of Conservation

SEGI Site of Ecological or Geological Importance

SPA Special Protection Area

SSSI Site of Special Scientific Interest



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Appendix A Further Options Appraisal Tables
Appendix B Spatial Options Appraisal Tables



# **Appendix A Further Options Appraisal Tables**



Table A1 SA of the options for housing land use and achieving the correct balance of housing

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

		Options for ensuring that effective	e use	is made of land and buildings		Options for achieving the corre	ect ba	lance of house building
SA Objectives	Accept developments making use of previously developed land and buildings			cept developments making use of Greenfield land	Adopt a market led approach to the release / development of land			dopt a plan led (site briefs etc) approach to the release / development of land
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	?	The nature of the effect depends upon the size and location of the site. 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 nature of the effect depends upon the size and location of the site. There may be greater opportunity for renewable energy generation in greenfield sites due to their location and size.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
2. Minimise the growth in waste and increase the amount of waste which is re- used, recycled, and recovered	+	The conversion / re-development of existing buildings presents opportunities for the re-use of building materials. Previously developed sites within urban areas could also be served by existing kerbside recycling schemes.	?	The nature of the effect depends upon the location of the greenfield site (i.e. whether the opportunity to exists for kerbside recycling schemes etc).	0	No significant effects are anticipated.	0	No significant effects are anticipated.
3. Reduce the district's impact on climate change and vulnerability to its effects	?	The nature of the effect depends upon the location of the site. Previously developed land and buildings located within existing urban areas may be accessible by public transport, walking and cycling, reducing the need to travel by car and thus helping to reduce car related greenhouse gas emissions.	?	The nature of the effect depends upon the location of the site. It should be noted that greenfield sites bordering urban fringes or in more rural locations may not be accessible by public transport, walking or cycling, and may not be located in the proximity of key services and facilities and / or employment. Residents of such sites may have to travel by car to services and employment elsewhere.		No significant effects are anticipated.	0	No significant effects are anticipated.





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

		Options for ensuring that effective	e use	is made of land and buildings		Options for achieving the corre	ect bal	ance of house building
SA Objectives		ept developments making use of previously developed land and buildings	Accept developments making use of Greenfield land			opt a market led approach to the release / development of land	Ad	dopt a plan led (site briefs etc) approach to the release / development of land
	?	The nature of the effect depends upon the location of the site. Previously developed land and buildings located within existing urban areas may be accessible by public transport, walking and cycling, reducing the need to travel by car and thus helping to reduce the impact of car travel upon local air quality.	?	The nature of the effect depends upon the location of the site. It should be noted that greenfield sites bordering urban fringes or in more rural locations may not be accessible by public transport, and may not be located within walking distance of key services and facilities and / or employment. Residents of such sites may have to travel by car to services and employment elsewhere.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
4. Safeguard and improve air, water and soil resources	?	The effect of developing previously developed land upon water resources and flood risk depends upon the location of the land. The majority of the urban areas within Bradford District are intersected by watercourses or lie in close proximity to watercourses.	?	The effect of developing greenfield land upon water resources and flood risk depends upon the location of the land. There is an extensive network of watercourses and drainage ditches across Bradford District. There is also the potential for the development of greenfield land to increase surface water run-off rates.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
	+	Making use of previously developed land presents opportunities for the remediation of contaminated land and soils.	?	There is the potential for the development of greenfield land to result in the loss of good quality agricultural land and soils. Land to the south east of Bradford and along the Rivers Aire and Wharfe is classified as Grade 3 (good to moderate).	0	No significant effects are anticipated.	0	No significant effects are anticipated.



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

		Options for ensuring that effective	e use	is made of land and buildings		Options for achieving the corre	ect bal	ance of house building	
SA Objectives		ept developments making use of reviously developed land and buildings	Accept developments making use of Greenfield land			opt a market led approach to the release / development of land	Adopt a plan led (site briefs etc) approach to the release / development of land		
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	?	The effect of developing previously developed land upon biodiversity depends upon the ecological value of the land and its surrounding area. It should be noted that brownfield sites can be of biodiversity value, particularly those sites which have been derelict for some time. There are a number of Bradford Wildlife Areas, SEGIs and ancient woodlands within urban areas in the District.	?	The effect of developing greenfield land upon biodiversity depends upon the ecological value of the land and its surrounding area. Greenfield land in Bradford District comprises a number of SSSI, Bradford Wildlife Areas, SEGIs and ancient woodland. The South Pennine Moors SPA, SAC and SSSI also covers a large part of the District.		No significant effects are anticipated.	0	No significant effects are anticipated.	
6. Maintain and enhance the character of natural and man made landscapes	+	There is the potential for the development of new housing on previously developed land to have an effect upon the townscape. The effect will depend upon the scale and nature of the development. Although it is noted that brownfield development presents an opportunity to enhance the townscape (e.g. through the reuse of derelict sites and buildings).	Ŀ	There is the potential for the development of greenfield land to have an effect upon landscape character and visual amenity. Although there are no landscape designations covering greenfield land in the District, the rural landscape is considered to be of significant landscape value. Significant development in the Green Belt in particular could potentially have an adverse effect as Green Belt land plays an important role in preventing urban sprawl and maintaining countryside character and openness. Any greenfield development on urban fringes may also impact upon the visual amenity of residents.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	



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

		Options for ensuring that effective	e use	is made of land and buildings		Options for achieving the corre	ect bal	ance of house building
SA Objectives		ept developments making use of reviously developed land and buildings	Accept developments making use of Greenfield land			opt a market led approach to the release / development of land	Ad	dopt a plan led (site briefs etc) approach to the release / development of land
7. Protect and enhance historic assets and their settings	?	The effect of developing previously developed land upon heritage assets depends upon the location of the land. Many of the urban areas in Bradford District comprise designated Conservation Areas, Listed Buildings and archaeological sites and find spots. Any development within Saltaire and in the surrounding towns could also impact upon the Saltaire World Heritage Site.	?	The effect of developing greenfield land upon heritage assets depends upon the location of the land. There are numerous Listed Buildings, Scheduled Monuments, archaeological sites and Historic Parks and Gardens within greenfield land in the District. There is also the potential for greenfield development to have an effect upon the setting of Conservation Areas, and to impact upon the Saltaire World Heritage Site.		No significant effects are anticipated.	0	No significant effects are anticipated.
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	?	There is the potential for some previously developed sites to be unsuitable for the provision of a range of housing types and tenures due to their size and shape. Those smaller sites may not be of a suitable size to accommodate an appropriate housing density or an appropriate level of affordable housing provision.	+	The development of greenfield land presents opportunities for significant new housing development to meet regional and local targets. Greenfield sites also present opportunities for the provision of a range of housing types to meet local needs, creating more inclusive and mixed communities.	?	Adopting a market led approach to the release / development of land could potentially lead to uncertainty with regards to the delivery of housing, particularly affordable housing.	+	Adopting a plan led approach to the release / development of land would help to ensure the provision of a suitable mix of housing of an appropriate density that reflects the needs of that particular area, providing greater certainly that local housing requirements can be met.
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	?	The nature of the effect depends upon the location of the site. Previously developed land and buildings located within existing urban areas are likely to be in the locality of the public transport network.	?	The nature of the effect depends upon the location of the site. It should be noted that greenfield sites bordering urban fringes or in more rural locations may not be accessible by public transport.	0	No significant effects are anticipated.	0	No significant effects are anticipated.



Page A5



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

		Options for ensuring that effective	e use	is made of land and buildings	Options for achieving the correct balance of house building					
SA Objectives	Accept developments making use of previously developed land and buildings			cept developments making use of Greenfield land	Adopt a market led approach to the release / development of land			dopt a plan led (site briefs etc) approach to the release / development of land		
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	?	The nature of the effect depends upon the location of the site. Previously developed land and buildings located within existing urban areas may be accessible by public transport, walking and cycling and in the locality of services / facilities and employment, reducing the need to travel by car and helping to encourage use of more sustainable modes of transport.  Notwithstanding this, there is the potential for the development of new housing in previously developed sites in urban areas to affect congestion levels, particularly at peak times.	?	The nature of the effect depends upon the location of the site. It should be noted that greenfield sites bordering urban fringes or in more rural locations may not be accessible by public transport, and may not be located within walking distance of key services and facilities and / or employment. Residents of such sites may have to travel by car to services and employment elsewhere. There is also the potential for the development of greenfield sites to affect congestion (e.g. on ring roads).	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
11. Improve the quality of the built environment and make efficient use of land and buildings	++	This option accepts developments making use of previously developed land and buildings.		Allowing the development of Greenfield land is likely to result in the development of Greenfield sites in preference to, and prior to, the use of previously developed land and buildings.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		



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

		Options for ensuring that effective	e use	is made of land and buildings		Options for achieving the corre	ect bal	ance of house building	
SA Objectives		ept developments making use of reviously developed land and buildings	Accept developments making use of Greenfield land			opt a market led approach to the release / development of land	Adopt a plan led (site briefs etc) approach to the release / development of land		
12. Improve the quality and range of services available within communities and connections to wider networks	?	The nature of the effect depends upon the location of the site. Previously developed land and buildings located within existing urban areas may be in the locality of services / facilities and also the public transport network, enabling residents to access facilities elsewhere.	?	The nature of the effect depends upon the location of the site. Greenfield sites bordering urban fringes or in more rural locations may not be in the locality of key services and facilities or the public transport network.  Notwithstanding this, larger Greenfield sites present opportunities for the provision of services / facilities as part of housing development.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	?	There is the potential for some previously developed sites to be unsuitable for the provision of a range of housing types and tenures to create more inclusive and mixed communities due to their size and shape.	+	The development of greenfield land present opportunities for the provision of a range of housing types to meet local needs, creating more inclusive and mixed communities.	?	Adopting a market led approach to the release / development of land could potentially lead to uncertainty with regards to the delivery of a mix of housing, particularly affordable housing.	+	Adopting a plan led approach to the release / development of land would help to ensure the provision of a suitable mix of housing that reflects the needs of that particular area, helping to create more inclusive and mixed communities.	
14. Create good cultural, leisure and recreation activities available to all	?	The nature of the effect depends upon the location of the site. It is noted that previously developed sites within urban areas are likely to be in the locality of leisure and recreation facilities.	?	The nature of the effect depends upon the location of the site. It should be noted that greenfield sites bordering urban fringes or in more rural locations may not be in the locality of leisure and recreation facilities. The Greenfield land itself may also be of recreational value.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	



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

		Options for ensuring that effective	e use	is made of land and buildings		Options for achieving the corre	ect bal	lance of house building
SA Objectives	Accept developments making use of previously developed land and buildings			cept developments making use of Greenfield land	Adopt a market led approach to the release / development of land			dopt a plan led (site briefs etc) approach to the release / development of land
15. Improve safety and security for people and property	+	Previously developed land and existing buildings can often be a focus for crime and anti-social behaviour. The use of previously developed land and buildings may therefore help to reduce the potential for crime and anti-social behaviour in these areas.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	+	The nature of the effect depends upon the location of the site. It is noted that previously developed sites within urban areas are likely to be in the locality of healthcare facilities.	?	The nature of the effect depends upon the location of the site. It should be noted that greenfield sites bordering urban fringes or in more rural locations may not be in the locality of healthcare facilities.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
17. Promote education and training opportunities which build the skills and capacity of the population	+	The nature of the effect depends upon the location of the site. It is noted that previously developed sites within urban areas are likely to be in the locality of education facilities.	?	The nature of the effect depends upon the location of the site. It should be noted that greenfield sites bordering urban fringes or in more rural locations may not be in the locality of education facilities.	0	No significant effects are anticipated.	0	No significant effects are anticipated.



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March 2009



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

		Options for ensuring that effective	e use	is made of land and buildings		Options for achieving the corre	ect bal	lance of house building
SA Objectives	Accept developments making use of previously developed land and buildings			cept developments making use of Greenfield land	Adopt a market led approach to the release / development of land			dopt a plan led (site briefs etc) approach to the release / development of land
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	+	The nature of the effect depends upon the location of the site. It is noted that previously developed sites within urban areas are likely to be in the locality of employment.	?	The nature of the effect depends upon the location of the site. It should be noted that greenfield sites bordering urban fringes or in more rural locations may not be in the locality of employment.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	?	There is the potential for some previously developed sites to be unsuitable for the provision of a range of housing types and tenures due to their size and shape. Those smaller sites may not be of a suitable size to accommodate an appropriate housing density or an appropriate level of affordable housing provision. These aspects could affect the economic viability of private development schemes.	+	The development of greenfield land presents opportunities for significant new housing development, comprising a range of housing types suited to local market demands. Use of greenfield land enables the development of the required number of affordable housing units along with market led housing, which should help to make the housing development more economically viable.	+	Adopting a market led approach to the release / development of land would help to ensure that housing developments are more economically viable.	?	Adopting a plan led approach to the release / development of land could affect the economic viability of private development schemes, particularly requirements for affordable housing provision.



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Table A2 SA of the options for ensuring the appropriate location of dwellings

KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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				Options for ens	uring	that dwellings are pr	ovide	d in the right places to	o meet	local needs		
SA Objectives		cate development se to key services		cate development se to employment uses		cate development close to public ransport nodes	(	cate development close to existing ransport routes		cate development se to greenspace / countryside		omote mixed use developments
Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
2. Minimise the growth in waste and increase the amount of waste which is re- used, recycled, and recovered	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
3. Reduce the district's impact on climate change and vulnerability to its effects	+	Locating housing close to key services would reduce the need to travel by car and could encourage walking / cycling. This could help to reduce car related greenhouse gas emissions. However, residents may have to travel by car to access employment.	+	Locating housing close to employment would reduce the need to travel by car and could encourage walking / cycling to work. This could help to reduce car related greenhouse gas emissions. However, residents may have to travel by car to access key services.	+	Locating housing close to public transport nodes should help to encourage public transport use and reduce car travel. It would also enable residents to access services / facilities and employment elsewhere.	-	Locating housing close to existing transport routes may encourage car use and car related greenhouse gas emissions.	?	Housing located close to greenspace / countryside may not be in the locality of public transport, key services / facilities and employment, resulting in car use.	+	Mixed use developments comprising housing, key services / facilities and employment would reduce the need to travel by car and thus help to reduce car related greenhouse gas emissions.





Move away Move away Move towards Move towards ? **KEY** 0 Neutral Uncertain significantly significantly marginally marginally

				Options for ens	uring	that dwellings are pr	ovide	d in the right places t	o meet	local needs		
SA Objectives		cate development se to key services		cate development se to employment uses		cate development close to public ransport nodes	C	cate development close to existing ransport routes		cate development se to greenspace / countryside		omote mixed use developments
4. Safeguard and improve air, water and soil resources	+	Locating housing close to key services would reduce the need to travel by car and could encourage walking / cycling. This could help to reduce the impact of car travel upon local air quality. However, residents may have to travel by car to access employment.	++	Locating housing close to employment would reduce the need to travel by car and could encourage walking / cycling to work. This could help to reduce the impact of commuting upon local air quality, which can be significant. However, residents may have to travel by car to access key services.	+	Locating housing close to public transport nodes should help to encourage public transport use and reduce car travel. It would also enable residents to access services / facilities and employment elsewhere.	-	Locating housing close to existing transport routes may encourage car use, which impacts upon local air quality.	?	Housing located close to greenspace / countryside may not be in the locality of public transport, key services / facilities and employment, resulting in car use.	++	Mixed use developments comprising housing, key services / facilities and employment would reduce the need to travel by car and thus help to reduce the impact of car travel upon local air quality.
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	?	There is the potential for locating housing close to greenspace / countryside to have an effect upon biodiversity. However, brownfield land can also be of biodiversity value.	0	No significant effects are anticipated.





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

				Options for ens	uring	that dwellings are pr	ovided	I in the right places to	o meet	local needs		
SA Objectives		cate development se to key services		cate development se to employment uses		cate development close to public ransport nodes	C	cate development close to existing ransport routes		cate development se to greenspace / countryside		omote mixed use developments
6. Maintain and enhance the character of natural and man made landscapes	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		There is the potential for development close to greenspace to have an effect upon the surrounding landscape character and visual amenity, particularly development in the greenbelt.	0	No significant effects are anticipated.
7. Protect and enhance historic assets and their settings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	?	There is the potential for locating housing close to greenspace / countryside to have an effect upon historic assets and their settings. However, development within urban areas could also have an effect.	0	No significant effects are anticipated.
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.





Move away Move away Move towards Move towards ? **KEY** 0 Neutral Uncertain significantly significantly marginally marginally

				Options for ens	uring	that dwellings are pr	ovided	I in the right places to	o meet	local needs		
SA Objectives		cate development se to key services		cate development se to employment uses		cate development close to public ransport nodes	C	cate development close to existing ransport routes		cate development se to greenspace / countryside		omote mixed use developments
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	0	No significant effects are anticipated.	0	No significant effects are anticipated.	+	Locating housing close to public transport nodes would enable residents to access public transport services.	0	No significant effects are anticipated.	?	Housing located close to greenspace / countryside may not be in the locality of a high frequency public transport network.	0	No significant effects are anticipated.
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	+	Locating housing close to key services would reduce the need to travel by car, encourage walking / cycling and may also help to reduce congestion. However, residents may have to travel by car to access employment.	++	Locating housing close to employment would reduce the need to travel by car, encourage walking / cycling to work and help to reduce commuter congestion. However, residents may have to travel by car to access key services.	+	Locating housing close to public transport nodes should help to encourage public transport use, reduce car travel and may also help to reduce congestion. It would also enable residents to access services / facilities and employment elsewhere.	-	Locating housing close to existing transport routes may encourage car use and affect congestion in the area. There is also the potential for road safety to be a concern for residents located close to existing transport routes, particularly busy main roads.	?	Housing located close to greenspace / countryside may not be in the locality of public transport, key services / facilities and employment, resulting in car use.	++	Mixed use developments comprising housing, key services / facilities and employment would reduce the need to travel by car and may help to encourage walking / cycling.
11. Improve the quality of the built environment and make efficient use of land and buildings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.





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

				Options for ens	uring	that dwellings are pr	ovided	I in the right places to	o meet	local needs		
SA Objectives		cate development se to key services		cate development se to employment uses		cate development close to public ransport nodes	C	cate development close to existing ransport routes		cate development se to greenspace / countryside	Pr	omote mixed use developments
12. Improve the quality and range of services available within communities and connections to wider networks	+	Locating housing close to key services would ensure access for residents to services, including those without a car.	0	No significant effects are anticipated.	+	Locating housing close to public transport nodes would enable residents to access services / facilities elsewhere via the public transport network.	0	No significant effects are anticipated.	?	Housing located close to greenspace / countryside may not be in the locality of key services / facilities.	++	Mixed use developments would ensure access for residents to services, including those without a car.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
14. Create good cultural, leisure and recreation activities available to all	0	No significant effects are anticipated.	0	No significant effects are anticipated.	+	Locating housing close to public transport nodes would enable residents to access leisure and recreation via the public transport network.	0	No significant effects are anticipated.	++	Locating housing close to greenspace / countryside would enable residents' easy access to greenspace and the countryside.	+	Mixed use developments present opportunities for the inclusion of leisure and recreation space as part of the development.





Move away Move away Move towards Move towards ? **KEY** 0 Neutral Uncertain significantly significantly marginally marginally

				Options for ens	uring	that dwellings are pr	ovide	d in the right places to	o meet	local needs		
SA Objectives		cate development se to key services		ocate development ose to employment uses		cate development close to public ransport nodes		cate development close to existing transport routes		cate development se to greenspace / countryside	Pr	romote mixed use developments
15. Improve safety and security for people and property	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	+	Locating housing close to key services would ensure access for residents to healthcare, including those without a car.	0	No significant effects are anticipated.	+	Locating housing close to public transport nodes would enable residents to access healthcare elsewhere via the public transport network.	?	There is the potential for locating housing close to existing transport routes to have an effect upon health (e.g. noise disturbance).	?	Locating housing close to greenspace / countryside would enable residents' easy access to greenspace and the countryside, which can benefit health. However, housing located close to greenspace / countryside may not be in the locality of healthcare facilities.	+	Mixed use developments present opportunities for the provision of healthcare facilities as part of the development.
17. Promote education and training opportunities which build the skills and capacity of the population	+	Locating housing close to key services would ensure access for residents to education, including those without a car.	0	No significant effects are anticipated.	+	Locating housing close to public transport nodes would enable residents to access education and training elsewhere via the public transport network.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	+	Mixed use developments present opportunities for the provision of education and training facilities as part of the development.



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KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

				Options for ens	uring	that dwellings are pr	ovide	d in the right places to	o meet	local needs		
SA Objectives		cate development se to key services		cate development se to employment uses		cate development close to public ransport nodes	C	cate development close to existing ransport routes		cate development se to greenspace / countryside	Pr	omote mixed use developments
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	?	There may be employment opportunities associated with the key services / facilities.	++	Locating housing close to employment would enable residents to access employment opportunities in the locality.	+	Locating housing close to public transport nodes would enable residents to access employment elsewhere via the public transport network.	0	No significant effects are anticipated.	?	Housing located close to greenspace / countryside may not be in the locality of employment.	+	Residents of mixed use developments comprising housing, key services / facilities and employment would be able to access employment opportunities created as part of the mixed use development.
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	+	Locating development close to key services may help to ensure that these services remain viable.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	+	Mixed use developments comprising housing, and a range of services / facilities and employment uses could help to attract further inward investment.



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Table A3 SA of the options for meeting needs for affordable homes

KEY	Move away significantly	1	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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					O	otions for meeting ne	eds fo	or affordable homes				
SA Objectives		cate specific sites Iffordable housing		equire mixed use tenure sites, incorporating ordable housing, to be developed		g empty / existing ing stock back into use	í	opt a market need approach to the cation of affordable housing	1	opt a district wide approach to the cation of affordable housing	affo	Use alternative chanisms to deliver ordable housing (i.e. hared ownership)
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.	0	No significant effects are anticipated.	+	The re-development of existing housing stock presents opportunities to improve the energy efficiency of homes.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
2. Minimise the growth in waste and increase the amount of waste which is reused, recycled, and recovered	0	No significant effects are anticipated.	0	No significant effects are anticipated.	+	The re-development of existing housing stock presents opportunities for the re-use of building materials.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
3. Reduce the district's impact on climate change and vulnerability to its effects	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
4. Safeguard and improve air, water and soil resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.





KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

					O	ptions for meeting ne	eds fo	or affordable homes				
SA Objectives		cate specific sites affordable housing		equire mixed use tenure sites, incorporating ordable housing, to be developed		ng empty / existing sing stock back into use	á	opt a market need approach to the cation of affordable housing	1	opt a district wide approach to the cation of affordable housing	affo	Use alternative chanisms to deliver ordable housing (i.e. hared ownership)
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
6. Maintain and enhance the character of natural and man made landscapes	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
7. Protect and enhance historic assets and their settings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.



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Move away Move away Move towards Move towards ? **KEY** 0 Neutral Uncertain significantly significantly marginally marginally

					0	ptions for meeting ne	eeds fo	or affordable homes				
SA Objectives		cate specific sites affordable housing		equire mixed use tenure sites, incorporating ordable housing, to be developed	Brir hous	ng empty / existing sing stock back into use		opt a market need approach to the cation of affordable housing		opt a district wide approach to the cation of affordable housing	affo	Use alternative chanisms to deliver ordable housing (i.e. hared ownership)
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	+	The allocation of specific sites for affordable housing would provide certainty with regard to the delivery of affordable housing. However, this option would not contribute towards creating mixed communities if sites are allocated solely for affordable housing.	+	Requiring the development of mixed use tenure sites that incorporate affordable housing would help to create inclusive and mixed communities.	+	Bringing empty / existing housing stock back into use would help to meet housing targets provided that the housing stock would be of a suitable type and size to meet local needs and requirements.	+ ?	Adopting a market need approach to the allocation of affordable housing would help to ensure the provision of affordable housing where there is greatest need. However, this approach could potentially lead to uncertainty with regards to the delivery of affordable housing.	-	Adopting a district wide approach to the allocation of affordable housing could result in under provision of affordable housing in areas where there is greatest need.	+	The use of alternative mechanisms should help to make housing more affordable.
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.



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KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

					0	ptions for meeting ne	eds fo	or affordable homes				
SA Objectives		cate specific sites affordable housing		equire mixed use tenure sites, incorporating ordable housing, to be developed		ng empty / existing ing stock back into use	á	opt a market need approach to the cation of affordable housing	1	opt a district wide approach to the cation of affordable housing	affo	Use alternative chanisms to deliver ordable housing (i.e. hared ownership)
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
11. Improve the quality of the built environment and make efficient use of land and buildings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	+	Bringing empty / existing housing stock contributes positively towards the efficient use of buildings.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
12. Improve the quality and range of services available within communities and connections to wider networks	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.



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

					0	ptions for meeting ne	eds fo	or affordable homes				
SA Objectives		locate specific sites		equire mixed use tenure sites, incorporating ordable housing, to be developed		ng empty / existing ing stock back into use	á	opt a market need approach to the cation of affordable housing	;	opt a district wide approach to the cation of affordable housing	affo	Use alternative chanisms to deliver ordable housing (i.e. hared ownership)
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	-	If sites are allocated solely for affordable housing this option would not contribute towards creating mixed communities.	+	Requiring the development of mixed use tenure sites that incorporate affordable housing would help to create inclusive and mixed communities.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
14. Create good cultural, leisure and recreation activities available to all	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
15. Improve safety and security for people and property	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.





Move away Move away Move towards Move towards **KEY** 0 ? Neutral Uncertain significantly significantly marginally marginally

					O	ptions for meeting ne	eds fo	or affordable homes				
SA Objectives		cate specific sites affordable housing		Require mixed use tenure sites, incorporating affordable housing, to be developed		ng empty / existing ing stock back into use	•	opt a market need approach to the cation of affordable housing		opt a district wide approach to the cation of affordable housing	affo	Use alternative chanisms to deliver ordable housing (i.e. hared ownership)
17. Promote education and training opportunities which build the skills and capacity of the population	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	0	No significant effects are anticipated.	?	Mixed use sites incorporating a range of housing types and tenures may be more economically viable depending upon the affordable housing requirement / threshold.	+	Bringing empty / existing housing stock back into use would help to improve the value of housing stock.	+	Adopting a market led approach to the allocation of affordable housing may help to ensure that affordable housing development is more economically viable.	?	Adopting a district wide approach to the allocation of affordable housing could affect the economic viability of housing schemes.	0	No significant effects are anticipated.



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Table A4 SA of the options for meeting needs for affordable homes and for housing development on employment land

KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

		Options fo	r mee	ting needs for afford	able h	omes		Options for the	develo	pment of housing on	emplo	yment land
SA Objectives	af	etain the existing fordable housing eshold (>1ha or 15 dwellings)	_	Lower affordable housing threshold		ligher affordable ousing threshold	emp	and and buildings allocated for loyment use should continue to be ected from housing development	emp surp	nd and buildings allocated for loyment use that is lus to requirements uld be declassified	on con	elop mixed use sites employment land nprising residential and employment
Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
2. Minimise the growth in waste and increase the amount of waste which is re- used, recycled, and recovered	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
3. Reduce the district's impact on climate change and vulnerability to its effects	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	+	Mixed use sites comprising housing and employment would reduce the need to travel by car to access employment and thus could help to reduce commuting related greenhouse gas emissions.



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

		Options fo	r mee	ting needs for afford	able h	omes		Options for the	develo	pment of housing on	emplo	yment land
SA Objectives	aff	etain the existing fordable housing eshold (>1ha or 15 dwellings)	_	Lower affordable housing threshold		ligher affordable ousing threshold	emp	and and buildings allocated for loyment use should continue to be ected from housing development	emp surp	and buildings allocated for loyment use that is lus to requirements uld be declassified	on cor	elop mixed use sites a employment land apprising residential and employment
4. Safeguard and improve air, water and soil resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	++	Mixed use sites comprising housing and employment would reduce the need to travel by car to access employment and thus could help to reduce the impact of commuting upon local air quality.
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
6. Maintain and enhance the character of natural and man made landscapes	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
7. Protect and enhance historic assets and their settings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.





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

		Options fo	r mee	ting needs for afforda	able h	omes		Options for the	develo	pment of housing on	emplo	yment land
SA Objectives	aff	etain the existing fordable housing eshold (>1ha or 15 dwellings)	Lower affordable housing threshold			ligher affordable ousing threshold	empl	nd and buildings allocated for oyment use should continue to be ected from housing development	emp surp	nd and buildings allocated for loyment use that is lus to requirements uld be declassified	on con	elop mixed use sites a employment land apprising residential and employment
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	+	This option ensures some affordable housing provision for schemes over 1 hectare or >15 dwellings. However, the level of provision is discretionary. Provision may therefore not meet local needs.	+	A lower affordable housing threshold would ensure the provision of affordable housing on smaller housing schemes.	-	A higher affordable housing threshold would result in a larger proportion of smaller schemes not having to provide affordable housing. Affordable housing requirements may therefore not be met.	?	Protecting land and buildings allocated for employment use from housing development may result in a shortage of suitable sustainable locations for new housing development.	+	The declassification of land and buildings allocated for employment would free up additional land for new housing development, helping to ensure that housing requirements are met.	0	No significant effects are anticipated.
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	+	Mixed use sites comprising housing and employment would reduce the need to travel by car to access employment.



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Move away Move away Move towards Move towards ? **KEY** 0 Neutral Uncertain significantly significantly marginally marginally

		Options fo	r mee	ting needs for afford	able h	omes		Options for the	develo	pment of housing on	emplo	yment land	
SA Objectives	afi	etain the existing fordable housing eshold (>1ha or 15 dwellings)	_	Lower affordable housing threshold		ligher affordable ousing threshold	emp	and and buildings allocated for loyment use should continue to be ected from housing development	emp surp	nd and buildings allocated for loyment use that is lus to requirements uld be declassified	Develop mixed use sites on employment land comprising residential and employment		
11. Improve the quality of the built environment and make efficient use of land and buildings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	-	Protecting land and buildings allocated for employment use may result in greater use of greenfield land for housing development.	+	The declassification of land and buildings allocated for employment use would free up additional land for housing, helping to prevent the development of greenfield land both in and on the edge of the urban areas.	0	No significant effects are anticipated.	
12. Improve the quality and range of services available within communities and connections to wider networks	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	



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

		Options fo	r mee	ting needs for afford	able h	omes		Options for the	develo	pment of housing on	emplo	yment land
SA Objectives	afi	etain the existing fordable housing eshold (>1ha or 15 dwellings)		Lower affordable housing threshold		ligher affordable ousing threshold	emp	and and buildings allocated for loyment use should continue to be ected from housing development	emp surp	nd and buildings allocated for loyment use that is lus to requirements uld be declassified	on cor	elop mixed use sites a employment land apprising residential and employment
14. Create good cultural, leisure and recreation activities available to all	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
15. Improve safety and security for people and property	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
17. Promote education and training opportunities which build the skills and capacity of the population	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.





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

		Options fo	r mee	eting needs for afford	able h	omes		Options for the	develo	pment of housing on	emplo	yment land	
SA Objectives	af	Retain the existing affordable housing hreshold (>1ha or 15 dwellings)  Lower affordable housing threshold				ligher affordable ousing threshold	emp	and and buildings allocated for loyment use should continue to be ected from housing development	emp surp	and buildings allocated for loyment use that is lus to requirements uld be declassified	Develop mixed use sites on employment land comprising residential and employment		
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	+	This option protects land and buildings allocated for employment use.	?	The declassification of land and buildings allocated for employment use may limit the number of employment sites in sustainable locations. However, studies indicate that there is currently an oversupply of employment land.	+	Residents of mixed use developments comprising housing and employment would be able to access employment opportunities created as part of the mixed use development.	
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	+	Under this option, affordable housing provision is discretionary. This enables developers to provide a level of affordable housing that is economically viable.	?	A lower affordable housing threshold could affect the economic viability of private development schemes.	?	A higher affordable housing threshold may help to make the development of smaller sites more economically viable where affordable housing provision would no longer be required.	0	No significant effects are anticipated.	?	The declassification of land and buildings allocated for employment use may limit the number of employment sites in sustainable locations, with knock on effects upon the local economy. However, studies indicate that there is currently an oversupply of employment land.	+	Mixed use developments comprising housing and employment uses could help to attract further inward investment.	



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#### Table A5 SA of the options for achieving the correct balance of new dwellings in terms of type and size

KEY

-- Move away significantly

-- Move away marginally

+- Move towards marginally

++ Move towards significantly

O Neutral

? Uncertain

		0	ptions	for achieving the correct balance	of new	dwellings in terms of type and siz	е	
SA Objectives	Pro	omote lower density housing on targeted sites		note the existing housing density uirement (30 units per ha) on all sites		omote high density housing (50 units per ha) on targeted sites	Pro	omote high density housing (50 units per ha) on all sites
Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
2. Minimise the growth in waste and increase the amount of waste which is reused, recycled, and recovered	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
3. Reduce the district's impact on climate change and vulnerability to its effects	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
4. Safeguard and improve air, water and soil resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.





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

		0	ptions	for achieving the correct balance	of new	v dwellings in terms of type and siz	e	
SA Objectives	Pro	omote lower density housing on targeted sites		note the existing housing density uirement (30 units per ha) on all sites		omote high density housing (50 units per ha) on targeted sites	Pro	omote high density housing (50 units per ha) on all sites
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
6. Maintain and enhance the character of natural and man made landscapes	0	No significant effects are anticipated.	0	No significant effects are anticipated.	?	Depending upon the nature of the housing development, there is the potential for higher density housing to have an effect upon the surrounding townscape / landscape (e.g. high rise housing could impact upon the skyline). Notwithstanding this, sites suitable for this type of development could be targeted.	?	Depending upon the nature of the housing development, there is the potential for higher density housing to have an effect upon the surrounding townscape / landscape (e.g. high rise housing could impact upon the skyline).
7. Protect and enhance historic assets and their settings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.



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Move away Move away Move towards Move towards **KEY** 0 ? Neutral Uncertain significantly significantly marginally marginally

		O	otions	for achieving the correct balance	of new	v dwellings in terms of type and siz	е	
SA Objectives	Promote lower density housing on targeted sites			note the existing housing density juirement (30 units per ha) on all sites		omote high density housing (50 units per ha) on targeted sites	Pr	omote high density housing (50 units per ha) on all sites
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	+	Lower density housing presents greater opportunity for the provision of a range of housing types and sizes, including larger family homes and semi-detached or detached properties.  Notwithstanding this, this option may not help to ensure the provision of a sufficient number of homes.	+	This option ensures the development of at least 30 units per hectare on all sites, which is in accordance with national guidelines (PPS3). The required density should contribute positively towards ensuring the provision of a sufficient number of homes. Notwithstanding this, careful consideration should be given to the potential effect of housing density requirements upon the provision of housing types and tenures (e.g. whether it may limit the provision of accommodation for larger families).	+	The requirement to develop at least 50 units per hectare on targeted sites should contribute positively towards ensuring the provision of a sufficient number of homes. Notwithstanding this, careful consideration should be given to the potential effect of housing density requirements upon the provision of housing types and tenures (e.g. whether it may limit the provision of accommodation for larger families).	+	The requirement to develop at least 50 units per hectare on all sites should contribute positively towards ensuring the provision of a sufficient number of homes. Notwithstanding this, careful consideration should be given to the potential effect of housing density requirements upon the provision of housing types and tenures (e.g. whether it may limit the provision of accommodation for larger families).
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.



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Move away Move away Move towards Move towards ? **KEY** 0 Neutral Uncertain significantly significantly marginally marginally

		0	ptions	for achieving the correct balance	of new	v dwellings in terms of type and siz	e			
SA Objectives	Pro	omote lower density housing on targeted sites	Promote the existing housing density requirement (30 units per ha) on all sites			omote high density housing (50 units per ha) on targeted sites	Promote high density housing (50 units per ha) on all sites			
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	+	Promoting lower density housing on targeted sites may help to reduce any potential effect of new housing within these sites upon congestion on the local road network.	?	increase in the number of new residents in an area.  The requirement for 30 units per bectare on all sites should help to		There is the potential for higher density housing on targeted sites to affect congestion levels on the local road network due to the increase in the number of new residents in an area.	?	There is the potential for higher density housing on all sites to affect congestion levels on the local road network due to the increase in the number of new residents.		
11. Improve the quality of the built environment and make efficient use of land and buildings	?	This option may not ensure the most effective use of the land and buildings within the targeted sites.	+			The requirement for 30 units per hectare on targeted sites should help to ensure the effective use of land and buildings within the targeted sites.	+	The requirement for 50 units per hectare on all sites should help to ensure the effective use of land and buildings.		
12. Improve the quality and range of services available within communities and connections to wider networks	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	+	Lower density housing presents greater opportunities for the creation of high quality neighbourhoods with sufficient open space and private space.	?	There is the potential for the provision of high density housing to compromise on the quality of the living environment. Notwithstanding this, any potential effects can be reduced through design and layout.	?	There is the potential for the provision of higher density housing to compromise on the quality of the living environment. Notwithstanding this, any potential effects can be reduced through design and layout.	?	There is the potential for the provision of higher density housing to compromise on the quality of the living environment. Notwithstanding this, any potential effects can be reduced through design and layout.		



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Move away Move away Move towards Move towards ? **KEY** 0 Neutral Uncertain significantly significantly marginally marginally

		0	ptions	for achieving the correct balance	of nev	v dwellings in terms of type and siz	ze			
SA Objectives	Pro	omote lower density housing on targeted sites	Promote the existing housing density requirement (30 units per ha) on all sites			omote high density housing (50 units per ha) on targeted sites	Promote high density housing (50 units per ha) on all sites			
14. Create good cultural, leisure and recreation activities available to all	0	No significant effects are anticipated.	0	No significant effects are anticipated.		No significant effects are anticipated.	0	No significant effects are anticipated.		
15. Improve safety and security for people and property	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
17. Promote education and training opportunities which build the skills and capacity of the population	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		





KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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		O	ptions	for achieving the correct balance	of nev	v dwellings in terms of type and siz	е		
SA Objectives	Promote lower density housing on targeted sites		Promote the existing housing density requirement (30 units per ha) on all sites			omote high density housing (50 units per ha) on targeted sites	Promote high density housing (50 units per ha) on all sites		
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	?	Careful consideration needs to be given to the potential effect of housing density requirements upon the economic viability of private housing development schemes.	?	Careful consideration needs to be given to the potential effect of housing density requirements upon the economic viability of private housing development schemes.	?	Careful consideration needs to be given to the potential effect of housing density requirements upon the economic viability of private housing development schemes.	?	Careful consideration needs to be given to the potential effect of housing density requirements upon the economic viability of private housing development schemes.	



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#### Table A6 SA of the options for the sustainability performance of dwellings

KEY	Move away significantly	Move away marginally +	Move towards marginally	++ Move towards significantly	0	Neutral	?	Uncertain
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			Optio	ns for the sustainability performance of dwelling	gs		
SA Objectives		All new public and private housing to meet Building Regulations		Il new public and private housing to meet a her standard under the Code for Sustainable Homes	All new public and private housing to achieve the Lifetime Homes Standard		
Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	dent and efficient e of energy and ural resources dent the promotion of th		+	The requirement to meet a higher standard under the Code for Sustainable Homes may help to ensure the future proofing of housing and, the provision of energy efficient lighting and white goods, both of which are voluntary elements under the Code. The Code for Sustainable Homes awards credits for local energy generation from renewable sources.	0	No significant effects are anticipated.	
2. Minimise the growth in waste and increase the amount of waste which is reused, recycled, and recovered	0	No significant effects are anticipated. The requirements of the Building Regulations do not cover the recycling of household and other waste.	+	The Code for Sustainable Homes includes a mandatory element to provide adequate internal and external storage space for recyclable household waste, which may help to encourage recycling and thus reduce the amount of waste sent to landfill. The requirement to meet a higher standard may also ensure the provision of facilities to compost household waste, which is a voluntary element under the Code.  Under the Code it is also mandatory to promote the reduction and effective management of construction related waste through the use of a Site Waste Management Plan.	0	No significant effects are anticipated.	



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KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

			Optio	ns for the sustainability performance of dwelling	gs			
SA Objectives	A	All new public and private housing to meet Building Regulations		Il new public and private housing to meet a her standard under the Code for Sustainable Homes	All new public and private housing to achieve the Lifetime Homes Standard			
3. Reduce the district's impact on climate change and vulnerability to its effects	+	The Building Regulations set minimum energy performance requirements (Target CO <sub>2</sub> Emission Rates) for existing and new buildings.	++	The Code for Sustainable Homes includes a mandatory element to limit emissions of CO <sub>2</sub> to the atmosphere arising from dwellings.  The requirement to meet a higher standard under the Code may also help to ensure the provision of cycle storage facilities, and the necessary space to work from home. These aspects would reduce the need for short car journeys and enable residents to work from home respectively, and thus could help to reduce car related greenhouse gas emissions.	0	No significant effects are anticipated.		
4. Safeguard and improve air, water and soil resources	0	No significant effects are anticipated with respect to local air quality.	+	The requirement to meet a higher standard under the Code for Sustainable Homes may help to ensure the provision of cycle storage facilities and the necessary space to work from home. These aspects would reduce the need for short car journeys and enable residents to work from home respectively, and thus could help to reduce the impact of car travel upon local air quality.	0	No significant effects are anticipated.		
	0	No significant effects are anticipated with respect to soil resources.	0	No significant effects are anticipated with respect to soil resources.	0	No significant effects are anticipated.		



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

			Optio	ns for the sustainability performance of dwelling	gs	
SA Objectives	,	All new public and private housing to meet Building Regulations		Ill new public and private housing to meet a gher standard under the Code for Sustainable Homes	All	new public and private housing to achieve the Lifetime Homes Standard
4. Safeguard and improve air, water and soil resources	+	The Building Regulations require the provision of adequate foul and rainwater drainage systems.	<u>++</u>	The Code for Sustainable Homes includes a mandatory element to reduce the consumption of potable water in the home through the use of water efficient fittings, appliances and water recycling systems. In addition, under the Code it is mandatory to design housing developments which avoid, reduce and delay the discharge of rainfall to public sewers and watercourses, which will help to protect watercourses and reduce the risk of localised flooding.  The requirement to meet a higher standard under the Code may also ensure that housing development in high flood risk areas is avoided and that measures are taken to reduce the impact of flooding.	0	No significant effects are anticipated.
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	0	No significant effects are anticipated.	+	The requirement to meet a higher standard under the Code may ensure that housing development on land of ecological value is avoided and that opportunities to enhance the ecological value of a site are pursued.	0	No significant effects are anticipated.
6. Maintain and enhance the character of natural and man made landscapes	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.



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Move away Move away Move towards Move towards ? **KEY** 0 Neutral Uncertain significantly significantly marginally marginally

			Optio	ns for the sustainability performance of dwelling	gs			
SA Objectives		All new public and private housing to meet Building Regulations		Il new public and private housing to meet a ther standard under the Code for Sustainable Homes	All new public and private housing to achieve the Lifetime Homes Standard			
7. Protect and enhance historic assets and their settings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	+	Housing developed in accordance with the Building Regulations should meet minimum requirements in terms of hygiene, ventilation and accessibility.	+	The requirement to meet a higher standard under the Code for Sustainable Homes should ensure that new housing is of a decent standard.	+	The requirement to meet the Lifetime Homes standard should ensure that housing meets the needs of everyone and help to ensure that new housing is of a decent standard.		
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	0	No significant effects are anticipated.	+	The requirement to meet a higher standard under the Code for Sustainable Homes may help to ensure the provision of cycle storage facilities and the necessary space to work from home. These aspects would reduce the need for short car journeys and enable residents to work from home respectively.	0	No significant effects are anticipated.		





KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

			Optio	ns for the sustainability performance of dwelling	gs			
SA Objectives	J	All new public and private housing to meet Building Regulations		Il new public and private housing to meet a gher standard under the Code for Sustainable Homes	All new public and private housing to achieve the Lifetime Homes Standard			
11. Improve the quality of the built environment and make efficient use of land and buildings	0	No significant effects are anticipated.		The Code for Sustainable Homes includes a mandatory element to use materials with lower environmental impacts over their lifecycle.  The requirement to meet a higher standard under the Code may also help to ensure the use of responsibly sourced materials and the most efficient use of a buildings footprint by ensuring that land and material use is optimised across the development.	0	No significant effects are anticipated.		
12. Improve the quality and range of services available within communities and connections to wider networks	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	0	No significant effects are anticipated.	+	The requirement to meet a higher standard under the Code for Sustainable Homes may help to encourage the development of homes in accordance with the Lifetime Homes Standard (a requirement for Level 6). This would help to ensure that homes are accessible and easily adaptable to meet the changing needs of current and future occupants.	++	The requirement to achieve the Lifetime Homes Standard should help to ensure that new housing is accessible and easily adaptable to meet the changing needs of current and future occupants.		
14. Create good cultural, leisure and recreation activities available to all	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		





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

			Optio	ns for the sustainability performance of dwelling	gs			
SA Objectives	4	All new public and private housing to meet Building Regulations		Il new public and private housing to meet a her standard under the Code for Sustainable Homes	All new public and private housing to achieve the Lifetime Homes Standard			
15. Improve safety and security for people and property	0	No significant effects are anticipated.	The requirement to meet a higher standard under the Code for Sustainable Homes may help to ensure that crime prevention is taken into consideration in the design of developments.			No significant effects are anticipated.		
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
17. Promote education and training opportunities which build the skills and capacity of the population	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		





KEY Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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			Options for the sustainability performance of dwellings											
		All new public and private housing to meet Building Regulations		Il new public and private housing to meet a ther standard under the Code for Sustainable Homes	All new public and private housing to achieve Lifetime Homes Standard									
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	0	No significant effects are anticipated.	?	Higher quality housing is likely to be more desirable, increasing the attractiveness of the District as a place to live and work.  Notwithstanding this, the requirement to meet Code for Sustainable Homes may affect the economic viability of private housing development schemes.	?	The requirement to meet the Lifetime Homes Standard may affect the economic viability of private housing development schemes.								



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Table A7 SA of the options for ensuring there is the right amount of land allocated for employment use

KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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		0	ptions	for ensuring there is the right am	ount o	f land allocated for employment us	е	
SA Objectives	Bas	se land allocations on statistical employment forecasts	Base	e land allocations on past take up rates of employment land	Base	e land allocations on a market led approach	Bas	e land allocations in line with the Employment Land Review
Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
2. Minimise the growth in waste and increase the amount of waste which is reused, recycled, and recovered	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
3. Reduce the district's impact on climate change and vulnerability to its effects	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
4. Safeguard and improve air, water and soil resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.





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

		Options for ensuring there is the right amount of land allocated for employment use												
SA Objectives	Base land allocations on statistical employment forecasts			e land allocations on past take up rates of employment land	Base	e land allocations on a market led approach	Bas	e land allocations in line with the Employment Land Review						
6. Maintain and enhance the character of natural and man made landscapes	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.						
7. Protect and enhance historic assets and their settings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.						
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.						
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.						





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

		Options for ensuring there is the right amount of land allocated for employment use													
SA Objectives	Base land allocations on statistical employment forecasts			e land allocations on past take up rates of employment land	Base	e land allocations on a market led approach	Bas	e land allocations in line with the Employment Land Review							
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.							
11. Improve the quality of the built environment and make efficient use of land and buildings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.							
12. Improve the quality and range of services available within communities and connections to wider networks	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.							
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.							





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

21.21.11		Options for ensuring there is the right amount of land allocated for employment use													
SA Objectives	Bas	se land allocations on statistical employment forecasts	Base	e land allocations on past take up rates of employment land	Base	e land allocations on a market led approach	Bas	e land allocations in line with the Employment Land Review							
14. Create good cultural, leisure and recreation activities available to all	0	No significant effects are anticipated.	0	No significant effects are anticipated.		No significant effects are anticipated.	0	No significant effects are anticipated.							
15. Improve safety and security for people and property	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.							
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.							
17. Promote education and training opportunities which build the skills and capacity of the population	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.							





K E Y	Move away significantly	Move away marginally +	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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01.01		Options for ensuring there is the right amount of land allocated for employment use													
SA Objectives	Base land allocations on statistical employment forecasts			e land allocations on past take up rates of employment land	Base	e land allocations on a market led approach	Base land allocations in line with t Employment Land Review								
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	+ ?	Basing land allocations on statistical employment forecasts should ensure the provision of employment land in accordance with forecasted growth figures. Depending upon which forecasted figures are used, there is the potential for an over supply or under supply of land.	?	Past take up rates indicate that there is an overall negative requirement for employment land, but a positive demand for office development. Under this option land would therefore be allocated for office use with no additional sites allocated for other uses. If demand for other employment uses exceed past take up levels there may be an under supply of land under this option.	+	A market led approach to employment land allocations would ensure the allocation of employment land as required by the current market. However, there would be an element of uncertainty in employment land provision if sites are only brought forward as and when required by the market.	?	Basing land allocations in accordance with the employment land review would ensure the allocation of employment land taking into account existing supply, helping to ensure that there is not an oversupply of land. However, there would be an element of uncertainty in the future provision of employment land.							
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	+	Basing land allocations on statistical employment forecasts should ensure the provision of employment land in accordance with forecasted growth figures. Depending upon which forecasted figures are used, there is the potential for an over supply or under supply of land, potentially affecting economic growth.	?	Past take up rates indicate that there is an overall negative requirement for employment land, but a positive demand for office development. Under this option land would therefore be allocated for office use with no additional sites allocated for other uses. If demand for other employment uses exceed past take up levels there may be an under supply of land under this option, potentially affecting economic growth.	+	A market led approach to employment land allocations would ensure the allocation of employment land as required by the current market.  However, there would be an element of uncertainty in employment land provision if sites are only brought forward as and when required by the market, potentially affecting economic growth.	?	Basing land allocations in accordance with the employment land review would ensure the allocation of employment land taking into account existing supply, helping to ensure that there is not an oversupply of land. However, there would be an element of uncertainty in the future provision of employment land, potentially leading to uncertainty in economic growth.							



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Table A8 SA of the options for allocating land for employment uses

KEY	Move away significantly	Move away marginally +	Move towards marginally	++ Move towards significantly	0	Neutral	?	Uncertain
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				Options	for al	locating land for employme	ent us	es			
SA Objectives	Concentrate development in the city and town centres			ncentrate development mployment growth sites und the Bradford urban area	em	centrate development on aployment growth sites round the Canal Road Corridor		centrate development in the existing areas of employment use	Concentrate development in deprived areas		
Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
2. Minimise the growth in waste and increase the amount of waste which is reused, recycled, and recovered	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
3. Reduce the district's impact on climate change and vulnerability to its effects	+	Employment in the city and town centres is likely to be accessible by public transport and potentially also by walking and cycling, reducing the need to travel by car and thus helping to reduce car related greenhouse gas emissions.	?	Depending upon its location, employment around the Bradford urban area may be accessible from the sub regional city area by public transport, and also walking and cycling. However, residents elsewhere in the District may have to commute by car to access employment	+	Employment around the Canal Road Corridor should be accessible from the sub regional city by public transport. However, given its location along the ring road, people may choose to travel by car. Residents elsewhere in the District may also have to commute by car to access employment in this	+	Many of the existing areas of employment use are accessible from the sub regional city and surrounding residential areas by public transport, and in some cases also walking and cycling (i.e. in Bradford city centre). However, residents elsewhere in the District may have to commute by	+	The most deprived areas of the District are wards within the sub regional city, Shipley and Keighley. Development in these areas is likely to be accessible from the sub regional city area by public transport and potentially also walking and cycling. However, residents elsewhere in the District may have to commute by	
				around the urban area.		area.		car to access employment in these areas.		car to access employment in these areas.	





Move away Move away Move towards Move towards ? **KEY** 0 Neutral Uncertain significantly significantly marginally marginally

		Options for allocating land for employment uses													
SA Objectives	Concentrate development in the city and town centres			ncentrate development mployment growth sites und the Bradford urban area	Concentrate development on employment growth sites around the Canal Road Corridor			centrate development in the existing areas of employment use	Con	Concentrate development in deprived areas					
Safeguard and improve air, water	+	Employment in the city and town centres is likely to be accessible by public transport and potentially also by walking and cycling, reducing the need to travel by car and thus helping to reduce the impact of car travel upon local air quality.	?	Depending upon its location, employment around the Bradford urban area may be accessible from the sub regional city area by public transport, and also walking and cycling. However, residents elsewhere in the District may have to commute by car to access employment around the urban area.	+	Employment around the Canal Road Corridor should be accessible from the sub regional city by public transport. However, given its location along the ring road, people may choose to travel by car. Residents elsewhere in the District may also have to commute by car to access employment in this area.	+	Many of the existing areas of employment use are accessible from the sub regional city and surrounding residential areas by public transport, and in some cases also walking and cycling (i.e. in Bradford city centre). However, residents elsewhere in the District may have to commute by car to access employment in these areas.	+	The most deprived areas of the District are wards within the sub regional city, Shipley and Keighley. Development in these areas is likely to be accessible from the sub regional city area by public transport and potentially also walking and cycling. However, residents elsewhere in the District may have to commute by car to access employment in these areas.					
and soil resources	?	There is the potential for employment development in the city and town centres to have an effect upon water quality and flood risk. Several town centres are intersected by watercourses and parts lie within the floodplain.	?	There is the potential for employment development in the Bradford urban area to have an effect upon water quality and flood risk. Several watercourses intersect the Bradford urban area and parts lie within the floodplain.	-	There is the potential for employment development 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.	-	There is the potential for employment development in the existing areas of employment use to have an effect upon water quality and flood risk. Several existing employment areas lie within the floodplain (e.g. employment along the Airedale Corridor etc).	?	The most deprived areas of the District are wards within the sub regional city, Shipley and Keighley. There is the potential for employment development in these areas to have an effect upon water quality and flood risk. Several deprived areas are intersected by watercourses and parts lie within the floodplain.					



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KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

		Options for allocating land for employment uses													
SA Objectives	Concentrate development in the city and town centres			Concentrate development on employment growth sites around the Bradford urban area		centrate development on ployment growth sites round the Canal Road Corridor		centrate development in the existing areas of employment use	Concentrate development in deprived areas						
4. Safeguard and improve air, water and soil resources	+	Employment development in the city and town centres would not result in the loss of any good quality agricultural land.	+	Employment development in the Bradford urban area would not result in the loss of any good quality agricultural land.	+	Employment development in the Canal Road Corridor is unlikely to result in the loss of good quality agricultural land.	?	It is unknown whether development in existing employment areas would result in the loss of good quality agricultural land.	?	It is unknown whether development in existing employment areas would result in the loss of good quality agricultural land. Depending upon the location of new development in Shipley and Keighley, there is the potential for development to result in the loss of Grade 3 (good to moderate) agricultural land to the north of the River Aire.					
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	?	There is the potential for employment development in the city and town centres to have an effect upon biodiversity (e.g. disturbance, loss of habitat). There are several Bradford Wildlife Areas and SEGIs within urban areas. It should also be noted that brownfield land can support a range of habitats and species.		There is the potential for employment development around the Bradford urban area to have an effect upon biodiversity (e.g. disturbance, loss of habitat). There are Bradford Wildlife Areas, SEGIs and ancient woodland in the area surrounding Bradford.	<u>.</u>	There is the potential for employment development in the Canal Road Corridor to have an effect upon biodiversity (e.g. disturbance, loss of habitat). There are several Bradford Wildlife Areas along the Corridor and development of this area would involve the use of Green Belt.		There is the potential for employment development in the existing areas of employment use to have an effect upon biodiversity (e.g. disturbance, loss of habitat). There are several Bradford Wildlife Areas, SEGIs and ancient woodland in the locality of existing employment areas.		There is the potential for employment development in deprived areas to have an effect upon biodiversity (e.g. disturbance, loss of habitat). There are several Bradford Wildlife Areas, SEGIs and ancient woodland in these areas.					



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KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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		Options for allocating land for employment uses												
SA Objectives		ncentrate development in e city and town centres	Concentrate development on employment growth sites around the Bradford urban area			centrate development on ployment growth sites round the Canal Road Corridor		centrate development in the existing areas of employment use	Con	centrate development in deprived areas				
6. Maintain and enhance the character of natural and man made landscapes	?	There is the potential for development in the city and town centres to have an effect upon local distinctiveness, character and visual amenity. The effect will depend upon the scale, nature and location of the development. It is noted that development in these areas is likely to be on brownfield land. Brownfield development presents an opportunity to enhance character (e.g. through the re-use of derelict sites).	-	Development around the urban area would result in the loss of Green Belt, which contributes positively to landscape character and plays an important role in preventing urban sprawl. Development around the urban area could also impact upon visual amenity and sense of place. If the majority of the Green Belt is developed this could be significant, resulting the urban area merging with adjacent settlements.	?	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. Infill development on open space and greenspace could also impact upon the visual amenity and sense of place of neighbouring residents.	?	Depending upon the scale, nature and location of development, there is the potential for employment development in existing areas of employment use to have an effect upon local distinctiveness, character and visual amenity.	?	Depending upon the scale, nature and location of development, there is the potential for development in deprived areas to have an effect upon local distinctiveness, character and visual amenity.				
7. Protect and enhance historic assets and their settings	-	There is the potential for development in the city and town centres to have an effect upon historic assets and their settings. The majority of the centres are designated Conservation Areas and there are a number of Listed Buildings within the urban areas.	-	There is the potential for development around the Bradford urban area to have an effect upon historic assets and their settings. There are several Listed Buildings in the area surrounding Bradford. Development around the north of Bradford could also impact upon Saltaire World Heritage Site.		There is the potential for development in the Canal Road Corridor to have an effect upon historic assets and their settings. The Manningham Conservation Area lies adjacent to the Corridor and development in this area could also impact upon Saltaire World Heritage Site to the north.	-	There is the potential for development in the existing areas of employment to have an effect upon historic assets and their settings. There are several Conservation Areas and Listed Buildings within or surrounding existing areas. Employment in Saltaire could impact upon Saltaire World Heritage Site.	-	There is the potential for development in deprived areas to have an effect upon historic assets and their settings. There are several Conservation Areas and Listed Buildings in these areas. Development in several of these areas (e.g. Shipley and Keighley) could also impact upon World Heritage Site.				



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Move away Move away Move towards Move towards ? **KEY** 0 Neutral Uncertain significantly significantly marginally marginally

				Options	for al	locating land for employm	ent us	es		
SA Objectives		ncentrate development in e city and town centres	Concentrate development on employment growth sites around the Bradford urban area			centrate development on aployment growth sites round the Canal Road Corridor		centrate development in the existing areas of employment use	Con	centrate development in deprived areas
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	0	0 1 0		No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
9. Develop and maintain an integrated and efficient transport		Employment in the city and town centres is likely to be	?	Depending upon its location, employment around the Bradford urban area may be accessible from the sub regional city	+	Employment around the Canal Road Corridor should be accessible from the sub regional city by public	+	Many of the existing areas of employment use are accessible from the sub regional city and surrounding residential areas by public transport, and in some cases also	+	The most deprived areas of the District are wards within the sub regional city, Shipley and Keighley. Development in these areas is likely to be accessible
efficient transport network which maximises access whilst minimising detrimental impacts	+	town centres is likely to be accessible by public transport.		area by public transport.  However, employment around the Bradford urban area may not be accessible to residents elsewhere in the district without a car.		transport. However, employment in this location may not be accessible to residents elsewhere in the district without a car.	-	walking and cycling (i.e. in Bradford city centre). However, employment in this location may not be accessible to residents elsewhere in the district without a car.	-	from the sub regional city area by public transport. However, employment in these locations may not be accessible to residents elsewhere in the district without a car.



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				Options	for al	locating land for employme	ent us	es		
SA Objectives		ncentrate development in e city and town centres	Concentrate development on employment growth sites around the Bradford urban area			centrate development on nployment growth sites round the Canal Road Corridor		centrate development in the existing areas of employment use	Con	centrate development in deprived areas
10. Reduce congestion and pollution by increasing transport	+	Employment in the city and town centres is likely to be accessible by public transport and potentially also	?	Depending upon its location, employment around the Bradford urban area may be accessible from the sub regional city area by public transport, and also walking and	+	Employment around the Canal Road Corridor should be accessible from the sub regional city by public transport. However, given its location along the ring road, people may choose to travel	+	Many of the existing areas of employment use are accessible from the sub regional city and surrounding residential areas by public transport, and in some cases also walking and cycling (i.e. in	+	The most deprived areas of the District are wards within the sub regional city, Shipley and Keighley. Development in these areas is likely to be accessible from the sub regional city area by public transport and
, ,		by walking and cycling, reducing the need to travel by car.	cycling. However, residen elsewhere in the District may have to commute by car to access employmen around the urban area.		-	by car. Residents elsewhere in the District may also have to commute by car to access employment in this area.	-	Bradford city centre). However, residents elsewhere in the District may have to commute by car to access employment in these areas.	-	potentially also walking and cycling. However, residents elsewhere in the District may have to commute by car to access employment in these areas.
11. Improve the quality of the built environment and make efficient use of land and buildings	+	Employment development in the city and town centres is likely to involve the use of previously developed land. There may also be opportunities for the re-use of existing buildings.	-	Employment development around the Bradford urban area is likely to involve the development of greenfield land, including Green Belt.	-	Employment development in the Canal Road Corridor is likely to involve the development of greenfield land.	?	Employment development in the existing areas of employment use could involve the development of brownfield or greenfield land.	?	Employment development in deprived areas could involve the development of brownfield or greenfield land.
12. Improve the quality and range of services available within communities and connections to wider networks	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.



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March 2009



KEY

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				Options	for al	locating land for employme	ent us	es		
SA Objectives		ncentrate development in e city and town centres	Concentrate development on employment growth sites around the Bradford urban area			centrate development on aployment growth sites round the Canal Road Corridor		centrate development in the existing areas of employment use	Con	centrate development in deprived areas
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	0	No significant effects are anticipated.	0	No significant effects are anticipated.		No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
14. Create good cultural, leisure and recreation activities available to all	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
15. Improve safety and security for people and property	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
17. Promote education and training opportunities which build the skills and capacity of the population	0	No significant effects are anticipated.	No significant effects are anticipated.		No significant effects are anticipated.		0	No significant effects are anticipated.	0	No significant effects are anticipated.





KEY

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				Options	for al	locating land for employme	ent us	es		
SA Objectives		ncentrate development in e city and town centres	on e	ncentrate development mployment growth sites und the Bradford urban area	en	centrate development on nployment growth sites round the Canal Road Corridor		centrate development in the existing areas of employment use	Con	centrate development in deprived areas
18. Increase the number of high quality job		Employment in the city and town centres is likely to be accessible by public transport and potentially also	?	Depending upon its location, employment around the Bradford urban area may be accessible from the sub regional city area by public transport, and also walking and	+	Employment around the Canal Road Corridor should be accessible from the sub regional city by public transport. However, given its location along the ring road, people may choose to travel	+	Many of the existing areas of employment use are accessible from the sub regional city and surrounding residential areas by public transport, and in some cases also	++	Concentrating development in deprived areas may help to reduce employment deprivation in these areas. In addition, development in these areas is likely to be accessible from the sub regional city area by public
3	+	by walking and cycling, helping to ensure that employment opportunities are accessible to everyone.	cycling. However, residents elsewhere in the District may have to commute to access employment around the urban area and employment need elsewhere may not be met.		1	by car. Residents elsewhere in the District may also have to commute to access employment in this area and employment need elsewhere may not be met.	•	walking and cycling (i.e. in Bradford city centre). However, residents elsewhere in the District may have to commute to access employment in these areas.	-	transport and potentially also walking and cycling. However, residents elsewhere in the District may have to commute by car to access employment in these areas.
19. Support investment and enterprise that		Employment development in the city and town centres would help to encourage	+	Employment development around the Bradford urban area would help to encourage further investment and growth in	+	Employment development around the Canal Road Corridor would help to encourage further investment and growth in	+	Employment development in the existing areas of employment use would help to encourage further investment and growth in	+	Employment development in deprived areas would help to encourage further inward investment and growth in these areas.  However, concentrating
respects that respects the local character and needs of Bradford and the wider area	+		Bradford city. However, concentrating employment development in this area could affect the viability of the other towns and villages in the District.			Bradford city. However, concentrating employment development in this area could affect the viability of the other towns and villages in the District.		these areas. However, where there is little or no existing employment, employment needs may not be met.		development in these areas, the majority of which are in or surrounding the Bradford urban area, could affect the viability of other areas in the District.





Table A9 SA of the options for protecting existing employment land and building stock

KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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				Optio	ns for	protecting existing e	mploy	ment land and buildi	ng sto	ck		
SA Objectives	buil	rotect sites and Idings in Bradford ty centre and the town centres		Protect sites and buildings in apployment growth areas	Protect sites and buildings in current and previously operational employment zones			Protect sites and Idings in deprived areas		rotect sites and lings in the villages		o not protect any xisting land and buildings
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
2. Minimise the growth in waste and increase the amount of waste which is re- used, recycled, and recovered	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
3. Reduce the district's impact on climate change and vulnerability to its effects	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
Safeguard and improve air, water and soil resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.





KEY

- Move away significantly

- Move away marginally

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0 Neutral

? Uncertain

				Optio	ns for	protecting existing e	mploy	ment land and buildi	ng sto	ck		
SA Objectives	city centre and the town centres		Protect sites and buildings in employment growth areas		build prev	rotect sites and lings in current and riously operational nployment zones		Protect sites and Idings in deprived areas	_	rotect sites and lings in the villages		o not protect any xisting land and buildings
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
6. Maintain and enhance the character of natural and man made landscapes	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
7. Protect and enhance historic assets and their settings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.





Move away Move away Move towards Move towards ? **KEY** 0 Neutral Uncertain significantly significantly marginally marginally

				Optio	ns for	protecting existing e	mploy	ment land and build	ng sto	ck		
SA Objectives	buil	rotect sites and dings in Bradford by centre and the town centres	Protect sites and buildings in employment growth areas		Protect sites and buildings in current and previously operational employment zones			Protect sites and Idings in deprived areas	_	rotect sites and lings in the villages		o not protect any xisting land and buildings
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
11. Improve the quality of the built environment and make efficient use of land and buildings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
12. Improve the quality and range of services available within communities and connections to wider networks	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.





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

				Optio	ns for	protecting existing e	mploy	ment land and buildi	ng sto	ck		
SA Objectives	buil	rotect sites and dings in Bradford ty centre and the town centres	Protect sites and buildings in employment growth areas		Protect sites and buildings in current and previously operational employment zones			Protect sites and Idings in deprived areas	_	Protect sites and lings in the villages		o not protect any xisting land and buildings
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
14. Create good cultural, leisure and recreation activities available to all	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
15. Improve safety and security for people and property	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.





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

				Optio	ns for	protecting existing e	mploy	ment land and build	ng sto	ck		
SA Objectives	bui	rotect sites and dings in Bradford ly centre and the town centres	Protect sites and buildings in employment growth areas		Protect sites and buildings in current and previously operational employment zones			Protect sites and Idings in deprived areas	_	rotect sites and lings in the villages		o not protect any xisting land and buildings
17. Promote education and training opportunities which build the skills and capacity of the population	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	++	This option should help to protect jobs in the city and town centres, where significant employment is focused.	++	This option should help to protect jobs in employment growth areas, where significant employment is focused.	+	This option should help protect jobs in current and previously operational employment zones.	++	This option should help protect jobs in deprived areas and should therefore help to prevent further increases in deprivation in these areas.	++	This option should help protect jobs in the villages, which is considered to be significant given that employment opportunities in these areas are limited.	?	Not affording protection to existing land and buildings may result in the loss of businesses with associated job losses.
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	++	This option should help to protect employment in the city and town centres.	++	This option should help to protect employment in employment growth areas.	+	This option should help protect employment in current and previously operational employment zones.	+	This option should help protect employment in deprived areas.	+	This option should help protect employment in the villages, which contributes to the rural economy.	?	Not affording protection to existing land and buildings may result in the loss of businesses.



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Table A10 SA of the options relating to the diversification of the economy and travel plan provision

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

		Options relating to the dive	rsifica	ation of the economy	Options for the provision of travel plans								
SA Objectives	Sup	pport an economy based on multiple sectors		port an economy based on niche enterprise	Require all new developments (regardless of size) to provide a travel plan			quire all developments acting large numbers of ople to provide a travel plan	No new developments (regardless of size) to provid a travel plan				
Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			
2. Minimise the growth in waste and increase the amount of waste which is re- used, recycled, and recovered	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			
3. Reduce the district's impact on climate change and vulnerability to its effects	0	No significant effects are anticipated.	0	No significant effects are anticipated.	++	The requirement for all new developments to provide a travel plan should help to reduce the number of car journeys made associated with the new developments, and thus would help to reduce car related greenhouse gas emissions.	+	This option should help to reduce the number of car journeys made associated with developments that attract large numbers of people, and thus would help to reduce car related greenhouse gas emissions associated with these developments. However, under this option travel plans are not required for smaller developments.	0	No significant effects are anticipated.			





Move away Move away Move towards Move towards ? **KEY** 0 Neutral Uncertain significantly significantly marginally marginally

SA Objectives	Options relating to the diversification of the economy					Options for the provision of travel plans							
	Sup	oport an economy based on multiple sectors	Support an economy based on niche enterprise		Require all new developments (regardless of size) to provide a travel plan			quire all developments acting large numbers of ople to provide a travel plan	No new developments (regardless of size) to provi a travel plan				
4. Safeguard and improve air, water and soil resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	++	The requirement for all new developments to provide a travel plan should help to reduce the number of car journeys made associated with the new developments, and thus would help to reduce the impact of car travel associated with developments upon local air quality.		This option should help to reduce the number of car journeys made associated with developments that attract large numbers of people, and thus would help to reduce the impact of car travel associated with these developments upon local air quality. However, under this option travel plans are not required for smaller developments.	0	No significant effects are anticipated.			
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			
6. Maintain and enhance the character of natural and man made landscapes	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			





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		Options relating to the dive	rsifica	ation of the economy	Options for the provision of travel plans								
SA Objectives	Sup	oport an economy based on multiple sectors	Support an economy based on niche enterprise			Require all new elopments (regardless of ) to provide a travel plan	attr	quire all developments acting large numbers of ople to provide a travel plan	No new developments (regardless of size) to prov a travel plan				
7. Protect and enhance historic assets and their settings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	0	No significant effects are anticipated.	0	No significant effects are anticipated.	++	This option requires all new developments to provide a travel plan, which should help to improve access and may encourage car sharing schemes.	+	This option requires developments attracting large numbers of people to provide a travel plan, which should help to improve access and may encourage car sharing schemes. However, under this option travel plans are not required for smaller developments.	-	Under this option travel plans would not be a requirement.			





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		Options relating to the dive	rsifica	ation of the economy		Options for the provision of travel plans							
SA Objectives	Sup	oport an economy based on multiple sectors		Support an economy based on niche enterprise		Require all new elopments (regardless of b) to provide a travel plan	attr	quire all developments acting large numbers of ople to provide a travel plan	No new developments (regardless of size) to provi- a travel plan				
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	0	No significant effects are anticipated.	0	No significant effects are anticipated.	++	The requirement for all new developments to provide a travel plan should help to reduce the number of car journeys made associated with new development, help to reduce congestion and increase transport choice.	+	This option should help to reduce the number of car journeys made associated with developments that attract large numbers of people, help to reduce congestion and increase transport choice. However, under this option travel plans are not required for smaller developments.	?	Under this option travel plans would not be a requirement. Developers may therefore not pursue options for reducing car travel and increasing transport choice.			
11. Improve the quality of the built environment and make efficient use of land and buildings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			
12. Improve the quality and range of services available within communities and connections to wider networks	+	Supporting an economy based on multiple sectors would help to ensure the provision of a range of services and facilities.	-	Supporting an economy based on a niche enterprise may not help to improve and increase services and facilities provision.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			



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	(	Options relating to the dive	rsifica	ation of the economy	Options for the provision of travel plans								
SA Objectives	Sup	oport an economy based on multiple sectors		port an economy based on niche enterprise	Require all new developments (regardless of size) to provide a travel plan			quire all developments acting large numbers of ople to provide a travel plan	No new developments (regardless of size) to provide a travel plan				
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			
14. Create good cultural, leisure and recreation activities available to all	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			
15. Improve safety and security for people and property	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			





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		Options relating to the dive	rsifica	ation of the economy	Options for the provision of travel plans							
SA Objectives	Support an economy based on multiple sectors			Support an economy based on niche enterprise		Require all new elopments (regardless of b) to provide a travel plan	attr	quire all developments acting large numbers of ople to provide a travel plan	No new developments (regardless of size) to prov a travel plan			
17. Promote education and training opportunities which build the skills and capacity of the population	+	A multiple sector economy is likely to be able to offer a more diverse range of training and skills development opportunities.	?	Training and skills development opportunities may be less diverse where the economy is focused on niche enterprises.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	+	A multiple sector economy would be offer a more diverse range of employment opportunities.	-	Employment opportunities are likely to be less diverse where the economy is focused on niche enterprises.	+	The requirement for all new developments to provide a travel plan should help to increase accessibility to employment.	+	The requirement for developments attracting large numbers of people to provide a travel plan should help to increase accessibility to large employment developments.	0	No significant effects are anticipated.		
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	++	Supporting an economy based on multiple sectors should help to attract a wide range of businesses and investors, encouraging market sector diversification and reducing dependency on specific markets and industries.	+	Supporting an economy based on niche enterprises may increase dependency on these specific markets and discourage market sector diversification.  Notwithstanding this, supporting niche enterprises may help to increase the District's competitiveness in these sectors.	?	The requirement for all new developments to provide a travel plan may be costly for smaller developments.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		



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Table A11 SA of the options for enhancing accessibility to jobs, services and facilities

Move away Move away Move towards Move towards **KEY** 0 Neutral Uncertain significantly marginally marginally significantly

				Options contributing	g to th	e enhancement of ex	cisting	accessibility to jobs	, servic	ces and facilities		
SA Objectives	deve la pec	Locate all new elopment attracting arge numbers of ople in the vicinity public transport nodes	l peo	Locate all new development attracting large numbers of people in the vicinity of existing transport routes		ease road capacity ecommodate traffic enerated by new elopment attracting arge numbers of people		ease existing public nsport capacity to support new development	trans	ovide new public sport infrastructure to support new elopment (e.g. tram and light rail)	Provide new road capacity to accommodate traffic generated by new development attracting large numbers of people	
Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
2. Minimise the growth in waste and increase the amount of waste which is re- used, recycled, and recovered	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
3. Reduce the district's impact on climate change and vulnerability to its effects	+	Locating development close to public transport nodes would encourage public transport use and reduce the need for car travel, thus helping to reduce car related greenhouse gas emissions.	-	Locating development close to existing transport routes may encourage greater levels of car use, potentially increasing car related greenhouse gas emissions.	-	Increasing road capacity may encourage greater levels of car use, potentially increasing car related greenhouse gas emissions.	+	Increasing public transport capacity would encourage public transport use and reduce the need for car travel, thus helping to reduce car related greenhouse gas emissions.	+	New transport infrastructure such as tram and light rail would encourage public transport use and reduce the need for car travel, thus helping to reduce car related greenhouse gas emissions.	-	Providing new road capacity may encourage greater levels of car use, potentially increasing car related greenhouse gas emissions.





KEY

- Move away significantly

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? Uncertain

				Options contributing	g to th	e enhancement of ex	cisting	accessibility to jobs	, servi	ces and facilities			
SA Objectives	deve la pec	Locate all new elopment attracting arge numbers of ople in the vicinity public transport nodes	Locate all new development attracting large numbers of people in the vicinity of existing transport routes		to ac g deve	ease road capacity ecommodate traffic enerated by new elopment attracting arge numbers of people		ease existing public nsport capacity to support new development	trans	ovide new public sport infrastructure to support new elopment (e.g. tram and light rail)	Provide new road capacity to accommodate traffic generated by new development attracting large numbers of people		
4. Safeguard and	+	Locating development close to public transport nodes would encourage public transport use and reduce the need for car travel, thus helping to reduce the impact of car travel upon local air quality.		Locating development close to existing transport routes may encourage greater levels of car use, potentially increasing the impact of car travel upon local air quality.	<u> </u>	Increasing road capacity may encourage greater levels of car use, potentially increasing the impact of car travel upon local air quality.	+	Increasing public transport capacity would encourage public transport use and reduce the need for car travel, thus helping to reduce the impact of car travel upon local air quality.	+	New transport infrastructure such as tram and light rail would encourage public transport use and reduce the need for car travel, thus helping to reduce the impact of car travel upon local air quality.		Providing new road capacity may encourage greater levels of car use, potentially increasing the impact of car travel upon local air quality.	
improve air, water and soil resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	?	There is the potential for any increase in road capacity to result in the loss of good quality agricultural land.	0	No significant effects are anticipated.	?	There is the potential for the development of new transport infrastructure to result in the loss of good quality agricultural land.	?	There is the potential for the provision of new road capacity to result in the loss of good quality agricultural land.	
	0	No significant effects are anticipated.	0	No significant effects are anticipated.	?	There is the potential for any increase in road capacity to impact upon water quality and increase flood risk.	0	No significant effects are anticipated.	?	There is the potential for new transport infrastructure to impact upon water quality and increase flood risk.		There is the potential for the provision of new road capacity to impact upon water quality and increase flood risk.	



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

				Options contributing	g to th	e enhancement of ex	cisting	accessibility to jobs	servic	es and facilities		
SA Objectives	deve la pec	Locate all new elopment attracting arge numbers of ople in the vicinity public transport nodes	l peo	Locate all new elopment attracting arge numbers of ple in the vicinity of xisting transport routes	to ac go deve	ease road capacity ecommodate traffic enerated by new elopment attracting arge numbers of people		ease existing public nsport capacity to support new development	trans	ovide new public sport infrastructure o support new slopment (e.g. tram and light rail)	aco g deve	Provide new road capacity to commodate traffic enerated by new elopment attracting numbers of people
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	0	No significant effects are anticipated.	0	No significant effects are anticipated.	?	There is the potential for any increase in road capacity to impact upon biodiversity (i.e. loss of habitat, severance or disturbance).	0	No significant effects are anticipated.	?	There is the potential for the development of new public transport infrastructure to impact upon biodiversity (i.e. loss of habitat, severance or disturbance).	?	There is the potential for new road capacity to impact upon biodiversity (i.e. loss of habitat, severance or disturbance).
6. Maintain and enhance the character of natural and man made landscapes	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	?	There is the potential for the development of new public transport infrastructure to impact upon the landscape / townscape.	?	There is the potential for new road capacity to impact upon the landscape / townscape.
7. Protect and enhance historic assets and their settings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	?	There is the potential for any increase in road capacity to impact upon historic assets and their settings.	0	No significant effects are anticipated.	?	There is the potential for the development of new public transport infrastructure to impact upon historic assets and their settings.	?	There is the potential for new road capacity to impact upon historic assets and their settings.



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KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

				Options contributing	g to th	e enhancement of ex	cisting	accessibility to jobs	, servic	ces and facilities		
SA Objectives	deve la pec	Locate all new elopment attracting arge numbers of ople in the vicinity public transport nodes	l peo	Locate all new elopment attracting arge numbers of ple in the vicinity of xisting transport routes	to ac ge deve	ease road capacity ecommodate traffic enerated by new elopment attracting arge numbers of people	transport capacity to		trans	ovide new public sport infrastructure to support new elopment (e.g. tram and light rail)	accommodate trai	
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	+	Under this option, the public transport network would be accessible from all new developments attracting large numbers of people.	-	Under this option, developments may not be accessible to those without a car.	-	Under this option, developments may not be accessible to those without a car.	+	Increasing public transport capacity would help to ensure accessibility to developments for those without a car.	+	The provision of new transport infrastructure would help to ensure accessibility to developments for those without a car.	-	Under this option, developments may not be accessible to those without a car.
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	+	Locating development close to public transport nodes would encourage public transport use and reduce the need for car travel.	-	Locating development close to existing transport routes may encourage greater levels of car use.	+	Increasing road capacity may encourage greater levels of car use. Notwithstanding this, an increase in road capacity could help to prevent / reduce congestion.	+	Increasing public transport capacity would encourage public transport use and reduce the need for car travel.	++	New transport infrastructure such as tram and light rail would encourage public transport use and reduce the need for car travel.	+	Providing new road capacity may encourage greater levels of car use. Notwithstanding this, an increase in road capacity could help to prevent / reduce congestion.





Move away Move away Move towards Move towards ? **KEY** 0 Neutral Uncertain significantly significantly marginally marginally

				Options contributing	g to th	e enhancement of ex	cisting	accessibility to jobs	servi	ces and facilities		
SA Objectives	deve la pec	Locate all new elopment attracting arge numbers of ople in the vicinity public transport nodes	deve la peol	Locate all new elopment attracting arge numbers of ole in the vicinity of xisting transport routes	to ac ge deve	ease road capacity ecommodate traffic enerated by new elopment attracting arge numbers of people		ease existing public nsport capacity to support new development	trans	ovide new public sport infrastructure to support new elopment (e.g. tram and light rail)	acc ge deve	rovide new road capacity to commodate traffic enerated by new elopment attracting numbers of people
11. Improve the quality of the built environment and make efficient use of land and buildings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	?	Increasing road capacity may involve the use of greenfield land.	0	No significant effects are anticipated.	?	The development of new transport infrastructure may involve the use of greenfield land.	-	The provision of new road capacity is likely to involve the development of greenfield land.
12. Improve the quality and range of services available within communities and connections to wider networks	+	Locating development in the vicinity of public transport nodes would help to improve access to services / facilities.	-	Locating development in the vicinity of existing transport routes would help to ensure access by car. However, those without a car may not be able to access services / facilities.	-	Increasing road capacity would help to ensure access by car. However, those without a car may not be able to access services / facilities.	+	Increasing public transport capacity would help to improve access to services / facilities.	+	Providing new transport infrastructure would help to improve access to services / facilities.	-	Providing new road capacity would help to ensure access by car. However, those without a car may not be able to access services / facilities.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.





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

				Options contributin	g to th	e enhancement of ex	cisting	accessibility to jobs	, servic	es and facilities		
SA Objectives	deve la pec	Locate all new elopment attracting arge numbers of ople in the vicinity public transport nodes	l peo	Locate all new elopment attracting arge numbers of ple in the vicinity of xisting transport routes	to ac ge deve	ease road capacity ecommodate traffic enerated by new elopment attracting arge numbers of people		ease existing public nsport capacity to support new development	trans	ovide new public sport infrastructure to support new elopment (e.g. tram and light rail)	aco g deve	rovide new road capacity to commodate traffic enerated by new elopment attracting numbers of people
14. Create good cultural, leisure and recreation activities available to all	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
15. Improve safety and security for people and property	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
17. Promote education and training opportunities which build the skills and capacity of the population	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.





KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

SA Objectives	deve la pec	Locate all new elopment attracting arge numbers of ople in the vicinity public transport nodes	deve la peol	Options contributing Locate all new elopment attracting arge numbers of ple in the vicinity of xisting transport routes	Incr to ac go deve	e enhancement of exease road capacity commodate traffic enerated by new elopment attracting arge numbers of people	Incre	ease existing public nsport capacity to support new development	Pr trans	ces and facilities  ovide new public sport infrastructure to support new elopment (e.g. tram and light rail)	aco go deve	rovide new road capacity to commodate traffic enerated by new elopment attracting numbers of people
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	+	Locating development in the vicinity of public transport nodes would help to improve access to employment.	-	Locating development in the vicinity of existing transport routes would help to ensure access by car. However, those without a car may not be able to access employment.	-	Increasing road capacity would help to ensure access by car. However, those without a car may not be able to access employment.	+	Increasing public transport capacity would help to improve access to employment.	+	Providing new transport infrastructure would help to improve access to employment.	-	Providing new road capacity would help to ensure access by car. However, those without a car may not be able to access employment.
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	+	Locating development in areas with access to the public transport network should help to support economic activity and regeneration and help to attract inward investment.	+	Locating development in areas with access to the transport network should help to support economic activity and regeneration and help to attract inward investment.	+	Enhancing accessibility by increasing road capacity should support economic activity and regeneration and help to attract inward investment, enabling the more efficient transfer of freight and goods.	+	Enhancing accessibility by increasing existing public transport capacity should support economic activity and regeneration and help to attract inward investment.	+	Enhancing accessibility by providing new public transport infrastructure should support economic activity and regeneration and help to attract inward investment.	+	Enhancing accessibility by providing new road capacity should support economic activity and regeneration and help to attract inward investment.



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Table A12 SA of the options for enhancing accessibility to jobs, services and facilities

KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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				Options for enhancing accessibil	ity to j	obs, services and facilities		
SA Objectives		All new developments to meet existing (and new legislative) accessibility criteria	h crite	Il new developments to meet a igher standard of accessibility eria for public transport, cycling, lking provision and the disabled	acce	Require all developments to incorporate improvements in essibility for cyclists, pedestrians, e disabled and public transport	o	ntinue with the existing approach of negotiating improvements in accessibility for cyclists, lestrians, the disabled and public transport
Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
2. Minimise the growth in waste and increase the amount of waste which is reused, recycled, and recovered	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
3. Reduce the district's impact on climate change and vulnerability to its effects	0	No significant effects are anticipated.	+	The requirement to meet a higher standard of accessibility criteria should help to ensure access by public transport, walking and cycling. This should help to reduce the need to travel by car and thus reduce car related greenhouse gas emissions.	+	The requirement for all developments to incorporate improvements in accessibility should help to improve access by public transport, walking and cycling. This should help to reduce the need to travel by car and thus reduce car related greenhouse gas emissions.	+	Negotiating improvements in accessibility for cyclists, pedestrians and public transport should help to improve access by public transport, walking and cycling where there is a need. This should help to reduce the need to travel by car and thus reduce car related greenhouse gas emissions.



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KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

				Options for enhancing accessibil	ity to	jobs, services and facilities		
SA Objectives		All new developments to meet existing (and new legislative) accessibility criteria	h crit	Il new developments to meet a igher standard of accessibility eria for public transport, cycling, lking provision and the disabled	acce	Require all developments to incorporate improvements in essibility for cyclists, pedestrians, e disabled and public transport	0	ntinue with the existing approach of negotiating improvements in accessibility for cyclists, estrians, the disabled and public transport
4. Safeguard and improve air, water and soil resources	0	No significant effects are anticipated.	+	The requirement to meet a higher standard of accessibility criteria should help to ensure access by public transport, walking and cycling. This should help to reduce the need to travel by car and thus reduce the impact of car travel upon local air quality.	+	The requirement for all developments to incorporate improvements in accessibility should help to improve access by public transport, walking and cycling. This should help to reduce the need to travel by car and thus reduce the impact of car travel upon local air quality.	+	Negotiating improvements in accessibility for cyclists, pedestrians and public transport should help to improve access by public transport, walking and cycling where there is a need. This should help to reduce the need to travel by car and thus reduce the impact of car travel upon local air quality.
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
6. Maintain and enhance the character of natural and man made landscapes	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
7. Protect and enhance historic assets and their settings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.





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

				Options for enhancing accessibil	ity to j	jobs, services and facilities		
SA Objectives		All new developments to meet existing (and new legislative) accessibility criteria	h crit	Il new developments to meet a igher standard of accessibility eria for public transport, cycling, lking provision and the disabled	acce	Require all developments to incorporate improvements in essibility for cyclists, pedestrians, e disabled and public transport	0	Itinue with the existing approach If negotiating improvements in accessibility for cyclists, lestrians, the disabled and public transport
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	0	No significant effects are anticipated.	+	The requirement to meet a higher standard of accessibility criteria should help to ensure access by public transport.	+	The requirement for all developments to incorporate improvements in accessibility should help to improve access by public transport.	+	Negotiating improvements in public transport accessibility should help to improve access by public transport.
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	0	No significant effects are anticipated.	+	The requirement to meet a higher standard of accessibility criteria should help to ensure access for all groups and help to reduce the need to travel by car.	+	The requirement for all developments to incorporate improvements in accessibility should help to ensure access for all groups and help to reduce the need to travel by car.	+ ?	Negotiating improvements in accessibility for cyclists, pedestrians and public transport should help to ensure access for all groups where there is a need and help to reduce the need to travel by car. However, under this option there is an element of uncertainty and developers may only undertake the minimum required.



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

				Options for enhancing accessibil	ity to	jobs, services and facilities		
SA Objectives		All new developments to meet existing (and new legislative) accessibility criteria	h crit	Il new developments to meet a igher standard of accessibility eria for public transport, cycling, lking provision and the disabled	acce	Require all developments to incorporate improvements in essibility for cyclists, pedestrians, e disabled and public transport	0	tinue with the existing approach f negotiating improvements in accessibility for cyclists, estrians, the disabled and public transport
11. Improve the quality of the built environment and make efficient use of land and buildings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
12. Improve the quality and range of services available within communities and connections to wider networks	0	No significant effects are anticipated.	+	The requirement to meet a higher standard of accessibility criteria should help to ensure access for all groups to services / facilities.	+	The requirement for all developments to incorporate improvements in accessibility should help to ensure access for all groups to services / facilities.	+	Negotiating improvements in accessibility for cyclists, pedestrians and public transport should help to ensure access for all groups where there is a need. However, under this option there is an element of uncertainty and developers may only undertake the minimum required.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	0	No significant effects are anticipated.	+	The requirement to meet a higher standard of accessibility criteria should help to ensure access for all groups.	+	The requirement for all developments to incorporate improvements in accessibility should help to ensure access for all groups.	?	Negotiating improvements in accessibility for cyclists, pedestrians and public transport should help to ensure access for all groups where there is a need. However, under this option there is an element of uncertainty and developers may only undertake the minimum required.
14. Create good cultural, leisure and recreation activities available to all	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.



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KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

				Options for enhancing accessibil	lity to	obs, services and facilities		
SA Objectives		All new developments to meet existing (and new legislative) accessibility criteria	h crit	Il new developments to meet a igher standard of accessibility eria for public transport, cycling, lking provision and the disabled	acce	Require all developments to incorporate improvements in essibility for cyclists, pedestrians, e disabled and public transport	o	ntinue with the existing approach of negotiating improvements in accessibility for cyclists, lestrians, the disabled and public transport
15. Improve safety and security for people and property	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
17. Promote education and training opportunities which build the skills and capacity of the population	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	0	No significant effects are anticipated.	+	The requirement to meet a higher standard of accessibility criteria should help to ensure access for all groups to employment.	+	The requirement for all developments to incorporate improvements in accessibility should help to ensure access for all groups to employment.	?	Negotiating improvements in accessibility for cyclists, pedestrians and public transport should help to ensure access for all groups where there is a need. However, under this option there is an element of uncertainty and developers may only undertake the minimum required.





KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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				Options for enhancing accessibil	lity to	iobs, services and facilities			
SA Objectives	SA Objectives  All new developments to meet existing (and new legislative) accessibility criteria		All new developments to meet a higher standard of accessibility criteria for public transport, cycling, walking provision and the disabled			Require all developments to incorporate improvements in essibility for cyclists, pedestrians, e disabled and public transport	Continue with the existing approach of negotiating improvements in accessibility for cyclists, pedestrians, the disabled and public transport		
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	



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SA of the options for influencing the level of car use and road congestion

KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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		Options for influencing the level of car use and road congestion											
SA Objectives	Protect and enhance train and bus routes		Protect and enhance (direct, safer) cycle and footpath networks, including green infrastructure routes		Protect and enhance long distance cycle and footpath networks, including green infrastructure routes			otect and enhance Public Rights of Way					
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.					
2. Minimise the growth in waste and increase the amount of waste which is reused, recycled, and recovered	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.					
3. Reduce the district's impact on climate change and vulnerability to its effects	+	The enhancement of train and bus routes should help to encourage public transport use and reduce the need to travel by car, which would help to reduce car related greenhouse gas emissions.	+	The enhancement of cycle and footpath networks should help to encourage people to walk or cycle short journeys instead of using the car, which would help to reduce car related greenhouse gas emissions.	+	The enhancement of long distance cycle and footpath networks may help to encourage people to walk or cycle instead of using the car, which would help to reduce car related greenhouse gas emissions.	+	The enhancement of Public Rights of Way may help to encourage people to walk or cycle short journeys instead of using the car, which would help to reduce car related greenhouse gas emissions.					
4. Safeguard and improve air, water and soil resources	+	The enhancement of train and bus routes should help to encourage public transport use and reduce the need to travel by car, which would help to reduce the impact of car travel upon local air quality.	+	The enhancement of cycle and footpath networks should help to encourage people to walk or cycle short journeys instead of using the car, which would help to reduce the impact of car travel upon local air quality.	+	The enhancement of long distance cycle and footpath networks may help to encourage people to walk or cycle instead of using the car, which may help to reduce the impact of car travel upon local air quality.	+	The enhancement of Public Rights of Way may help to encourage people to walk or cycle short journeys instead of using the car, which may help to reduce the impact of car travel upon local air quality.					





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

		Options for influencing the level of car use and road congestion										
SA Objectives	Protect and enhance train and bus routes			Protect and enhance (direct, safer) cycle and footpath networks, including green infrastructure routes		tect and enhance long distance cycle and footpath networks, uding green infrastructure routes	Protect and enhance Public Rights of Way					
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.				
6. Maintain and enhance the character of natural and man made landscapes	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.				
7. Protect and enhance historic assets and their settings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.				
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.				





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

		Options for influencing the level of car use and road congestion										
SA Objectives	Protect and enhance train and bus routes		Protect and enhance (direct, safer) cycle and footpath networks, including green infrastructure routes		Protect and enhance long distance cycle and footpath networks, including green infrastructure routes			Protect and enhance Public Rights of Way				
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	++	The protection and enhancement of train and bus routes would contribute significantly towards improving access and service provision.	++	The protection and enhancement of the cycle and footpath networks would contribute positively towards improving access and safety.	+	The protection and enhancement of long distance cycle and footpath networks would contribute positively towards improving access.	+	The protection and enhancement of Public Rights of Way would contribute positively towards improving access.				
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	++	The enhancement of train and bus routes should help to encourage public transport use and reduce the need to travel by car.	++	The enhancement of cycle and footpath networks should help to encourage people to walk or cycle short journeys instead of using the car.	+	The enhancement of long distance cycle and footpath networks may help to encourage people to walk or cycle short journeys instead of using the car.	+	The enhancement of Public Rights of Way may help to encourage people to walk or cycle short journeys instead of using the car.				
11. Improve the quality of the built environment and make efficient use of land and buildings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.				
12. Improve the quality and range of services available within communities and connections to wider networks	++	The enhancement of train and bus routes would help to improve access to services and facilities.	+	The enhancement of cycle and footpaths networks would help to improve access to services and facilities in the locality.	+	The enhancement of long distance cycle and footpath may help to improve access to services and facilities in the locality.	+	The enhancement of Public Rights of Way may help to improve access to services and facilities in the locality.				





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

		Options for influencing the level of car use and road congestion										
SA Objectives	Protect and enhance train and bus routes		Protect and enhance (direct, safer) cycle and footpath networks, including green infrastructure routes		Protect and enhance long distance cycle and footpath networks, including green infrastructure routes			Protect and enhance Public Rights of Way				
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.				
14. Create good cultural, leisure and recreation activities available to all	0	No significant effects are anticipated.	+	The enhancement of cycle and footpath networks would enhance opportunities for recreational walking and cycling.	++	The enhancement of long distance cycle and footpath networks would enhance opportunities for recreational walking and cycling.	++	The enhancement of Public Rights of Way would enhance opportunities for recreational walking, cycling and horse riding.				
15. Improve safety and security for people and property	0	No significant effects are anticipated.	+	The enhancement of cycle and footpath networks to create more direct and safer routes should help to improve safety for cyclists and pedestrians.	+	The enhancement of long distance cycle and footpath networks should help to improve safety for cyclists and pedestrians.	+	The enhancement of Public Rights of Way should help to improve safety for Public Rights of Way users.				
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	0	No significant effects are anticipated.	+	The enhancement of cycle and footpath networks may help to encourage people to walk and cycle more, which can benefit people's health and well being.	+	The enhancement of long distance cycle and footpath networks may help to encourage people to walk and cycle more, which can benefit people's health and well being.	+	The enhancement of Public Rights of Way may help to encourage people to walk and cycle more, which can benefit people's health and well being.				





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

		Options for influencing the level of car use and road congestion										
SA Objectives	SA Objectives  Protect and enhance train and bus routes		Protect and enhance (direct, safer) cycle and footpath networks, including green infrastructure routes		Protect and enhance long distance cycle and footpath networks, including green infrastructure routes			Protect and enhance Public Rights of Way				
17. Promote education and training opportunities which build the skills and capacity of the population	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.				
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	++	The enhancement of train and bus routes would help to improve access to employment.	+	The enhancement of cycle and footpaths networks would help to improve access to employment in the locality.	+	The enhancement of long distance cycle and footpath networks may help to improve access to employment in the locality.	+	The enhancement of Public Rights of Way may help to improve access to employment in the locality.				
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	+	Protecting and enhancing train and bus routes should support economic activity and regeneration and help to attract inward investment.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.				



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Table A14 SA of the options for influencing the level of car use and road congestion

KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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				Options for influencing the level	of car	use and road congestion		
SA Objectives	Limit car parking provision in town centres			Limit car parking provision in new development		upport other means of demand agement (e.g. Park and Ride, car clubs etc)		No limitations on car parking
Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
2. Minimise the growth in waste and increase the amount of waste which is reused, recycled, and recovered	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
3. Reduce the district's impact on climate change and vulnerability to its effects	+	Limiting car parking provision in town centres may help to reduce car traffic in these areas and thus help to reduce car related greenhouse gas emissions.	+	Limiting car parking provision in new development may help to reduce car traffic associated with the new development and thus help to reduce car related greenhouse gas emissions.	+	Other means of demand management such as the Park and Ride would help to reduce car use and thus help to reduce car related greenhouse gas emissions.	-	No limitations on car parking may encourage greater use of the car, potentially resulting in an increase in car related greenhouse gas emissions.
Safeguard and improve air, water and soil resources	+	Limiting car parking provision in town centres may help to reduce car traffic in these areas and thus help to reduce the impact of car use upon local air quality.	+	Limiting car parking provision in new development may help to reduce car traffic associated with the new development and thus help to reduce the impact of car use upon local air quality.	+	Other means of demand management such as the Park and Ride would help to reduce car use and thus help to reduce the impact of car use upon local air quality.	-	No limitations on car parking may encourage greater use of the car, which can impact upon local air quality.





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

		Options for influencing the level of car use and road congestion										
SA Objectives	Limit car parking provision in town centres					upport other means of demand agement (e.g. Park and Ride, car clubs etc)		No limitations on car parking				
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.				
6. Maintain and enhance the character of natural and man made landscapes	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.				
7. Protect and enhance historic assets and their settings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.				
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.				





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

		Options for influencing the level of car use and road congestion										
SA Objectives	Limit car parking provision in town centres			Limit car parking provision in new development		upport other means of demand agement (e.g. Park and Ride, car clubs etc)		No limitations on car parking				
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	+	Limiting car parking provision in town centres may help to reduce car traffic and congestion in these areas and thus help to improve public transport service provision and road safety.	+	Limiting car parking provision in new development may help to reduce car traffic and congestion associated with the new development and thus help to improve public transport service provision and road safety.	+	Other means of demand management such as the Park and Ride would help to improve public transport provision.	-	No limitations on car parking may encourage greater use of the car.				
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	+	Limiting car parking provision in town centres may help to reduce car traffic and congestion in these areas.	+	Limiting car parking provision in new development may help to reduce car traffic and congestion associated with new development.	+	Other means of demand management such as the Park and Ride would encourage use of public transport and help to reduce car use and congestion.	-	No limitations on car parking may encourage greater use of the car with associated impacts upon congestion.				
11. Improve the quality of the built environment and make efficient use of land and buildings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.				
12. Improve the quality and range of services available within communities and connections to wider networks	+	Limiting car parking provision would reduce access to services and facilities in town centres by car but could help to improve access by public transport and other means (e.g. by helping to reduce congestion).	+	Limiting car parking provision in new development would reduce access to services and facilities associated with the new development by car but could help to improve access by public transport and other means (e.g. by helping to reduce congestion).	+	Other means of demand management such as the Park and Ride would help to improve access to services and facilities by public transport.	?	No limitations on car parking may encourage greater use of the car, potentially reducing access by other means.				



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

		Options for influencing the level of car use and road congestion										
SA Objectives	Limit car parking provision in town centres					upport other means of demand agement (e.g. Park and Ride, car clubs etc)	No limitations on car parking					
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.				
14. Create good cultural, leisure and recreation activities available to all	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.				
15. Improve safety and security for people and property	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.				
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.				





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

				Options for influencing the level	of car	use and road congestion			
SA Objectives	Lim	nit car parking provision in town centres	Limit car parking provision in new development			upport other means of demand agement (e.g. Park and Ride, car clubs etc)	No limitations on car parking		
17. Promote education and training opportunities which build the skills and capacity of the population	0	No significant effects are anticipated.	0	No significant effects are anticipated.		No significant effects are anticipated.	0	No significant effects are anticipated.	
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	+	Limiting car parking provision would reduce access to employment in town centres by car but could help to improve access by public transport and other means (e.g. by helping to reduce congestion).	+	Limiting car parking provision in new development would reduce access to employment associated with the new development by car but could help to improve access by public transport and other means (e.g. by helping to reduce congestion).	+	Other means of demand management such as the Park and Ride would help to improve access to employment by public transport.	0	No significant effects are anticipated.	
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	0	No significant effects are anticipated.	0	No significant effects are anticipated.		No significant effects are anticipated.	0	No significant effects are anticipated.	





Table A15 SA of the options for improving road safety

KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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				Options for improving road safety		
SA Objectives		ncentrate on making provision for car traffic thin and in the vicinity of new developments (existing highway design policies)	vi	ncentrate on ensuring safety, within and in the cinity of new developments, for cyclists and lestrians (strengthen highway design policies)		uire financial contributions from developers to prove safety on existing roads affected by new development
Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.	0	No significant effects are anticipated.		No significant effects are anticipated.
2. Minimise the growth in waste and increase the amount of waste which is re- used, recycled, and recovered	0	No significant effects are anticipated.	0	No significant effects are anticipated.		No significant effects are anticipated.
3. Reduce the district's impact on climate change and vulnerability to its effects	-	Making provision for car traffic may encourage greater levels of car use and thus could increase car related greenhouse gas emissions.	+	Ensuring safety for cyclists and pedestrians should help to encourage more people to walk and cycle, thus helping to reduce car use for short journeys and the emission of car related greenhouse gases.	0	No significant effects are anticipated.
Safeguard and improve air, water and soil resources	-	Making provision for car traffic may encourage greater levels of car use and thus could increase the impact of car use upon local air quality.	+	Ensuring safety for cyclists and pedestrians should help to encourage more people to walk and cycle, thus helping to reduce car use for short journeys and the impact of car use upon local air quality.	0	No significant effects are anticipated.



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

				Options for improving road safety		
SA Objectives		ncentrate on making provision for car traffic thin and in the vicinity of new developments (existing highway design policies)	vi	ncentrate on ensuring safety, within and in the icinity of new developments, for cyclists and lestrians (strengthen highway design policies)		uire financial contributions from developers to prove safety on existing roads affected by new development
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	0	No significant effects are anticipated.		No significant effects are anticipated.	0	No significant effects are anticipated.
6. Maintain and enhance the character of natural and man made landscapes	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
7. Protect and enhance historic assets and their settings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.





KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

		Options for improving road safety											
SA Objectives		ncentrate on making provision for car traffic thin and in the vicinity of new developments (existing highway design policies)	vi	ncentrate on ensuring safety, within and in the cinity of new developments, for cyclists and lestrians (strengthen highway design policies)		uire financial contributions from developers to prove safety on existing roads affected by new development							
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	-	Making provision for car traffic may encourage greater levels of car use, which could affect road safety and affect access for other road users (e.g. pedestrians and cyclists).	+	This option would ensure greater levels of safety for pedestrians and cyclists and should also help to improve access by walking and cycling.		This option would help to ensure greater levels of safety on existing roads affected by new development.							
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	-	Making provision for car traffic may encourage greater levels of car use, which in turn may affect congestion levels and discourage other means of transport such as walking and cycling.	+	Ensuring safety for cyclists and pedestrians should help to encourage more people to walk and cycle.		No significant effects are anticipated.							
11. Improve the quality of the built environment and make efficient use of land and buildings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.							
12. Improve the quality and range of services available within communities and connections to wider networks	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.							





KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

				Options for improving road safety				
SA Objectives		ncentrate on making provision for car traffic thin and in the vicinity of new developments (existing highway design policies)	vi	ncentrate on ensuring safety, within and in the cinity of new developments, for cyclists and lestrians (strengthen highway design policies)		uire financial contributions from developers to prove safety on existing roads affected by new development		
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	0	No significant effects are anticipated.	No significant effects are anticipated.		0	No significant effects are anticipated.		
14. Create good cultural, leisure and recreation activities available to all	0	No significant effects are anticipated.	0	No significant effects are anticipated.		No significant effects are anticipated.		
15. Improve safety and security for people and property	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		





KEY

-- Move away significantly

-- Move away marginally

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-- Uncertain

				Options for improving road safety		
SA Objectives	Concentrate on making provision for car traffic within and in the vicinity of new developments (existing highway design policies)			ncentrate on ensuring safety, within and in the icinity of new developments, for cyclists and lestrians (strengthen highway design policies)		uire financial contributions from developers to prove safety on existing roads affected by new development
17. Promote education and training opportunities which build the skills and capacity of the population			0	No significant effects are anticipated.	0	No significant effects are anticipated.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.





Table A16 SA of the options for supporting economic activity and regeneration efforts

KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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		Optio	ns for	supporting economic activity and regeneration	effort	s
SA Objectives	bus	Ensure a high level of accessibility to key siness destinations, including the city centre and town centres, industrial and regeneration areas, and Leeds Bradford Airport by improvements to public transport	busi ce	Ensure a high level of accessibility to key iness destinations, including the city and town ntres, industrial and regeneration areas, and eds Bradford Airport by improvements to the Strategic Highway Network	de	Require financial contributions from all evelopment to improve public transport / the Strategic Highway Network
Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
2. Minimise the growth in waste and increase the amount of waste which is re- used, recycled, and recovered	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
3. Reduce the district's impact on climate change and vulnerability to its effects	+	Improvements to public transport may help to encourage public transport use instead of using the car, which would help to reduce car related greenhouse gas emissions.	_	Improvements to the Strategic Highway Network may encourage greater levels of car use and thus could increase car related greenhouse gas emissions.	+	Improvements to public transport may help to encourage public transport use instead of using the car, which would help to reduce car related greenhouse gas emissions.  Improvements to the Strategic Highway Network may, however, encourage greater levels of car use.





KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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		Optio	ns foi	supporting economic activity and regeneration	effort	s
SA Objectives	bus	Ensure a high level of accessibility to key siness destinations, including the city centre and town centres, industrial and regeneration areas, and Leeds Bradford Airport by improvements to public transport	ce	Ensure a high level of accessibility to key iness destinations, including the city and town ntres, industrial and regeneration areas, and eds Bradford Airport by improvements to the Strategic Highway Network	de	Require financial contributions from all evelopment to improve public transport / the Strategic Highway Network
Safeguard and	+	Improvements to public transport may help to encourage public transport use instead of using the car, which would help to reduce the impact of car use upon local air quality.	-	Improvements to the Strategic Highway Network may encourage greater levels of car use and thus could increase the impact of car use upon local air quality.	+	Improvements to public transport may help to encourage public transport use instead of using the car, which would help to reduce the impact of car use upon local air quality.  Improvements to the Strategic Highway Network may, however, encourage greater levels of car use.
improve air, water and soil resources	water		?	There is the potential for improvements to the Strategic Highway Network to result in the loss of good quality agricultural land.	?	There is the potential for improvements to the Strategic Highway Network to result in the loss of good quality agricultural land.
	0	No significant effects are anticipated.	?	There is the potential for improvements to the Strategic Highway network to affect water quality and flood risk (e.g. pollution incidents and surface water run-off).	?	There is the potential for improvements to the Strategic Highway network to affect water quality and flood risk (e.g. pollution incidents and surface water run-off).
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	0	No significant effects are anticipated.	?	There is the potential for improvements to the Strategic Highway Network to impact upon biodiversity (i.e. loss of habitat, severance or disturbance).	?	There is the potential for improvements to the Strategic Highway Network to impact upon biodiversity (i.e. loss of habitat, severance or disturbance).
6. Maintain and enhance the character of natural and man made landscapes	0	No significant effects are anticipated.	?	There is the potential for improvements to the Strategic Highway Network to impact upon the landscape.	?	There is the potential for improvements to the Strategic Highway Network to impact upon the landscape.



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KEY	Move away significantly	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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	Options for supporting economic activity and regeneration efforts												
SA Objectives	bu	Ensure a high level of accessibility to key siness destinations, including the city centre and town centres, industrial and regeneration areas, and Leeds Bradford Airport by improvements to public transport	busi ce	Ensure a high level of accessibility to key iness destinations, including the city and town ntres, industrial and regeneration areas, and eds Bradford Airport by improvements to the Strategic Highway Network	Require financial contributions from all development to improve public transport / the Strategic Highway Network								
7. Protect and enhance historic assets and their settings	0	No significant effects are anticipated.	?	There is the potential for improvements to the Strategic Highway Network to impact upon historic assets and their settings.	?	There is the potential for improvements to the Strategic Highway Network to impact upon historic assets and their settings.							
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.							
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	++	Improvements the public transport network would improve access to services and facilities and employment by public transport.	?	Improvements to the Strategic Highway Network may encourage greater levels of car use, which could affect road safety.	++	Improvements to public transport would improve access to services and facilities and employment by public transport. Improvements to the Strategic Highway Network may, however, encourage greater levels of car use, which could affect road safety.							



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Move away Move away Move towards Move towards ? **KEY** 0 Neutral Uncertain significantly significantly marginally marginally

		Options for supporting economic activity and regeneration efforts													
SA Objectives	bus	Ensure a high level of accessibility to key siness destinations, including the city centre and town centres, industrial and regeneration areas, and Leeds Bradford Airport by improvements to public transport	се	Ensure a high level of accessibility to key iness destinations, including the city and town ntres, industrial and regeneration areas, and eds Bradford Airport by improvements to the Strategic Highway Network	Require financial contributions from all development to improve public transport / the Strategic Highway Network										
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	++	Improvements to public transport may help to encourage public transport use instead of using the car and may also help to reduce congestion levels.	-	Improvements to the Strategic Highway Network may encourage greater levels of car use, which in turn may affect congestion levels.	++	Improvements to public transport may help to encourage public transport use instead of using the car and may also help to reduce congestion levels. Improvements to the Strategic Highway Network may, however, encourage greater levels of car use, which in turn may affect congestion levels.									
11. Improve the quality of the built environment and make efficient use of land and buildings	0	No significant effects are anticipated.	?	Improvements to the Strategic Highway Network may involve the use of greenfield land.	?	Improvements to the Strategic Highway Network may involve the use of greenfield land.									
12. Improve the quality and range of services available within communities and connections to wider networks	+	Improvements to public transport should improve access to services and facilities.	0	No significant effects are anticipated.	+	Improvements to public transport should improve access to services and facilities.									
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.									



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

		Options for supporting economic activity and regeneration efforts													
SA Objectives	bu	Ensure a high level of accessibility to key siness destinations, including the city centre and town centres, industrial and regeneration areas, and Leeds Bradford Airport by improvements to public transport	се	Ensure a high level of accessibility to key iness destinations, including the city and town ntres, industrial and regeneration areas, and eds Bradford Airport by improvements to the Strategic Highway Network	Require financial contributions from all development to improve public transport / the Strategic Highway Network										
14. Create good cultural, leisure and recreation activities available to all	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.									
15. Improve safety and security for people and property	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.									
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.									
17. Promote education and training opportunities which build the skills and capacity of the population	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.									





KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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		Options for supporting economic activity and regeneration efforts													
SA Objectives	Ensure a high level of accessibility to key business destinations, including the city centre and town centres, industrial and regeneration areas, and Leeds Bradford Airport by improvements to public transport			Ensure a high level of accessibility to key iness destinations, including the city and town ntres, industrial and regeneration areas, and eds Bradford Airport by improvements to the Strategic Highway Network	Require financial contributions from all development to improve public transport / the Strategic Highway Network										
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	+	Improvements to public transport should help to improve access to employment for those without a car.	0	No significant effects are anticipated.	+	Improvements to public transport should help to improve access to employment for those without a car.									
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	+	Ensuring a high level of accessibility through improvements to the public transport network should support economic activity and regeneration and help to attract inward investment.	+	Ensuring a high level of accessibility through improvements to the Strategic Highway Network should support economic activity and regeneration and help to attract inward investment, enabling the more efficient transfer of freight and goods.	+	Ensuring accessibility through financial contributions to improve public transport and the Strategic Highway Network should support economic activity and regeneration and should help to attract inward investment. Improvements to the Strategic Highway Network should enable the more efficient transfer of freight and goods.									



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Table A17 SA of the options for supporting the sustainable movement of freight

KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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		Options for supporting the sustainable movement of freight											
SA Objectives	Support the movement of freight by rail			ake provision for lorry parks in appropriate locations		Adopt demand management asures (e.g. lorry lanes, restricted access etc)	Require financial contributions from employment related development to support capacity improvements for HGVs on the Strategic Highway Network						
Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.					
2. Minimise the growth in waste and increase the amount of waste which is re- used, recycled, and recovered	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.					
3. Reduce the district's impact on climate change and vulnerability to its effects	+	The movement of freight by rail would help to reduce freight transport on the road network and thus could help to reduce freight vehicle related greenhouse gas emissions.	0	No significant effects are anticipated.	?	Demand management measures may help to ensure the more efficient movement of freight via the road network and thus could help to reduce freight vehicle related greenhouse gas emissions.	-	Capacity improvements for HGVs on the Strategic Highway Network may encourage the greater movement of freight via the road network and thus could increase freight vehicle related greenhouse gas emissions.					





KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

		Options for supporting the sustainable movement of freight												
SA Objectives	Support the movement of freight by rail			ake provision for lorry parks in appropriate locations		Adopt demand management asures (e.g. lorry lanes, restricted access etc)	Require financial contributions from employment related development to support capacity improvements for HGVs on the Strategic Highway Network							
4. Safeguard and improve air, water and soil resources	+	The movement of freight by rail would help to reduce freight transport on the road network and thus could help to reduce the impact of freight vehicle movements upon local air quality.	0	No significant effects are anticipated.	?	Demand management measures may help to ensure the more efficient movement of freight via the road network and thus could help to reduce impact of freight vehicle movements upon local air quality.	-	Capacity improvements for HGVs on the Strategic Highway Network may encourage the greater movement of freight via the road network and thus could increase the impact of freight vehicle movements upon local air quality.						
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.						
6. Maintain and enhance the character of natural and man made landscapes	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.						
7. Protect and enhance historic assets and their settings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.						





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

		Options for supporting the sustainable movement of freight												
SA Objectives	Support the movement of freight by rail			ake provision for lorry parks in appropriate locations		Adopt demand management sures (e.g. lorry lanes, restricted access etc)	Require financial contributions from employment related development to support capacity improvements for HGVs on the Strategic Highway Network							
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.						
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	+	The movement of freight by rail would help to reduce freight transport on the road network, which in turn could improve road safety and access for other road users.	0	No significant effects are anticipated.	+	Demand management measures may help to ensure the more efficient movement of freight via the road network, which in turn could improve road safety and access for other road users.	-	Capacity improvements for HGVs on the Strategic Highway Network may encourage the greater movement of freight via the road network.						
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	+	The movement of freight by rail would help to reduce freight transport on the road network and thus would reduce the effect of freight transport by road upon congestion.	0	No significant effects are anticipated.	+	Demand management measures may help to ensure the more efficient movement of freight via the road network and thus help to reduce the effect of freight transport upon congestion.	-	Capacity improvements for HGVs on the Strategic Highway Network may encourage the greater movement of freight via the road network, which in turn may affect congestion levels.						



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

		Options for supporting the sustainable movement of freight													
SA Objectives	Support the movement of freight by rail			ake provision for lorry parks in appropriate locations		Adopt demand management sures (e.g. lorry lanes, restricted access etc)	Require financial contributions from employment related development to support capacity improvements for HGVs on the Strategic Highway Network								
11. Improve the quality of the built environment and make efficient use of land and buildings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.							
12. Improve the quality and range of services available within communities and connections to wider networks	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.							
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.							
14. Create good cultural, leisure and recreation activities available to all	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.							
15. Improve safety and security for people and property	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.							





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

				Options for supporting the su	staina	ble movement of freight				
SA Objectives	Sur	pport the movement of freight by rail	M	ake provision for lorry parks in appropriate locations		Adopt demand management asures (e.g. lorry lanes, restricted access etc)	Require financial contributions from employment related development to support capacity improvements for HGVs on the Strategic Highway Network			
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
17. Promote education and training opportunities which build the skills and capacity of the population	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		





KEY	Move away significantly	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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				Options for supporting the su	staina	ble movement of freight					
SA Objectives	Support the movement of freight by rail		M	ake provision for lorry parks in appropriate locations	Adopt demand management measures (e.g. lorry lanes, restricted access etc)			Require financial contributions from employment related development to support capacity improvements for HGVs on the Strategic Highway Network			
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			



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Table A18 SA of the options for ensuring accessibility to education and healthcare

KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Options for ensuring new and existing healthcare and education facilities are accessible, well served by public transport and promote social inclusion													
SA Objectives		ocate healthcare / education in the city and town centres (large centralised facilities)		cate healthcare / education in the vicinity of residential areas (very dispersed facilities)	Locate healthcare / education in the vicinity of the district centres (dispersed facilities)										
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.									
2. Minimise the growth in waste and increase the amount of waste which is re- used, recycled, and recovered	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.									
3. Reduce the district's impact on climate change and vulnerability to its effects	+	Healthcare / education in the city and town centres may be accessible by public transport, and also walking and cycling for those residents in the locality, reducing the need to travel by car and thus helping to reduce the emission of car related greenhouse gases. However, large centralised facilities in city and town centres may not be easily accessible to everyone, with those residents living in more rural areas having to travel by car to access facilities.	+	Healthcare / education in the vicinity of residential areas may be accessible by public transport, and also walking and cycling for those residents in the locality, reducing the need to travel by car and thus helping to reduce the emission of car related greenhouse gases.	+	Healthcare / education in the vicinity of the district centres may be accessible by public transport, and also walking and cycling for those residents in the locality, reducing the need to travel by car and thus helping to reduce the emission of car related greenhouse gases. However, dispersed facilities in district centres may not be easily accessible to everyone, with those residents living in more rural areas having to travel by car to access facilities.									





KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Options for ensuring new and existing healthc	are an	d education facilities are accessible, well served	by public transport and promote social inclusion					
OA OBJOSTITOS		ocate healthcare / education in the city and town centres (large centralised facilities)		cate healthcare / education in the vicinity of residential areas (very dispersed facilities)	Locate healthcare / education in the vicinity of the district centres (dispersed facilities)					
Safeguard and improve air, water	+	Healthcare / education in the city and town centres are likely to be accessible by public transport, and also walking and cycling for those residents in the locality, reducing the need to travel by car and thus helping to reduce the effect of car travel upon local air quality. However, large centralised facilities in city and town centres may not be easily accessible to everyone, with those residents living in more rural areas having to travel by car to access facilities.	+	Healthcare / education in the vicinity of residential areas may be accessible by public transport, and also walking and cycling for those residents in the locality, reducing the need to travel by car and thus helping to reduce the effect of car travel upon local air quality.	+	Healthcare / education in the vicinity of the district centres should be accessible by public transport, and also walking and cycling for those residents in the locality, reducing the need to travel by car and thus helping to reduce the effect of car travel upon local air quality. However, dispersed facilities in district centres may not be easily accessible to everyone, with those residents living in more rural areas having to commute long distances to access facilities.				
and soil resources	water surces  There is the potential for healthcare / education development in the city and town centres to he effect upon water quality and flood risk. Sever	There is the potential for healthcare / education development in the city and town centres to have an effect upon water quality and flood risk. Several town centres are intersected by watercourses and parts lie within the floodplain.	?	There is the potential for healthcare / education development in the vicinity of residential areas to have an effect upon water quality and flood risk. Several of the urban areas are intersected by watercourses and parts lie within the floodplain.	?	There is the potential for healthcare / education development in the vicinity of the district centres to have an effect upon water quality and flood risk. Several of the district centres are intersected by watercourses and parts lie within the floodplain.				
	+	Healthcare / education development in the city and town centres is unlikely to result in the loss of good quality agricultural land.	+	Healthcare / education development in the vicinity of residential areas is unlikely to result in the loss of good quality agricultural land.	+	Healthcare / education development in the vicinity of the district centres is unlikely to result in the loss of good quality agricultural land.				
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	?	There is the potential for healthcare / education development in the city and town centres to have an effect upon biodiversity (e.g. disturbance, loss of habitat). There are several Bradford Wildlife Areas and SEGIs within urban areas. It should also be noted that brownfield land can support a range of habitats and species.	?	There is the potential for healthcare / education development in the vicinity of residential areas to have an effect upon biodiversity (e.g. disturbance, loss of habitat). There are several Bradford Wildlife Areas and SEGIs within urban areas. It should also be noted that brownfield land can support a range of habitats and species.	?	There is the potential for healthcare / education development in the vicinity of the district centres to have an effect upon biodiversity (e.g. disturbance, loss of habitat). There are several Bradford Wildlife Areas and SEGIs within urban areas. It should also be noted that brownfield land can support a range of habitats and species.				



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KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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	1					
SA Objectives		Options for ensuring new and existing healthca	are an	d education facilities are accessible, well served	l by pu	blic transport and promote social inclusion
OA Objectives		ocate healthcare / education in the city and town centres (large centralised facilities)		ocate healthcare / education in the vicinity of residential areas (very dispersed facilities)	Loc	ate healthcare / education in the vicinity of the district centres (dispersed facilities)
6. Maintain and enhance the character of natural and man made landscapes	?	There is the potential for healthcare / education in the city and town centres to have an effect upon landscape character and distinctiveness. The effect will depend upon the scale and nature of the development. It is noted that development in these areas may be on brownfield land. Brownfield development presents an opportunity to enhance the townscape (e.g. through the re-use of derelict sites and buildings).	?	There is the potential for healthcare / education in the vicinity of residential areas to have an effect upon the landscape character and distinctiveness. The effect will depend upon the scale and nature of the development. It is noted that development in these areas may be on brownfield land. Brownfield development presents an opportunity to enhance the townscape (e.g. through the re-use of derelict sites and buildings).	?	There is the potential for healthcare / education in the vicinity of district centres to have an effect upon landscape character and distinctiveness. The effect will depend upon the scale and nature of the development. It is noted that development in these areas may be on brownfield land. Brownfield development presents an opportunity to enhance the townscape (e.g. through the re-use of derelict sites and buildings).
7. Protect and enhance historic assets and their settings	?	There is the potential for healthcare / education development in the city and town centres to have an effect upon historic assets and their settings. The majority of the centres are designated Conservation Areas and there are a number of Listed Buildings within the urban areas.	?	There is the potential for healthcare / education development in the vicinity of residential areas to have an effect upon historic assets and their settings. There are a number of Conservation Areas and Listed Buildings within the urban areas.	?	There is the potential for healthcare / education development in the vicinity of the district centres to have an effect upon historic assets and their settings. There are a number of Conservation Areas and Listed Buildings within the district centres.
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.



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KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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CA Objectives	(	Options for ensuring new and existing healthca	are and	d education facilities are accessible, well served	l by pu	blic transport and promote social inclusion		
SA Objectives		ocate healthcare / education in the city and town centres (large centralised facilities)		cate healthcare / education in the vicinity of residential areas (very dispersed facilities)	Locate healthcare / education in the vicinity of district centres (dispersed facilities)			
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	+	Healthcare / education in the city and town centres are likely to be accessible by public transport, and also walking and cycling for those residents in the locality. However, large centralised facilities in city and town centres may not be easily accessible to everyone, with those residents living in more rural areas having to travel by car to access facilities.	+	Healthcare / education in the vicinity of residential areas may be accessible by public transport, and also walking and cycling for those residents in the locality.	+	Healthcare / education in the vicinity of the district centres should be accessible by public transport, and also walking and cycling for those residents in the locality. However, dispersed facilities in district centres may not be easily accessible to everyone, with those residents living in more rural areas having to travel by car to access facilities.		
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	+	Healthcare / education in the city and town centres are likely to be accessible by public transport, and also walking and cycling for those residents in the locality, reducing the need to travel by car and helping to encourage use of more sustainable modes of transport. However, large centralised facilities in city and town centres may not be easily accessible to everyone, with those residents living in more rural areas having to travel by car to access facilities.	+	Healthcare / education in the vicinity of residential areas may be accessible by public transport, and also walking and cycling for those residents in the locality, reducing the need to travel by car.	+	Healthcare / education in the vicinity of the district centres should be accessible by public transport, and also walking and cycling for those residents in the locality, reducing the need to travel by car and helping to encourage use of more sustainable modes of transport. However, dispersed facilities in district centres may not be easily accessible to everyone, with those residents living in more rural areas having to travel by car to access facilities.		
11. Improve the quality of the built environment and make efficient use of land and buildings	+	Healthcare / education development in the city and town centres is likely to involve the use of previously developed land. There may also be opportunities for the re-use of existing buildings.	+	Healthcare / education development in the vicinity of residential areas is likely to involve the use of previously developed land. There may also be opportunities for the re-use of existing buildings.	+	Healthcare / education development in the vicinity of the district centres is likely to involve the use of previously developed land. There may also be opportunities for the re-use of existing buildings.		



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KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Lo	Options for ensuring new and existing healthcaped to be althcare / education in the city and town centres (large centralised facilities)	Lo	d education facilities are accessible, well served cate healthcare / education in the vicinity of residential areas (very dispersed facilities)		ate healthcare / education in the vicinity of the district centres (dispersed facilities)								
12. Improve the quality and range of services available within communities and connections to wider networks	+	Healthcare / education in the city and town centres are likely to be accessible by public transport, and also walking and cycling for those residents in the locality. However, large centralised facilities in city and town centres may not be easily accessible to everyone, with those residents living in more rural areas having to travel by car to access facilities. Locating facilities in these areas may also not help to address deficiencies in provision elsewhere.	+	Healthcare / education in the vicinity of residential areas may be accessible by public transport, and also walking and cycling for those residents in the locality.	+	Healthcare / education in the vicinity of the district centres should be accessible by public transport, and also walking and cycling for those residents in the locality. However, dispersed facilities in district centres may not be easily accessible to everyone, with those residents living in more rural areas having to travel by car to access facilities. Locating facilities in the district centre may also not help to address deficiencies in provision elsewhere.								
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.								
14. Create good cultural, leisure and recreation activities available to all	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.								
15. Improve safety and security for people and property	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.								





KEY	Move away significantly	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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QA Objectives		Options for ensuring new and existing healthcare and education facilities are accessible, well served by public transport and promote social inclusion													
SA Objectives		ocate healthcare / education in the city and town centres (large centralised facilities)		cate healthcare / education in the vicinity of residential areas (very dispersed facilities)	Loc	ate healthcare / education in the vicinity of the district centres (dispersed facilities)									
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	+	Healthcare / education in the city and town centres are likely to be accessible to those residents in the locality. The development of large centralised facilities also presents opportunities for the provision of more specialised facilities. However, large centralised facilities in city and town centres may not be easily accessible to everyone, particularly to those residents living in more rural areas. Locating facilities in these areas may also not help to address deficiencies in provision elsewhere.	+	Locating healthcare / education in the vicinity of residential areas should help to improve access to healthcare and may help to address deficiencies in provision.	+	Healthcare / education in the vicinity of the district centres should be accessible to those residents in the locality. However, dispersed facilities in district centres may not be easily accessible to everyone, particularly to those residents living in more rural areas. Locating facilities in the district centre may also not help to address deficiencies in provision elsewhere.									
17. Promote education and training opportunities which build the skills and capacity of the population	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.									
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.									



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KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives		Options for ensuring new and existing healthcare and education facilities are accessible, well served by public transport and promote social inclusion													
SA Objectives		ocate healthcare / education in the city and town centres (large centralised facilities)		residential areas (very dispersed facilities)	Locate healthcare / education in the vicinity of t district centres (dispersed facilities)										
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.									



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Table A19 SA of the options for ensuring accessibility to healthcare and education

KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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		Options for ensuring new a	nd ex	isting healthcare and edu	cation	cation facilities are accessible, well served by public transport and promote social inclusion							
SA Objectives	Locate healthcare / education facilities in the vicinity of public transport nodes			Locate healthcare / education facilities in the vicinity of existing transport routes		Promote mixed use developments	Adopt a market need approach to the allocation of healthcare / education facilities			Adopt a district wide approach to the allocation of healthcare / education facilities			
Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			
2. Minimise the growth in waste and increase the amount of waste which is re- used, recycled, and recovered	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			
3. Reduce the district's impact on climate change and vulnerability to its effects	+	Locating healthcare / education facilities in the vicinity of public transport nodes should help to encourage public transport use and reduce the need to travel by car, thus potentially helping to reduce car related greenhouse gas emissions.	-	Locating healthcare / education facilities in the vicinity of existing transport routes may encourage car use, increasing the emission of car related greenhouse gases.	+	Mixed use developments would reduce the need to travel by car and thus help to reduce car related greenhouse gas emissions.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			





KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

		Options for ensuring new a	nd ex	isting healthcare and edu	ucation facilities are accessible, well served by public transport and promote social inclusion								
SA Objectives	fa	ate healthcare / education cilities in the vicinity of bublic transport nodes	Locate healthcare / education facilities in the vicinity of existing transport routes		Promote mixed use developments		appr	Adopt a market need roach to the allocation of lealthcare / education facilities	Adopt a district wide approach to the allocation o healthcare / education facilities				
4. Safeguard and improve air, water and soil resources	+	Locating healthcare / education facilities in the vicinity of public transport nodes should help to encourage public transport use and reduce the need to travel by car, thus potentially helping to reduce the effect of car travel upon local air quality.	-	Locating healthcare / education facilities in the vicinity of existing transport routes may encourage car use, increasing the effect of car travel upon local air quality.	+	Mixed use developments would reduce the need to travel by car and thus potentially helping to reduce the effect of car travel upon local air quality.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			
6. Maintain and enhance the character of natural and man made landscapes	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			
7. Protect and enhance historic assets and their settings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			





KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

		Options for ensuring new a	ınd ex	isting healthcare and edu	cation	facilities are accessible, w	ell ser	ved by public transport a	nd pro	mote social inclusion		
SA Objectives	Locate healthcare / education facilities in the vicinity of public transport nodes			Locate healthcare / education facilities in the vicinity of existing transport routes		Promote mixed use developments	Adopt a market need approach to the allocation of healthcare / education facilities			Adopt a district wide approach to the allocation of healthcare / education facilities		
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	+	Locating healthcare / education facilities in the vicinity of public transport nodes should ensure access to these facilities by public transport.	-	Locating healthcare / education facilities in the vicinity of existing transport routes would ensure access by car. However, the facilities may not be accessible to those without a car.	+	Mixed use developments would be accessible by walking and cycling to those in the locality and given their scale may also be accessible by public transport.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	+	Locating healthcare / education facilities in the vicinity of public transport nodes should help to encourage public transport use and reduce the need to travel by car, which in turn could also help to reduce congestion.		Locating healthcare / education facilities in the vicinity of existing transport routes may encourage car use, which in turn could affect congestion levels.	+	Mixed use developments would be accessible by walking and cycling to those in the locality and given their scale may also be served by public transport, reducing the need to travel by car.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		





KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

		Options for ensuring new and existing healthcare and education facilities are accessible, well served by public transport and promote social inclusion												
SA Objectives	fa	ate healthcare / education cilities in the vicinity of public transport nodes	Locate healthcare / education facilities in the vicinity of existing transport routes		Promote mixed use developments		Adopt a market need approach to the allocation of healthcare / education facilities			Adopt a district wide roach to the allocation of lealthcare / education facilities				
11. Improve the quality of the built environment and make efficient use of land and buildings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.				
12. Improve the quality and range of services available within communities and connections to wider networks	+	Locating healthcare / education facilities in the vicinity of public transport nodes should help to ensure that the facilities are accessible to everyone, including the disabled and those without a car.	-	Healthcare / education facilities located in the vicinity of existing transport routes may not be accessible to the disabled and those without a car.	+	Mixed use developments would be accessible by walking and cycling to those in the locality and given their scale may also be served by public transport.	+	Adopting a market need approach to the allocation of healthcare / education facilities would ensure the provision of healthcare and education where there is a need. However, there would be an element of uncertainty in healthcare / education facility provision if facilities are only brought forward as and when required by the market.	+	Adopting a district wide approach to the allocation of healthcare / education facilities would ensure the provision of facilities across the District. However, facilities provision may not meet local need (i.e. not enough or too many facilities may be provided in certain areas).				
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.				





KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

		Options for ensuring new a	ınd ex	isting healthcare and edu	ducation facilities are accessible, well served by public transport and promote social inclusion								
SA Objectives	fa	ate healthcare / education cilities in the vicinity of public transport nodes	Locate healthcare / education facilities in the vicinity of existing transport routes		Promote mixed use developments		Adopt a market need approach to the allocation of healthcare / education facilities			Adopt a district wide approach to the allocation of healthcare / education facilities			
14. Create good cultural, leisure and recreation activities available to all	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			
15. Improve safety and security for people and property	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	+	Locating healthcare / education facilities in the vicinity of public transport nodes should help to ensure that the facilities are accessible to everyone, including the disabled and those without a car.		Healthcare / education facilities located in the vicinity of existing transport routes may not be accessible to the disabled and those without a car.	+	Mixed use developments would be accessible by walking and cycling to those in the locality and given their scale may also be served by public transport.	+	Adopting a market need approach to the allocation of healthcare facilities would ensure the provision of healthcare where there is a need. However, there would be an element of uncertainty in healthcare provision if facilities are only brought forward as and when required by the market.	+	Adopting a district wide approach to the allocation of healthcare facilities would ensure the provision of facilities across the District. However, facilities provision may not meet local need (i.e. not enough or too many facilities may be provided in certain areas).			





KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

		Options for ensuring new a	ınd ex	isting healthcare and edu	cation	facilities are accessible, w	ell ser	ved by public transport a	nd proi	mote social inclusion	
SA Objectives	fa	ate healthcare / education cilities in the vicinity of public transport nodes	Locate healthcare / education facilities in the vicinity of existing transport routes		Promote mixed use developments		appr	Adopt a market need roach to the allocation of ealthcare / education facilities	Adopt a district wide approach to the allocation o healthcare / education facilities		
17. Promote education and training opportunities which build the skills and capacity of the population	+	Locating education facilities in the vicinity of public transport nodes should help to improve access to education.	-	Education facilities located in the vicinity of existing transport routes may not be accessible to the disabled and those without a car.	+	Education facilities in mixed use developments would be accessible by walking and cycling to those in the locality and given their scale may also be served by public transport.	+	Adopting a market need approach to the allocation of education facilities would ensure the provision of facilities where there is a need. However, there would be an element of uncertainty in provision if facilities are only brought forward as and when required by the market.	+	Adopting a district wide approach to the allocation of education facilities would ensure the provision of facilities across the District. However, facilities provision may not meet local need (i.e. not enough or too many facilities may be provided in certain areas).	
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	0	No significant effects are anticipated.	0	No significant effects are anticipated.	+	Mixed use developments may help to encourage further economic activity and inward investment into the area.	+	A market led approach would ensure the allocation of facilities as required by the current market. However, there would be an element of uncertainty in provision if facilities are only brought forward as and when required by the market.	+	Adopting a district wide approach to the allocation of education facilities would ensure the provision of facilities across the District. However, facilities provision may not meet local need (i.e. not enough or too many facilities may be provided in certain areas).	





Table A20 SA of the options for ensuring access to greenspace

KEY	Move away significantly	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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		Op	otions	for ensuring that all communities	have a	access to a high quality green spac	е		
SA Objectives	Pro	tect and enhance all greenspace	Enable greenspace which is surplus to requirements to be re-designated			ables greenspace which has low value and function to be re- designated	Develop green networks within the urban areas linking to the open countryside		
Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.	0	No significant effects are anticipated.		No significant effects are anticipated.	0	No significant effects are anticipated.	
2. Minimise the growth in waste and increase the amount of waste which is reused, recycled, and recovered	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
3. Reduce the district's impact on climate change and vulnerability to its effects	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
4. Safeguard and improve air, water and soil resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	



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

		O	ptions	for ensuring that all communities	have	access to a high quality green spac	e	
SA Objectives	Protect and enhance all greenspace			ble greenspace which is surplus equirements to be re-designated	Enables greenspace which has low value and function to be redesignated			velop green networks within the rban areas linking to the open countryside
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	+	The protection and enhancement of all greenspace may also help to protect biodiversity associated with the greenspace, which can often support a range of habitats and species.	?	The re-designation of greenspace that is surplus to requirements could have an effect upon biodiversity (e.g. development on greenspace could result in the loss or disturbance of habitats and species within the greenspace depending upon its biodiversity value).	?	The re-designation of greenspace of low value could have an effect upon biodiversity (e.g. development of the greenspace could result in the loss or disturbance). There is the potential for greenspace of low value and function for recreation to support a range of habitats and species.	+	The development of green networks could potentially benefit biodiversity (e.g. creating corridors and foraging routes between different habitats).
6. Maintain and enhance the character of natural and man made landscapes	+	Many areas of greenspace contribute positively towards landscape character and sense of place, the protection and enhancement of all greenspace should therefore help to ensure that landscape character is maintained. Notwithstanding this, it is noted that some areas of greenspace may be degraded / unattractive.	-	The re-designation of greenspace that is surplus to requirements could have an effect upon the landscape. Many areas of greenspace contribute positively towards landscape character and sense of place. Notwithstanding this, it is noted that some areas of greenspace may be degraded / unattractive. The development of these spaces may therefore have a positive effect upon the landscape.	?	The effect of re-designating greenspace of low value and function upon this objective depends upon the landscape quality of the greenspace and its contribution to the surrounding landscape character, and upon the use of the greenspace (i.e. the scale and nature of any development within the greenspace following its redesignation). It is noted that greenspace of low value and function may be degraded / unattractive. The development of these spaces may therefore have a positive effect upon the landscape.	+	Green networks within urban areas linking to the open countryside are likely to contribute positively towards landscape character.



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KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

O Neutral

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		Ol	ptions	for ensuring that all communities	have a	access to a high quality green spac	e	
SA Objectives	Pro	tect and enhance all greenspace		ble greenspace which is surplus equirements to be re-designated	Ena	ables greenspace which has low value and function to be re- designated		velop green networks within the Irban areas linking to the open countryside
7. Protect and enhance historic assets and their settings	+	Several areas of greenspace (e.g. such as Undercliffe Cemetery in Bradford) provide a setting for historic assets. The protection and enhancement of all greenspace should therefore contribute towards the protection and enhancement of historic assets and their settings.	?	The re-designation of greenspace that is surplus to requirements could have an effect upon the setting of historic assets, several of which provide a setting for historic assets.		The effect of re-designating greenspace of low value and function upon this objective depends upon the quality of the greenspace, its contribution to the setting of any historic assets and the use of the greenspace (i.e. the scale and nature of any development within the greenspace following its redesignation).	+	The development of green networks could potentially enhance the setting of historic assets.
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.





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

		O	otions	for ensuring that all communities	have a	access to a high quality green space	е		
SA Objectives	Pro	tect and enhance all greenspace		ble greenspace which is surplus equirements to be re-designated	Ena	ables greenspace which has low value and function to be re- designated	Develop green networks within t urban areas linking to the oper countryside		
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
11. Improve the quality of the built environment and make efficient use of land and buildings	+	Many areas of greenspace contribute positively towards the townscape and help to create a sense of place, the protection and enhancement of all greenspace should therefore help to ensure that the character of the built environment is maintained. Notwithstanding this, it is noted that some areas of greenspace may be degraded / unattractive.	-	The re-designation of greenspace that is surplus to requirements could have an effect upon the character of townscape. Many areas of greenspace make a positive contribution to the townscape and create a sense of place.  Notwithstanding this, it is noted that some areas of greenspace may be degraded / unattractive. The development of these aspects may therefore have a positive effect upon the townscape, depending upon its use.	?	The effect of re-designating greenspace of low value and function upon this objective depends upon the quality of the greenspace and its contribution to the townscape and the subsequent use of the greenspace (i.e. the scale and nature of any development within the greenspace following its re-designation). It is noted that some areas of greenspace may be degraded / unattractive. The development of these spaces may therefore have a positive effect, depending upon its use.	+	Green networks within urban areas linking to the open countryside are likely to contribute positively towards townscape character.	
	0	No significant effects are anticipated.	-	The re-designation of greenspace that is surplus to requirements is likely to result in the development of this greenspace.	0	The re-designation of greenspace that is surplus to requirements is likely to result in the development of this greenspace. However, it is noted that the greenspace is of low value and function as greenspace. No significant effects are therefore anticipated.	0	No significant effects are anticipated.	





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

		Ol	otions	for ensuring that all communities	have a	access to a high quality green space	e		
SA Objectives	Pro	tect and enhance all greenspace		ble greenspace which is surplus equirements to be re-designated	Ena	ables greenspace which has low value and function to be re- designated	Develop green networks within the urban areas linking to the open countryside		
12. Improve the quality and range of services available within communities and connections to wider networks	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	+	Greenspaces provide space for people to socialise and are often valued community resources. The protection and enhancement of greenspace should therefore have a positive effect upon this objective.	0	The re-designation of greenspace that is surplus to requirements is not considered to have a significant effect upon this objective, provided the greenspace is not of any community, leisure and recreational value.	0	The re-designation of greenspace of low value and function is not considered to have a significant effect upon this objective, provided the greenspace is not of any community, leisure and recreational value.	+	The development of green networks would increase greenspace provision, creating more space and opportunity for people to socialise.	
14. Create good cultural, leisure and recreation activities available to all	++	Greenspaces are an important leisure and recreation resource, the protection and enhancement of greenspace should therefore have a positive effect upon this objective.	0	The re-designation of greenspace that is surplus to requirements is not considered to have a significant effect upon this objective, provided the greenspace is not of any leisure and recreational value.	0	The re-designation of greenspace of low value and function is not considered to have a significant effect upon this objective, provided the greenspace is not of any leisure and recreational value.	++	The development of green networks within urban areas that link to the open countryside would create more opportunities for leisure and recreation.	
15. Improve safety and security for people and property	+	Greenspaces can often be a focus for crime and anti-social behaviour. The enhancement of greenspaces may therefore help to prevent / reduce crime and anti-social behaviour.	+	Greenspaces can often be a focus for crime and anti-social behaviour. The re-designation of greenspaces may therefore help to prevent / reduce crime and anti-social behaviour.	+	Greenspaces can often be a focus for crime and anti-social behaviour, particularly poorly maintained and under utilised greenspace.  The re-designation of greenspace of low value and function may therefore help to prevent / reduce crime and anti-social behaviour.	0	No significant effects are anticipated.	





KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

		Oį	otions	for ensuring that all communities	have a	access to a high quality green space	е	
SA Objectives	Pro	tect and enhance all greenspace		ble greenspace which is surplus equirements to be re-designated	Ena	ables greenspace which has low value and function to be re- designated		velop green networks within the rban areas linking to the open countryside
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	+	Greenspaces provide space for people to relax, socialise and exercise, which benefits peoples health and well being. The protection and enhancement of greenspace should therefore have a positive effect upon this objective.	0	The re-designation of greenspace that is surplus to requirements is not considered to have a significant effect upon this objective, provided the greenspace is not of any leisure and recreational value.	0	The re-designation of greenspace of low value and function is not considered to have a significant effect upon this objective, provided the greenspace is not of any leisure and recreational value.	+	The development of green networks would increase greenspace provision, creating more space and opportunity for people to relax, socialise and exercise, which benefits peoples health and well being.
17. Promote education and training opportunities which build the skills and capacity of the population	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	+	Many areas of greenspace contribute positively towards the townscape, helping to make the area and more attractive and desirable place to live and work. The protection and enhancement of greenspace should therefore contribute positively towards this objective.	+	The re-designation of land that is surplus to requirements would free up additional land in potentially desirable locations for development.	+	The re-designation of land that has low value and function as greenspace would free up additional land in potentially desirable locations for development.	+	Greenspaces contribute positively towards the townscape, helping to make the area and more attractive and desirable place to live and work. The development of a green network should therefore contribute positively towards this objective.





Table A21 SA of the options for ensuring access to greenspace and sports and recreation facilities

KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain	
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		Options for ensurin	uality greenspace and sports and	recrea	ation facilities				
SA Objectives		quire all development to provide open space, sport and recreation in line with the open space assessment etc	to p	quire only housing development rovide for open space, sport and eation in line with the open space assessment etc	de spa	quire education and healthcare evelopment to provide for open ace, sport and recreation in line the open space assessment etc	Do not require any provision for open space, sport and recreation		
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
2. Minimise the growth in waste and increase the amount of waste which is re- used, recycled, and recovered	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
3. Reduce the district's impact on climate change and vulnerability to its effects	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
4. Safeguard and improve air, water and soil resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	





KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

O Neutral

? Uncertain

		Options for ensurin	g that	all communities have access to a	high q	uality greenspace and sports and	recrea	ation facilities
SA Objectives	Require all development to provide for open space, sport and recreation in line with the open space assessment etc			quire only housing development rovide for open space, sport and eation in line with the open space assessment etc	de spa	quire education and healthcare velopment to provide for open ace, sport and recreation in line the open space assessment etc		o not require any provision for pen space, sport and recreation
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	?	There is the potential for open spaces to be of biodiversity value (e.g. field margins can support a range of species). Depending upon the nature of the open space, this option could contribute positively towards this objective.	?	There is the potential for open spaces to be of biodiversity value (e.g. field margins can support a range of species). Depending upon the nature of the open space, this option could contribute positively towards this objective.	?	There is the potential for open spaces to be of biodiversity value (e.g. field margins can support a range of species). Depending upon the nature of the open space, this option could contribute positively towards this objective.	0	No significant effects are anticipated.
6. Maintain and enhance the character of natural and man made landscapes	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
7. Protect and enhance historic assets and their settings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.





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

		Options for ensuring that all communities have access to a high quality greenspace and sports and recreation fa											
SA Objectives	Require all development to provide for open space, sport and recreation in line with the open space assessment etc			quire only housing development provide for open space, sport and eation in line with the open space assessment etc	de sp	quire education and healthcare evelopment to provide for open ace, sport and recreation in line the open space assessment etc	Do not require any provision for open space, sport and recreation						
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.					
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.					
11. Improve the quality of the built environment and make efficient use of land and buildings	?	Certain types of open spaces often contribute and enhance the character of the built environment (e.g. such as parks and gardens). Depending upon the nature of the open space, this option could contribute positively towards this objective.	?	Certain types of open spaces often contribute and enhance the character of the built environment (e.g. such as parks and gardens). Depending upon the nature of the open space, this option could contribute positively towards this objective.	?	Certain types of open spaces often contribute and enhance the character of the built environment (e.g. such as parks and gardens). Depending upon the nature of the open space, this option could contribute positively towards this objective.	0	No significant effects are anticipated.					





KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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		Options for ensurin	g that	all communities have access to a	high c	uality greenspace and sports and	recrea	ation facilities
SA Objectives		quire all development to provide open space, sport and recreation in line with the open space assessment etc	to p	quire only housing development rovide for open space, sport and eation in line with the open space assessment etc	de sp	quire education and healthcare evelopment to provide for open ace, sport and recreation in line the open space assessment etc		o not require any provision for en space, sport and recreation
12. Improve the quality and range of services available within communities and connections to wider networks	++	This option would ensure all developments provide for sports and recreation facilities to meet need.	+	This option would ensure housing developments provide for sports and recreation facilities to meet need.  Notwithstanding this, developers would not be required to provide any sports and recreation facilities as part of any other type of development.	+	Requiring education and healthcare development to provide for sports and recreation facilities would help to improve provision.		Not requiring any provision for sports and recreation facilities may mean that deficiencies in provision may not be addressed.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	+	Open space and sports and recreation facilities provide opportunity for people to socialise and are often valued community resources. The requirement for all development to provide for open space, sport and recreation should therefore have a positive effect upon this objective.	+	Open space and sports and recreation facilities provide opportunity for people to socialise and are often valued community resources. The requirement for housing development to provide for open space, sport and recreation should therefore have a positive effect upon this objective.	+	Open space and sports and recreation facilities provide opportunity for people to socialise and are often valued community resources. The requirement for education and healthcare development to provide for open space, sport and recreation should therefore have a positive effect upon this objective.	0	No significant effects are anticipated.
14. Create good cultural, leisure and recreation activities available to all	++	This option would ensure all developments provide for open space, sports and recreation facilities to meet need.	+	This option would ensure housing developments provide for open space, sports and recreation facilities to meet need.  Notwithstanding this, developers would not be required to provide any open space, sports and recreation facilities as part of any other type of development.	+	This option would ensure education and healthcare developments provide for open space, sports and recreation to meet need.		Not requiring any provision for open space, sports and recreation facilities may mean that deficiencies in provision may not be addressed.



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Move away Move away Move towards Move towards ? **KEY** 0 Neutral Uncertain significantly significantly marginally marginally

		Options for ensurin	g that	all communities have access to a	high c	quality greenspace and sports and	recre	ation facilities
SA Objectives		quire all development to provide open space, sport and recreation in line with the open space assessment etc	to p	quire only housing development rovide for open space, sport and eation in line with the open space assessment etc	de sp	equire education and healthcare evelopment to provide for open ace, sport and recreation in line the open space assessment etc		o not require any provision for pen space, sport and recreation
15. Improve safety and security for people and property	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	+	Open space and sports and recreation facilities provide opportunities for people to relax, socialise and exercise, which benefits peoples health and well being. The requirement for all development to provide for open space, sport and recreation should therefore have a positive effect upon this objective.	+	Open space and sports and recreation facilities provide opportunities for people to relax, socialise and exercise, which benefits peoples health and well being. The requirement for housing development to provide for open space, sport and recreation should therefore have a positive effect upon this objective.	+	Open space and sports and recreation facilities provide opportunities for people to relax, socialise and exercise, which benefits peoples health and well being. The requirement for education and healthcare development to provide for open space, sport and recreation should therefore have a positive effect upon this objective.	0	No significant effects are anticipated.
17. Promote education and training opportunities which build the skills and capacity of the population	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.





KEY		Move away significantly		Move awa	,	+	Move towards marginally	++		towards icantly	0	Neutral	?	Unc	ertain	
												enspace and s		d recrea	ation facilit	ies
SA Objectives		uire all developr open space, spor in line with the d assessme	t and re	ecreation	to p	rovide eation	nly housing de for open space in line with the assessment etc	e, sport open sj	and	dev	elopme e, spor	ication and hea nt to provide fo t and recreatior i space assessi	r open in line	op		re any provision for sport and recreation
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	+	The provision of op and recreation sho towards making th attractive and desi and work.	uld cont e District	ribute t and more	+	and re	rovision of open sp creation should co Is making the Distr ive and desirable p ork.	ontribute rict and n	nore	+ 1	and recre towards r	sion of open space eation should contr naking the District and desirable place	ibute and more	?	space, spor mean that of may not be affecting the areas in the	g any provision for open t and recreation may deficiencies in provision addressed, potentially e desirability of certain District where there is a as a place to live and work.

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Table A22 SA of the options for ensuring accessibility to greenspace, sports and recreation facilities and retail provision

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

		tions for ensuring that all c h quality greenspace and s				Options for ensuring all s	ection	ns of the community have	acces	s to retail provision
SA Objectives	open space, sport and recreation to be made on sit		Enable contributions for open space, sport and recreation to be made off site			ain existing hierarchy of il centres – Bradford city tre, four town centres, 7 rict centres and 40 local centres	b	end the retail hierarchy y re-designating local entres to higher order status	pr	llow small scale retail ovision outside of the erarchy to meet more localised need in communities
Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
2. Minimise the growth in waste and increase the amount of waste which is re- used, recycled, and recovered	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
3. Reduce the district's impact on climate change and vulnerability to its effects	+	Open space and facilities provided on site would be more accessible by walking and cycling, reducing the need to travel by car and thus helping to reduce car related greenhouse gas emissions.	?	The nature of the effect depends upon the location of any open space / facilities provided off site. Off site provision may not be accessible by public transport, walking or cycling, which could encourage car use, resulting in car related greenhouse gas emissions.	0	No significant effects are anticipated.	?	Amending the retail hierarchy by re-designating local centres to higher order status may improve access to retail, which may help to reduce travel distances and car related greenhouse gas emissions.	?	Allowing small scale retail provision outside of the hierarchy to meet local need may improve access to retail, which may help to reduce travel distances and car related greenhouse gas emissions.





KEY

- Move away significantly

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? Uncertain

		tions for ensuring that all c				Options for ensuring all s	ection	ns of the community have	acces	s to retail provision
SA Objectives	bjectives  Require contributions for open space, sport and recreation to be made on sit		site			ain existing hierarchy of il centres – Bradford city tre, four town centres, 7 rict centres and 40 local centres	b	end the retail hierarchy y re-designating local entres to higher order status	pr	llow small scale retail rovision outside of the erarchy to meet more localised need in communities
4. Safeguard and improve air, water and soil resources	+	Open space and facilities provided on site would be more accessible by walking and cycling, reducing the need to travel by car and thus helping to reduce the effect of car travel upon local air quality.	?	The nature of the effect depends upon the location of any open space / facilities provided off site. Off site provision may not be accessible by public transport, walking or cycling. This could encourage car use, which can have an effect upon local air quality.	0	No significant effects are anticipated.	?	Amending the retail hierarchy by re-designating local centres to higher order status may improve access to retail, which may help to reduce travel distances and the effect of car travel upon local air quality.	?	Allowing small scale retail provision outside of the hierarchy to meet local need may improve access to retail, which may help to reduce travel distances and the effect of car travel upon local air quality.
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
6. Maintain and enhance the character of natural and man made landscapes	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
7. Protect and enhance historic assets and their settings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.





KEY

- Move away significantly

- Move away marginally

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0 Neutral

? Uncertain

		tions for ensuring that all c th quality greenspace and s				Options for ensuring all s	ection	ns of the community have	acces	s to retail provision
SA Objectives	open space, recreation to be		0	nable contributions for pen space, sport and creation to be made off site	reta cen	ain existing hierarchy of il centres – Bradford city tre, four town centres, 7 rict centres and 40 local centres	b	end the retail hierarchy y re-designating local entres to higher order status	pr	llow small scale retail ovision outside of the erarchy to meet more localised need in communities
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	+	Open space, sport and facilities provided on site would be accessible to those without a car.	?	The nature of the effect depends upon the location of any open space / facilities provided off site. Off site provision may not be accessible to those without a car.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	+	Open space and facilities provided on site would be more accessible by walking and cycling, reducing the need to travel by car.	?	The nature of the effect depends upon the location of any open space / facilities provided off site. Off site provision may not be accessible by public transport, walking or cycling.	0	No significant effects are anticipated.	?	Amending the retail hierarchy by re-designating local centres to higher order status may improve access to retail, which may help to reduce travel distances.	?	Allowing small scale retail provision outside of the hierarchy to meet local need may improve access to retail, which may help to reduce travel distances.





KEY

- Move away significantly

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+ Move towards significantly

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? Uncertain

		tions for ensuring that all c th quality greenspace and s				Options for ensuring all s	ection	ns of the community have	acces	s to retail provision
SA Objectives	open space, sport and recreation to be made on site		open space, sport and recreation to be made off				b	end the retail hierarchy y re-designating local entres to higher order status	pr	llow small scale retail ovision outside of the erarchy to meet more localised need in communities
11. Improve the quality of the built environment and make efficient use of land and buildings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
12. Improve the quality and range of services available within communities and connections to wider networks	+	Open space, sport and facilities provided on site would be accessible to those without a car.	?	The nature of the effect depends upon the location of any open space / facilities provided off site. Off site provision may not be accessible to those without a car.	0	No significant effects are anticipated.	+	Amending the retail hierarchy by re-designating local centres to higher order status would help to improve retail provision throughout the District.	+	Allowing small scale retail provision outside of the hierarchy to meet local need would help to improve retail provision throughout the District.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
14. Create good cultural, leisure and recreation activities available to all	+	Requiring contributions for open space, sport and recreation should help to improve provision.	+	Requiring contributions for open space, sport and recreation should help to improve provision.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.





KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

		tions for ensuring that all c h quality greenspace and s				Options for ensuring all s	ection	ns of the community have	acces	s to retail provision
SA Objectives	open space, sport and recreation to be made on sit		Enable contributions for open space, sport and recreation to be made off site			ain existing hierarchy of il centres – Bradford city tre, four town centres, 7 rict centres and 40 local centres	b	end the retail hierarchy y re-designating local entres to higher order status	pr	llow small scale retail ovision outside of the erarchy to meet more localised need in communities
15. Improve safety and security for people and property	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
17. Promote education and training opportunities which build the skills and capacity of the population	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.





KEY		significantly	-	marginally	+	marginally	++	significantly	0	Neutral	?	Uncerta	ain	
				I communities h d sport and recr			Ор	otions for ensur	ing all s	sections of the	comm	unity have a	occess to	retail provision
SA Objectives	ор	uire contribution en space, sportation to be made	and	Enable co open spa recreation	ice, sp	ort and	retail ce centre,	existing hierarc entres – Bradfor four town centr centres and 40 centres	d city es, 7	Amend the by re-des centres to s	ignatin	g local	provi hiera	w small scale retail ision outside of the archy to meet more ocalised need in communities
19. Support	-	The requirement fo	ropon							Po dosi	anatina	local	_	llowing amall apple rotail

No significant effects are

anticipated.

No significant effects are

anticipated.

0

Re-designating local

increased retail provision in

these areas, helping to

increase the vitality and

viability of these areas.

centres would allow

The requirement for open

development schemes.

viability of certain

space, sport and recreation

provision to be provided on site may affect the economic

investment and

enterprise that

wider area

respects the local

character and needs

of Bradford and the



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Allowing small scale retail

smaller towns and villages

vitality and viability of these

may help to increase the

areas.

provision outside in the



Table A23 SA of the options for ensuring accessibility to retail provision and community / cultural facilities

KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

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	0	ptions for ensuring all sections of prov	the co	ommunity have access to retail	0	ptions for ensuring all sections of community and c		
SA Objectives	F	Protect existing shops in small villages and communities		o not protect existing shops in mall villages and communities	fa	ocate local community / cultural cilities in the city centre / town htres (large centralised facilities)		ocate local community / cultural lities in the vicinity of residential areas (dispersed facilities)
Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
2. Minimise the growth in waste and increase the amount of waste which is re- used, recycled, and recovered	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
3. Reduce the district's impact on climate change and vulnerability to its effects	0	No significant effects are anticipated.	0	No significant effects are anticipated.	+	Centralised community / cultural facilities in the city and town centres are likely to be accessible by public transport, and also walking and cycling for those residents in the locality, reducing the need to travel by car and thus helping to reduce the emission of car related greenhouse gases. However, centralised facilities may not be easily accessible to everyone, with those residents living in more rural areas having to commute to access facilities.	+	Dispersing community / cultural facilities throughout the District should help to reduce commuting distances to community / cultural facilities. Facilities in the vicinity of residential areas would be accessible by walking and cycling for those residents in the locality. These aspects should help to reduce the need to travel by car and the emission of car related greenhouse gases.





Move away Move away Move towards Move towards ? **KEY** 0 Neutral Uncertain significantly significantly marginally marginally

	0	ptions for ensuring all sections of prov	the co	ommunity have access to retail	0	ptions for ensuring all sections of t community and c		
SA Objectives	-	Protect existing shops in small villages and communities		o not protect existing shops in mall villages and communities	fa	ocate local community / cultural scilities in the city centre / town ntres (large centralised facilities)		ocate local community / cultural lities in the vicinity of residential areas (dispersed facilities)
					+	Centralised community / cultural facilities in the city and town centres are likely to be accessible by public transport, and also walking and cycling for those residents in the locality, reducing the need to travel by		Dispersing community / cultural facilities throughout the District should help to reduce commuting distances to community / cultural facilities. Facilities in the vicinity of residential
	0	No significant effects are anticipated.	0	No significant effects are anticipated.	1	car and its impact upon local air quality. However, centralised facilities may not be easily accessible to everyone, with those residents living in more rural areas having to commute to access facilities.	+	areas would be accessible by walking and cycling for those residents in the locality. These aspects should help to reduce the need to travel by car and its impact upon local air quality.
Safeguard and improve air, water and soil resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	?	There is the potential for the development of community / cultural facilities in the city and town centres to have an effect upon water quality and flood risk. Several town centres are intersected by watercourses and parts lie within the floodplain.	?	There is the potential for the development of community / cultural facilities in the vicinity of residential areas to have an effect upon water quality and flood risk. Several of the urban areas are intersected by watercourses and parts lie within the floodplain.
	0	No significant effects are anticipated.	0	No significant effects are anticipated.	+	Community / cultural development in the city and town centres unlikely to result in the loss of good quality agricultural land.	+	Community / cultural development in the vicinity of residential areas is unlikely to result in the loss of good quality agricultural land, assuming facilities would be provided within the urban area.



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Move away Move away Move towards Move towards ? **KEY** 0 Neutral Uncertain significantly significantly marginally marginally

	0	ptions for ensuring all sections of prov	the co	ommunity have access to retail	0	ptions for ensuring all sections of t community and c		
SA Objectives	P	Protect existing shops in small villages and communities		o not protect existing shops in mall villages and communities	fa	ocate local community / cultural acilities in the city centre / town atres (large centralised facilities)		cate local community / cultural lities in the vicinity of residential areas (dispersed facilities)
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	0	No significant effects are anticipated.	0	No significant effects are anticipated.	?	There is the potential for the development of community / cultural facilities in the city and town centres to have an effect upon biodiversity (e.g. disturbance, loss of habitat). There are several Bradford Wildlife Areas and SEGIs within urban areas. It should also be noted that brownfield land can support a range of habitats and species.	?	There is the potential for the development of community / cultural facilities in the vicinity of residential areas to have an effect upon biodiversity (e.g. disturbance, loss of habitat). There are several Bradford Wildlife Areas and SEGIs within urban areas. It should also be noted that brownfield land can support a range of habitats and species.
6. Maintain and enhance the character of natural and man made landscapes	0	No significant effects are anticipated.	0	No significant effects are anticipated.	?	There is the potential for the development of community / cultural facilities in the city and town centres to have an effect upon local distinctiveness and character. The effect will depend upon the scale and nature of the development. It is noted that development in these areas may be on brownfield land. Brownfield development presents an opportunity to enhance the townscape (e.g. through the re-use of derelict sites and buildings).	?	There is the potential for the development of community / cultural facilities in the vicinity of residential areas to have an effect upon local distinctiveness and character. The effect will depend upon the scale and nature of the development. It is noted that development in these areas may be on brownfield land. Brownfield development presents an opportunity to enhance the townscape (e.g. through the re-use of derelict sites and buildings).



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

	0	ptions for ensuring all sections of prov	the co	ommunity have access to retail	0	ptions for ensuring all sections of t community and c		
SA Objectives	F	Protect existing shops in small villages and communities		o not protect existing shops in mall villages and communities	fa	cate local community / cultural cilities in the city centre / town tres (large centralised facilities)		ocate local community / cultural lities in the vicinity of residential areas (dispersed facilities)
7. Protect and enhance historic assets and their settings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	?	There is the potential for the development of community / cultural facilities in the city and town centres to have an effect upon historic assets and their settings. The majority of the centres are designated Conservation Areas and there are a number of Listed Buildings within the urban areas.	?	There is the potential for the development of community / cultural facilities in the vicinity of residential areas to have an effect upon historic assets and their settings. There are a number of Conservation Areas and Listed Buildings within the urban areas.
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	0	No significant effects are anticipated.	0	No significant effects are anticipated.	+	Centralised community / cultural facilities in the city and town centres are likely to accessible from the sub regional area by public transport. However, centralised facilities may not be easily accessible to everyone by public transport, with those residents living in more rural areas having to travel by car to access facilities.	+	Dispersed community / cultural facilities throughout the District should help to improve access to community / cultural facilities to those without a car.





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

	0	ptions for ensuring all sections of prov	the co	ommunity have access to retail	0	ptions for ensuring all sections of t community and c		
SA Objectives	F	Protect existing shops in small villages and communities		o not protect existing shops in mall villages and communities	fa	ocate local community / cultural cilities in the city centre / town htres (large centralised facilities)		ocate local community / cultural ilities in the vicinity of residential areas (dispersed facilities)
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	0	No significant effects are anticipated.	0	No significant effects are anticipated.	+	Centralised community / cultural facilities in the city and town centres are likely to be accessible by public transport, and also walking and cycling for those residents in the locality, reducing the need to travel by car. However, centralised facilities may not be easily accessible to everyone, with those residents living in more rural areas having to travel by car to access facilities.	+	Community / cultural facilities dispersed throughout the District in the vicinity of residential areas would be accessible by walking and cycling for those residents in the locality.
11. Improve the quality of the built environment and make efficient use of land and buildings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	+	Community / cultural development in the city and town centres is likely to involve the use of previously developed land. There may also be opportunities for the re-use of existing buildings.	+	Community / cultural development in the vicinity of residential areas is likely to involve the use of previously developed land, assuming facilities would be provided within the urban area. There may also be opportunities for the re-use of existing buildings.



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Move away Move away Move towards Move towards ? **KEY** 0 Neutral Uncertain significantly significantly marginally marginally

	0	ptions for ensuring all sections of prov	the co	ommunity have access to retail	0	ptions for ensuring all sections of community and c		
SA Objectives	F	Protect existing shops in small villages and communities		o not protect existing shops in mall villages and communities	fa	ocate local community / cultural cilities in the city centre / town htres (large centralised facilities)		ocate local community / cultural lities in the vicinity of residential areas (dispersed facilities)
12. Improve the quality and range of services available within communities and connections to wider networks	++	This option should help to ensure that existing shops in small villages and communities are retained.		This option affords no protection to existing shops in small villages and communities	+	Large scale centralised community / cultural development presents opportunities for the provision of facilities that can support a range of events and uses. These facilities are also likely to be accessible by public transport, and also walking and cycling for those in the locality. However, under this option community / cultural facilities would not be provided in the district or local centres where existing provision is poor. Centralised facilities may also not be easily accessible to everyone, with those residents in more rural areas having to travel by car.	++	The dispersal of community / cultural facilities across the District should help to address existing deficiencies in provision and improve access to community / cultural facilities.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	+	Shops in small villages and communities are often a focus for socialising and community activity. The protection of these shops therefore contributes positively to this objective.	-	Affording no protection to shops in small villages and communities may result in their loss, many of which are often a focus for socialising and community activity.	+	Large scale centralised community / cultural development presents opportunities for the provision of facilities that can support a range of events and uses that encourage socialising, participation and interaction.	++	The dispersal of community / cultural facilities across the District in the vicinity of residential areas should help to increase opportunities for community social events and activities, which could have a positive effect upon community interaction and cohesion.



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KEY

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	0	ptions for ensuring all sections of prov	the co	ommunity have access to retail	0	ptions for ensuring all sections of community and c		
SA Objectives	P	Protect existing shops in small villages and communities		o not protect existing shops in mall villages and communities	fa	ocate local community / cultural cilities in the city centre / town tres (large centralised facilities)		cate local community / cultural lities in the vicinity of residential areas (dispersed facilities)
14. Create good cultural, leisure and recreation activities available to all	0	No significant effects are anticipated.	0	No significant effects are anticipated.	+	Large scale centralised community / cultural development presents opportunities for the provision of facilities that can support a range of events and uses. These facilities are also likely to be accessible by public transport, and also walking and cycling for those in the locality. However, under this option community / cultural facilities would not be provided in the district or local centres where existing provision is poor. Centralised facilities may also not be easily accessible to everyone, with those residents in more rural areas having to travel by car.	++	The dispersal of community / cultural facilities across the District should help to address existing deficiencies in provision and improve access to community / cultural facilities.
15. Improve safety and security for people and property	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.





Move away Move away Move towards Move towards **KEY** 0 ? Neutral Uncertain significantly significantly marginally marginally

	0	ptions for ensuring all sections of provi	the co	ommunity have access to retail	0	ptions for ensuring all sections of community and c		
SA Objectives	F	Protect existing shops in small villages and communities		o not protect existing shops in mall villages and communities	fa	ocate local community / cultural cilities in the city centre / town htres (large centralised facilities)		ocate local community / cultural lities in the vicinity of residential areas (dispersed facilities)
17. Promote education and training opportunities which build the skills and capacity of the population	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	++	This option should help to ensure that existing shops in small villages and communities are retained, which contribute to the local / rural economy.	-	Affording no protection to shops in small villages and communities may result in their loss, which would impact negatively upon local / rural economies.	+	Large scale centralised community / cultural development presents opportunities for the provision of facilities that can support a range of high profile events and uses that could attract a wide range of visitors to the area. Such facilities would contribute positively towards the leisure and tourism industry.	+	Community / cultural facilities dispersed across the District could benefit the local rural economy through increased visitor numbers.



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Table A24 SA of the options for ensuring accessibility to local community and cultural facilities

Move away Move away Move towards Move towards KEY 0 Neutral Uncertain significantly marginally marginally significantly

			Opt	tions for ensuring all	sectio	ns of the community	have	access to local comn	nunity	and cultural facilities	;	
SA Objectives	faci	Locate local nmunity / cultural ities in the vicinity public transport nodes	faci	Locate local mmunity / cultural lities in the vicinity existing transport routes		omote mixed use developments	COI	otect existing local mmunity / cultural ities from loss in all locations	co fac	otect existing local mmunity / cultural ilities from loss in mall villages and communities	lo	not protect existing ocal community / cultural facilities
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
2. Minimise the growth in waste and increase the amount of waste which is re- used, recycled, and recovered	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
3. Reduce the district's impact on climate change and vulnerability to its effects	+	Locating facilities in the vicinity of public transport nodes should reduce the need to travel by car / help to encourage public transport use, thus potentially helping to reduce car related greenhouse gas emissions.		Locating facilities in the vicinity of existing transport routes may encourage car use, increasing the emission of car related greenhouse gases.	+	Mixed use developments would reduce the need to travel by car and thus help to reduce car related greenhouse gas emissions.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.





KEY

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			Opt	ions for ensuring all	sectio	ns of the community	have	access to local comn	nunity	and cultural facilities		
SA Objectives	facil	Locate local nmunity / cultural ities in the vicinity public transport nodes	faci	Locate local mmunity / cultural lities in the vicinity existing transport routes		omote mixed use developments	COI	otect existing local mmunity / cultural ities from loss in all locations	coi fac	otect existing local mmunity / cultural ilities from loss in mall villages and communities	lo	not protect existing ocal community / cultural facilities
4. Safeguard and improve air, water and soil resources	+	Locating facilities in the vicinity of public transport nodes should reduce the need to travel by car / help to encourage public transport use, thus potentially helping to reduce the effect of car travel upon local air quality.	•	Locating facilities in the vicinity of existing transport routes may encourage car use, increasing the effect of car travel upon local air quality.	+	Mixed use developments would reduce the need to travel by car and thus potentially helping to reduce the effect of car travel upon local air quality.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
6. Maintain and enhance the character of natural and man made landscapes	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.





KEY

- Move away significantly

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			Opt	ions for ensuring all	sectio	ns of the community	have	access to local comm	nunity	and cultural facilities	;	
SA Objectives	facil	Locate local mmunity / cultural lities in the vicinity public transport nodes	faci	Locate local mmunity / cultural lities in the vicinity existing transport routes		omote mixed use developments	CO	otect existing local mmunity / cultural ities from loss in all locations	co fac	tect existing local mmunity / cultural ilities from loss in mall villages and communities	lo	not protect existing ocal community / cultural facilities
7. Protect and enhance historic assets and their settings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	+	Locating facilities in the vicinity of public transport nodes should ensure access to these facilities by public transport.		Locating facilities in the vicinity of existing transport routes would ensure access by car. However, the facilities may not be accessible to those without a car.	+	Mixed use developments would be accessible by walking and cycling to those in the locality and given their scale may also be accessible by public transport.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.





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

			Opt	ions for ensuring all	sectio	ns of the community	have	access to local comn	nunity	and cultural facilities		
SA Objectives	faci	Locate local mmunity / cultural lities in the vicinity public transport nodes	faci	Locate local mmunity / cultural lities in the vicinity existing transport routes		omote mixed use developments	CO	otect existing local mmunity / cultural ities from loss in all locations	co fac	tect existing local mmunity / cultural ilities from loss in mall villages and communities	lo	not protect existing ocal community / cultural facilities
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	+	Locating facilities in the vicinity of public transport nodes should reduce the need to travel by car / encourage public transport use, which in turn could also help to reduce congestion.	-	Locating facilities in the vicinity of existing transport routes may encourage car use, which in turn could affect congestion levels.	+	Mixed use developments would be accessible by walking and cycling to those in the locality and given their scale may also be served by public transport, reducing the need to travel by car.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
11. Improve the quality of the built environment and make efficient use of land and buildings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
12. Improve the quality and range of services available within communities and connections to wider networks	+	Locating facilities in the vicinity of public transport nodes should help to ensure that the facilities are accessible to everyone, including the disabled and those without a car.	-	Facilities located in the vicinity of existing transport routes may not be accessible to the disabled and those without a car.	+	Mixed use developments would be accessible by walking and cycling to those in the locality and given their scale may also be served by public transport.	++	This option affords protection to existing local community / cultural facilities.	+	This option affords protection to existing local community / cultural facilities in small villages and communities.		This option affords no protection to existing local community / cultural facilities and therefore may result in their loss.





KEY

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			Opt	ions for ensuring all	sectio	ns of the community	have	access to local comn	nunity	and cultural facilities		
SA Objectives	facil	Locate local mmunity / cultural lities in the vicinity public transport nodes	faci	Locate local mmunity / cultural lities in the vicinity existing transport routes		omote mixed use developments	СО	otect existing local mmunity / cultural ities from loss in all locations	co fac	tect existing local mmunity / cultural ilities from loss in mall villages and communities	lo	not protect existing cal community / ultural facilities
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	0	No significant effects are anticipated.	0	No significant effects are anticipated.	+	Mixed use development may help to encourage greater levels of social interaction.	+	Community / cultural facilities are focal points for socialising and community activity. The protection of these facilities therefore contributes positively to this objective.	+	Community / cultural facilities are focal points for socialising and community activity. The protection of these facilities in small villages and communities therefore contributes positively towards this objective.		Affording no protection to existing local community / cultural facilities may result in their loss, many of which are often a focus for socialising and community activity.
14. Create good cultural, leisure and recreation activities available to all	+	Locating facilities in the vicinity of public transport nodes should help to improve access to community / cultural facilities.	-	Facilities located in the vicinity of existing transport routes may not be accessible to the disabled and those without a car.	+	Community / cultural facilities in mixed use developments would be accessible by walking and cycling to those in the locality and may also be served by public transport.	++	This option affords protection to existing local community / cultural facilities.	+	This option affords protection to existing local community / cultural facilities in small villages and communities.	- 1	This option affords no protection to existing local community / cultural facilities.
15. Improve safety and security for people and property	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.



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

			Opt	ions for ensuring all	sectio	ns of the community	have	access to local comn	nunity	and cultural facilities	;	
SA Objectives	facil	Locate local mmunity / cultural lities in the vicinity public transport nodes	faci	Locate local mmunity / cultural lities in the vicinity existing transport routes		omote mixed use developments	COI	otect existing local mmunity / cultural ities from loss in all locations	co fac	tect existing local mmunity / cultural ilities from loss in mall villages and communities	lo	not protect existing ocal community / cultural facilities
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
17. Promote education and training opportunities which build the skills and capacity of the population	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.





KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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			Opt	ions for ensuring all	sectio	ns of the community	have	access to local comn	nunity	and cultural facilities		
SA Objectives	facil	Locate local mmunity / cultural lities in the vicinity public transport nodes	faci	Locate local mmunity / cultural lities in the vicinity existing transport routes		omote mixed use developments	CO	otect existing local mmunity / cultural ities from loss in all locations	coi fac	tect existing local mmunity / cultural ilities from loss in mall villages and communities	lo	not protect existing ocal community / ultural facilities
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	0	No significant effects are anticipated.	0	No significant effects are anticipated.	+	Mixed use developments may help to encourage further economic activity and inward investment into the area.	+	This option should help to ensure that existing local community / cultural facilities are retained, which contribute to the local economy.	+	This option should help to ensure that existing local community / cultural facilities are retained, which contribute to the local / rural economy.	1	Affording no protection to shops in small villages and communities may result in their loss, which would impact negatively upon local / rural economies.



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March 2009



Table A25 SA of the options for protecting water resources and air quality

KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

		Options for protecting wa	ter re	sources and quality		Options for prote	ecting	air quality	
SA Objectives	Require all new development to incorporate water efficiency measures in accordance with BREEAM etc			Do not permit development in Groundwater Source Protection Zones		equire all new development to imise greenhouse gas emissions accordance with BREEAM etc	Do not permit developments which increases traffic levels within Air Quality Management Areas		
Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
2. Minimise the growth in waste and increase the amount of waste which is re- used, recycled, and recovered	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
3. Reduce the district's impact on climate change and vulnerability to its effects	0	No significant effects are anticipated.	0	No significant effects are anticipated.	++	This option should help to reduce greenhouse gas emissions from new developments.	0	No significant effects are anticipated.	
Safeguard and improve air, water and soil resources	++	Requiring all new developments to incorporate water efficiency measures should help to reduce water use.	++	Prohibiting development in Groundwater Source Protection Zones should help to prevent water pollution.	+	Helping to reduce greenhouse gas emissions from new developments should also reduce the impact of development upon local air quality.	+	Prohibiting developments that increase traffic levels within AQMAs should help to prevent local air quality impacts arising from traffic.	





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

		Options for protecting wa	ter re	sources and quality	Options for protecting air quality						
SA Objectives	Require all new development to incorporate water efficiency measures in accordance with BREEAM etc			Do not permit development in roundwater Source Protection Zones	mini	equire all new development to mise greenhouse gas emissions accordance with BREEAM etc		Do not permit developments which increases traffic levels within Air Quality Management Areas			
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			
6. Maintain and enhance the character of natural and man made landscapes	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			
7. Protect and enhance historic assets and their settings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			





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

		Options for protecting wa	iter re	sources and quality	Options for protecting air quality					
SA Objectives	Require all new development to incorporate water efficiency measures in accordance with BREEAM etc			Do not permit development in Groundwater Source Protection Zones		equire all new development to imise greenhouse gas emissions accordance with BREEAM etc	Do not permit developments which increases traffic levels within Air Quality Management Areas			
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	+	The streets designated as AQMAs are frequently congested. Prohibiting developments that increase traffic levels within AQMAs should help to ensure that new developments do not exacerbate congestion in these areas.		
11. Improve the quality of the built environment and make efficient use of land and buildings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
12. Improve the quality and range of services available within communities and connections to wider networks	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		





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

		Options for protecting wa	ter re	sources and quality		Options for prote	ecting	air quality	
SA Objectives	Require all new development to incorporate water efficiency measures in accordance with BREEAM etc			Do not permit development in Groundwater Source Protection Zones		equire all new development to imise greenhouse gas emissions accordance with BREEAM etc	Do not permit developments which increases traffic levels within Air Quality Management Areas		
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
14. Create good cultural, leisure and recreation activities available to all	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
15. Improve safety and security for people and property	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	0	No significant effects are anticipated.	+	Prohibiting development in Groundwater Source Protection Zones should help to prevent the pollution of public water supplies.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	





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

		Options for protecting wa	iter re	sources and quality		Options for prote	ecting	air quality		
SA Objectives	Require all new development to incorporate water efficiency measures in accordance with BREEAM etc			Do not permit development in froundwater Source Protection Zones	min	equire all new development to imise greenhouse gas emissions accordance with BREEAM etc		Do not permit developments which increases traffic levels within Air Quality Management Areas		
17. Promote education and training opportunities which build the skills and capacity of the population	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		





Table A26 SA of the options for protecting biodiversity resources

KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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				Options for protecting	biodiv	versity resources			
SA Objectives	Sites of international and national importance for nature conservation value (i.e. the South Pennine Moors SPA and SAC, the three SSSI, ancient woodland) and protected species (e.g. bats)		Sites of regional and district importance for nature conservation value (i.e. Bradford Wildlife Areas, SEGI and RIGS)			Watercourses (river and canal corridors)	Overall biodiversity resource		
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
2. Minimise the growth in waste and increase the amount of waste which is re- used, recycled, and recovered	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
3. Reduce the district's impact on climate change and vulnerability to its effects	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	





KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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				Options for protecting	biodiv	rersity resources			
SA Objectives impo value SPA a		tes of international and national cortance for nature conservation ue (i.e. the South Pennine Moors and SAC, the three SSSI, ancient codland) and protected species (e.g. bats)	Sites of regional and district importance for nature conservation value (i.e. Bradford Wildlife Areas, SEGI and RIGS)			Watercourses (river and canal corridors)	Overall biodiversity resource		
4. Safeguard and improve air, water and soil resources	+	Affording protection to sites of international and national importance for nature conservation value may also help to protect water resources associated with these sites.	+	Affording protection to sites of regional and district importance for nature conservation value may also help to protect water resources associated with these sites. There are a number of Bradford Wildlife Areas and SEGIs that comprise water environments (e.g. Fagley Beck and Silsden Reservoir).	+	Affording protecting to watercourses should help to ensure that water quality is maintained.	+	Affording protection to overall biodiversity resource may also help to protect water resources.	
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	+	This option affords protection to sites of international and national importance for nature conservation value.	+	This option affords protection to sites of regional and district importance for nature conservation.	+	This option affords protection to watercourses, many of which are of biodiversity value, supporting a range of habitats and species and acting as foraging routes / green corridors between habitats.	++	Under this option, the overall biodiversity resource would be protected.	
6. Maintain and enhance the character of natural and man made landscapes	++	Affording protection to sites of international and national importance for nature conservation value should help to ensure that landscape character and distinctiveness is maintained, particularly protection of the South Pennine Moors SAC, which is an important landscape feature covering an extensive area.	+	Affording protection to sites of regional and district importance for nature conservation value should help to protect landscape character and distinctiveness; many of these sites contribute positively towards the landscape.	+	Watercourses are important features in the landscape and townscape. Protecting the biodiversity value of watercourses should therefore also help to protect landscape character.	++	Affording protection to the overall biodiversity resource should help to ensure that landscape character and distinctiveness is maintained, particularly protection of the South Pennine Moors SAC, which is an important landscape feature covering an extensive area.	





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

		Options for protecting biodiversity resources											
SA Objectives	Sites of international and national importance for nature conservation value (i.e. the South Pennine Moors SPA and SAC, the three SSSI, ancient woodland) and protected species (e.g. bats)		Sites of regional and district importance for nature conservation value (i.e. Bradford Wildlife Areas, SEGI and RIGS)			Vatercourses (river and canal corridors)	Overall biodiversity resource						
7. Protect and enhance historic assets and their settings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.					
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.					
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.					





KEY

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				Options for protecting	biodiv	rersity resources			
SA Objectives	imp valu SPA	es of international and national cortance for nature conservation ue (i.e. the South Pennine Moors and SAC, the three SSSI, ancient codland) and protected species (e.g. bats)	Sites of regional and district importance for nature conservation value (i.e. Bradford Wildlife Areas, SEGI and RIGS)		'	Natercourses (river and canal corridors)	Overall biodiversity resource		
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
11. Improve the quality of the built environment and make efficient use of land and buildings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
12. Improve the quality and range of services available within communities and connections to wider networks	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	





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

				Options for protecting	biodiv	rersity resources				
SA Objectives	Sites of international and national importance for nature conservation value (i.e. the South Pennine Moors SPA and SAC, the three SSSI, ancient woodland) and protected species (e.g. bats)		Sites of regional and district importance for nature conservation value (i.e. Bradford Wildlife Areas, SEGI and RIGS)			Vatercourses (river and canal corridors)		Overall biodiversity resource		
14. Create good cultural, leisure and recreation activities available to all	+	Many of the sites of international and national importance for nature conservation value are of leisure and recreational value and comprise greenspace and open space, particularly the South Pennine Moors. Affording protection to these is therefore considered to contribute positively towards this objective.	+	Many of the sites of regional and district importance for nature conservation value are of leisure and recreational value and comprise greenspace and open space.  Affording protection to these is therefore considered to contribute positively towards this objective.	+	Many of the watercourses and the greenspace along the corridors are of leisure and recreational value. Affording protecting to these is therefore considered to contribute positively towards this objective.	+	Many areas of biodiversity value are also of leisure and recreational value. Affording protection to overall biodiversity resource is therefore considered to contribute positively to this objective.		
15. Improve safety and security for people and property	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		





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

				Options for protecting	biodiv	versity resources				
SA Objectives importar value (i.e. SPA and		tes of international and national cortance for nature conservation ue (i.e. the South Pennine Moors and SAC, the three SSSI, ancient codland) and protected species (e.g. bats)	Sites of regional and district importance for nature conservation value (i.e. Bradford Wildlife Areas, SEGI and RIGS)			Natercourses (river and canal corridors)	_	Overall biodiversity resource		
17. Promote education and training opportunities which build the skills and capacity of the population	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	+	Many of the sites of international and national importance for nature conservation value are important tourism, leisure and recreational value and contribute to the attractiveness of the area, particularly the South Pennine Moors. Affording protection to these is therefore considered to contribute positively towards this objective.	+	Many of the sites of regional and district importance for nature conservation value are of tourism, leisure and recreational value and contribute to the attractiveness of the District. Affording protection to these is therefore considered to contribute positively towards this objective.	+	Many of the watercourses and the greenspace along the corridors are of tourism, leisure and recreational value and contribute to the attractiveness of the District. Affording protecting to these is therefore considered to contribute positively towards this objective.	+	Many areas of biodiversity value are of tourism, leisure and recreational value and contribute to the attractiveness of the District. Affording protection to overall biodiversity resource is therefore considered to contribute positively to this objective.		





Table A27 SA of the options for biodiversity enhancement

кеу	Move away significantly	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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				Options for biodiversity enhancement			
SA Objectives	Key habitats and species identified in the UK Biodiversity Action Plan			egional priorities for habitat restoration and ation (e.g. upland heath, floodplain habitat and woodlands)	Key habitats and species identified in Bradford's Local Biodiversity Action Plan and the West Yorkshire Priority List		
Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.		No significant effects are anticipated.	0	No significant effects are anticipated.	
2. Minimise the growth in waste and increase the amount of waste which is reused, recycled, and recovered	0	No significant effects are anticipated.		No significant effects are anticipated.		No significant effects are anticipated.	
3. Reduce the district's impact on climate change and vulnerability to its effects	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
4. Safeguard and improve air, water and soil resources	+	Enhancing key habitats and species in the UK BAP (e.g. rivers and streams and freshwater crayfish) may also help to protect water resources associated with the priority habitats and species.	+	Enhancing regional priorities for habitat restoration and creation (e.g. floodplain habitat) may also help to protect water resources associated with the priority habitats and species.	+	Enhancing key habitats and species of the Local BAP and the West Yorkshire Priority List (e.g. river corridors) may also help to protect water resources associated with these habitats and species.	





KEY

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0 Neutral

? Uncertain

		Options for biodiversity enhancement											
SA Objectives	Key habitats and species identified in the UK Biodiversity Action Plan			egional priorities for habitat restoration and ation (e.g. upland heath, floodplain habitat and woodlands)	Key habitats and species identified in Bradford's Local Biodiversity Action Plan and the West Yorkshire Priority List								
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	+	This option seeks to enhance UK BAP key habitats and species.	+	This option seeks to enhance regional priority habitats.	_++_	This option seeks to enhance Local BAP and West Yorkshire Priority List key habitats and species.							
6. Maintain and enhance the character of natural and man made landscapes	+	Enhancing UK BAP key habitats should contribute positively towards maintaining existing landscape character and distinctiveness.	+	Enhancing regional priority habitats should contribute positively towards maintaining existing landscape character and distinctiveness.	+	Enhancing Local BAP habitats should contribute positively towards maintaining existing landscape character and distinctiveness.							
7. Protect and enhance historic assets and their settings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.							
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.							





KEY

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-- Move towards significantly

-- Neutral

-- Neutral

-- Uncertain

				Options for biodiversity enhancement			
SA Objectives	Key habitats and species identified in the UK Biodiversity Action Plan			egional priorities for habitat restoration and ation (e.g. upland heath, floodplain habitat and woodlands)	Key habitats and species identified in Bradford's Local Biodiversity Action Plan and the West Yorkshire Priority List		
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
11. Improve the quality of the built environment and make efficient use of land and buildings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
12. Improve the quality and range of services available within communities and connections to wider networks	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	





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

		Options for biodiversity enhancement											
SA Objectives	Key habitats and species identified in the UK Biodiversity Action Plan			egional priorities for habitat restoration and ation (e.g. upland heath, floodplain habitat and woodlands)	Key habitats and species identified in Bradford's Local Biodiversity Action Plan and the West Yorkshire Priority List								
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.							
14. Create good cultural, leisure and recreation activities available to all	+	A number of UK BAP habitats are of leisure and recreational value (e.g. the South Pennine Moors heathland). Affording protection to these is therefore considered to contribute positively towards this objective.		Regional priority habitats can be of leisure and recreational value (e.g. the South Pennine Moors healthland). Affording protection to these is therefore considered to contribute positively towards this objective.	+	Local BAP habitats can be of leisure and recreational value (e.g. river corridors). Affording protection to these is therefore considered to contribute positively towards this objective.							
15. Improve safety and security for people and property	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.							
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.							





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

		Options for biodiversity enhancement											
SA Objectives  Key habitats and species identified  Biodiversity Action Plan		ey habitats and species identified in the UK Biodiversity Action Plan		egional priorities for habitat restoration and ation (e.g. upland heath, floodplain habitat and woodlands)	Key habitats and species identified in Bradford's Local Biodiversity Action Plan and the West Yorkshire Priority List								
17. Promote education and training opportunities which build the skills and capacity of the population	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.							
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.							
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	+	A number of UK BAP habitats are of tourism, leisure and recreational value and contribute to the attractiveness of the area (e.g. the South Pennine Moors heathland). Enhancing these is therefore considered to contribute positively towards this objective.	+	Regional priority habitats can be of tourism, leisure and recreational value and contribute to the attractiveness of the area (e.g. the South Pennine Moors heathland). Enhancing these is therefore considered to contribute positively towards this objective.	+	Local BAP habitats can be of tourism, leisure and recreational value and contribute to the attractiveness of the area (e.g. river corridors). Enhancing these is therefore considered to contribute positively towards this objective.							



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Table A28 SA of the options for protecting landscape character

KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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0.4.01.1.11				Options for protecting landscape character				
SA Objectives	Protecting landscapes with strong historic and cultural associations			tecting all landscapes in accordance with the Landscape Character Assessment	Protecting all landscapes with biodiversity links			
Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
2. Minimise the growth in waste and increase the amount of waste which is re- used, recycled, and recovered	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
3. Reduce the district's impact on climate change and vulnerability to its effects	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
4. Safeguard and improve air, water and soil resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	+	Protecting landscapes with strong historic and cultural associations may also help to protect biodiversity associated with these landscapes by helping to ensure the maintenance and restoration of habitats contributing to historic and cultural landscape character.	+	Protecting landscape character may also help to protect biodiversity by helping to ensure the maintenance and restoration of habitats contributing to landscape character.	+	This option seeks to protect all landscapes with biodiversity links and therefore contributes positively towards this objective.		





KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

CA Objectives				Options for protecting landscape character			
SA Objectives	Protecting landscapes with strong historic and cultural associations			tecting all landscapes in accordance with the Landscape Character Assessment	Protecting all landscapes with biodiversity links		
6. Maintain and enhance the character of natural and man made landscapes	+	This option should help to ensure that the character of landscapes with strong historic and cultural associations is maintained.	+	This option should help to ensure that landscape character is maintained in accordance with the Landscape Character Assessment.	+	This option should help to ensure that the landscape character of landscapes with biodiversity links is maintained.	
7. Protect and enhance historic assets and their settings	+	This option affords protection to landscapes with strong historic and cultural associations.	+	Many of the landscapes in the District have cultural and historic influences, maintaining landscape character in accordance with the Landscape Character Assessment could therefore help to protect historic assets and their settings.	+	Protecting all landscapes with biodiversity links may also help to protect the setting of historic assets (i.e. protecting Bradford Wildlife Areas along the Leeds and Liverpool Canal may also help to protect the character of the Leeds and Liverpool Canal Conservation Area).	
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	





KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

SA Objectives				Options for protecting landscape character			
SA Objectives	Protecting landscapes with strong historic and cultural associations			tecting all landscapes in accordance with the Landscape Character Assessment	Protecting all landscapes with biodiversity links		
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
11. Improve the quality of the built environment and make efficient use of land and buildings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
12. Improve the quality and range of services available within communities and connections to wider networks	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	





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

CA Objectives		Options for protecting landscape character													
SA Objectives	Pro	otecting landscapes with strong historic and cultural associations	Pro	tecting all landscapes in accordance with the Landscape Character Assessment	Protecting all landscapes with biodiversity links										
14. Create good cultural, leisure and recreation activities available to all	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.									
15. Improve safety and security for people and property	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.									
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.									
17. Promote education and training opportunities which build the skills and capacity of the population	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.									
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.									





KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Pr	otecting landscapes with strong historic and cultural associations		Options for protecting landscape character steeting all landscapes in accordance with the Landscape Character Assessment	Protecting all landscapes with biodiversity links				
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	+	Landscapes with strong historic and cultural associations contribute to the attractiveness of the area and are of tourism value. Protecting these is therefore considered to contribute positively towards this objective.	+	The landscapes of the District are of tourism, leisure and recreational value and contribute to the attractiveness of the area. Protecting the landscape is therefore considered to contribute positively towards this objective.	+	Several landscapes with biodiversity links are of tourism, leisure and recreational value and contribute to the attractiveness of the area (i.e. the South Pennine Moors SPA and SAC). Protecting these is therefore considered to contribute positively towards this objective.			



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Table A29 SA of the options for protecting landscape character

KEY Move signif	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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		Options for protecting landscape character											
SA Objectives	Enhancing landscapes with strong historic and cultural associations			Enhancing derelict and despoiled urban fringe landscapes		nancing landscapes with rong biodiversity links	Enhancing landscapes in the vicinity of development			nhancing landscapes ssociated with green infrastructure			
Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			
2. Minimise the growth in waste and increase the amount of waste which is re- used, recycled, and recovered	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			
3. Reduce the district's impact on climate change and vulnerability to its effects	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			
4. Safeguard and improve air, water and soil resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			





KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

SA Objectives		Options for protecting landscape character											
	Enhancing landscapes with strong historic and cultural associations			Enhancing derelict and despoiled urban fringe landscapes		nancing landscapes with rong biodiversity links	Enhancing landscapes in the vicinity of development			nhancing landscapes ssociated with green infrastructure			
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	?	Enhancing landscapes with strong historic and cultural associations may have an effect upon biodiversity associated with these landscapes depending upon the nature of any enhancements.	?	There is the potential for the enhancement of derelict and despoiled landscapes to have an effect upon biodiversity. Derelict brownfield sites can support a range of habitats and species. The enhancement of these sites could therefore result in the loss / disturbance of habitats and species. However, the enhancement of these landscapes also presents opportunities to enhance biodiversity (e.g. through the creation of new habitat).	?	Enhancing landscapes with strong biodiversity may have an effect upon biodiversity associated with these landscapes, depending upon the nature of any enhancements.	?	Enhancing landscapes in the vicinity of development may have an effect upon biodiversity, depending upon the nature of any enhancements.	?	Enhancing landscapes associated with green infrastructure may have an effect upon biodiversity, depending upon the nature of any enhancements.			
6. Maintain and enhance the character of natural and man made landscapes	+	This option promotes the enhancement of landscapes with strong historic and cultural associations.	++	This option promotes the enhancement of derelict and despoiled urban fringe landscapes, which often detract from the surrounding landscape.	+	This option promotes the enhancement of landscapes with strong biodiversity links.	+	This option promotes the enhancement of landscapes in the vicinity of development.	+	This option promotes the enhancement of landscapes associated with green infrastructure.			





KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

		Options for protecting landscape character												
SA Objectives	Enhancing landscapes with strong historic and cultural associations			nhancing derelict and espoiled urban fringe landscapes	Enhancing landscapes with strong biodiversity links			nncing landscapes in the cinity of development	Enhancing landscapes associated with green infrastructure					
7. Protect and enhance historic assets and their settings	+	This option promotes the enhancement of landscapes with strong historic and cultural associations.	0	No significant effects are anticipated.	+	Enhancing landscapes with biodiversity links may also help to enhance the setting of historic assets (i.e. enhancing Bradford Wildlife Areas along the Leeds and Liverpool Canal may also help to enhance the character of the Leeds and Liverpool Canal Conservation Area).	+	Enhancing landscapes in the vicinity of development may also help to enhance the setting of historic assets (e.g. the setting of Conservation Areas and Listed Buildings in the urban area).	+	Enhancing landscapes associated with green infrastructure may also help to enhance the setting of historic assets (e.g. the setting of Conservation Areas and Listed Buildings in the urban area).				
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.				
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.				





KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

		Options for protecting landscape character													
SA Objectives		nancing landscapes with ong historic and cultural associations		nhancing derelict and espoiled urban fringe landscapes		nancing landscapes with rong biodiversity links		ancing landscapes in the cinity of development		nhancing landscapes ssociated with green infrastructure					
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.					
11. Improve the quality of the built environment and make efficient use of land and buildings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.					
12. Improve the quality and range of services available within communities and connections to wider networks	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.					
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.					





KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

				Optio	ons for	protecting landscape cha	racter				
SA Objectives		nancing landscapes with ong historic and cultural associations		nhancing derelict and espoiled urban fringe landscapes		nancing landscapes with rong biodiversity links		ancing landscapes in the cinity of development	Enhancing landscapes associated with green infrastructure		
14. Create good cultural, leisure and recreation activities available to all	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
15. Improve safety and security for people and property	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
17. Promote education and training opportunities which build the skills and capacity of the population	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	





KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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		Options for protecting landscape character												
SA Objectives		nancing landscapes with ong historic and cultural associations		nhancing derelict and lespoiled urban fringe landscapes	Enhancing landscapes with strong biodiversity links			ancing landscapes in the cinity of development	Enhancing landscapes associated with green infrastructure					
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	+	Landscapes with strong historic and cultural associations contribute to the attractiveness of the area and are of tourism value. Enhancing these is therefore considered to contribute positively towards this objective.	+	Derelict and despoiled urban fringe landscapes often detract from the surrounding landscape. The enhancement of these landscapes should therefore help to improve the attractiveness of the area, creating a more desirable place to live and work.	+	Several landscapes with biodiversity links are of tourism, leisure and recreational value and contribute to the attractiveness of the area (i.e. the South Pennine Moors SPA). Enhancing these is therefore considered to contribute positively towards this objective.	+	Enhancing landscapes in the vicinity of development should help to improve the attractiveness of the area, creating a more desirable place to live and work.	+	Enhancing landscapes associated with green infrastructure would contribute positively towards improving the attractiveness of the area, creating a more desirable place to live and work.				



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Table A30 SA of the options for protecting heritage assets

KEY	Move away significantly	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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				Options for protecting heritage assets										
SA Objectives	Sit	es of international and national built heritage importance	В	uilt heritage assets that attract visitors to the district	imp	Sites of district built heritage portance based on the results of Conservation Area Assessment / sted Buildings at Risk Surveys	Relax the rules regarding the re-use of Listed Buildings to enable redevelopment							
Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.						
2. Minimise the growth in waste and increase the amount of waste which is re- used, recycled, and recovered	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.						
3. Reduce the district's impact on climate change and vulnerability to its effects	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.						
4. Safeguard and improve air, water and soil resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.						





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

		Options for protecting heritage assets											
SA Objectives	Sit	tes of international and national built heritage importance	В	uilt heritage assets that attract visitors to the district	imp	Sites of district built heritage portance based on the results of Conservation Area Assessment / sted Buildings at Risk Surveys	Relax the rules regarding the re-use of Listed Buildings to enable redevelopment						
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.					
6. Maintain and enhance the character of natural and man made landscapes	+	Several sites of international and national built heritage importance contribute to landscape character (e.g. the Registered Historic Parks and Gardens). The protection of these sites therefore contributes positively towards this objective.	+	Several built heritage visitor attractions contribute to landscape character (e.g. the Registered Historic Parks and Gardens). The protection of these assets therefore contributes positively towards this objective.	+	Sites of district built heritage importance contribute to landscape character. The protection of these sites therefore contributes positively towards this objective.	0	No significant effects are anticipated.					
7. Protect and enhance historic assets and their settings	++	This option affords protection to sites of international and national built heritage importance, which would include the Saltaire World Heritage Site.	++	This option affords protection to built heritage assets that attract visitors to the District, which would include the Saltaire World Heritage Site.	+	This option affords protection to sites of district built heritage importance in accordance with the Conservation Area Assessments and Listed Buildings at Risk Surveys.	+	This option would enable greater re- use of Listed Buildings, which contributes positively towards this objective. Notwithstanding this, there would be a need to ensure the sensitive restoration and re-use of any buildings.					



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

		Options for protecting heritage assets												
SA Objectives	Sit	es of international and national built heritage importance	Built heritage assets that attract visitors to the district			Sites of district built heritage portance based on the results of Conservation Area Assessment / sted Buildings at Risk Surveys	Relax the rules regarding the re-use of Listed Buildings to enable redevelopment							
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.						
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.						
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.						





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

				Options for protect	ing he	eritage assets			
SA Objectives	Sit	es of international and national built heritage importance	В	uilt heritage assets that attract visitors to the district	imp	Sites of district built heritage cortance based on the results of Conservation Area Assessment / sted Buildings at Risk Surveys	Relax the rules regarding the re-use of Listed Buildings to enable redevelopment		
11. Improve the quality of the built environment and make efficient use of land and buildings	+	Several sites of international and national built heritage importance contribute to local distinctiveness and sense of place (e.g. the Registered Historic Parks and Gardens). The protection of these sites therefore contributes positively towards this objective.	+	Several built heritage visitor attractions contribute to local distinctiveness and sense of place (e.g. the Registered Historic Parks and Gardens). The protection of these assets therefore contributes positively towards this objective.	+	Sites of district built heritage importance contribute to local distinctiveness and sense of place. The protection of these sites therefore contributes positively towards this objective.	+	This option would enable greater re- use of Listed Buildings, which contributes positively towards this objective. Notwithstanding this, there would be a need to ensure the sensitive restoration and re-use of any buildings.	
12. Improve the quality and range of services available within communities and connections to wider networks	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
14. Create good cultural, leisure and recreation activities available to all	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	





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

				Options for protect	ing he	eritage assets				
SA Objectives	Sit	es of international and national built heritage importance	В	uilt heritage assets that attract visitors to the district	imp	Sites of district built heritage portance based on the results of Conservation Area Assessment / sted Buildings at Risk Surveys	Relax the rules regarding the re-use of Listed Buildings to enable re-development			
15. Improve safety and security for people and property	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
17. Promote education and training opportunities which build the skills and capacity of the population	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		





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

				Options for protect	ing he	eritage assets			
		tes of international and national built heritage importance	В	uilt heritage assets that attract visitors to the district	imp	Sites of district built heritage portance based on the results of Conservation Area Assessment / sted Buildings at Risk Surveys	Relax the rules regarding the re-use of Listed Buildings to enable redevelopment		
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	+	Sites of international and national built heritage importance within the District are key tourist attractions and contribute to the attractiveness of the area (e.g. the Saltaire World Heritage Site). Protecting these is therefore considered to contribute positively towards this objective.	+	This option ensures the protection of built heritage assets attracting visitors to the District, which contribute towards the local economy and tourism industry.	+	Sites of district built heritage importance within the District contribute to the attractiveness of the area and several are also tourist attractions. Protecting these is therefore considered to contribute positively towards this objective.	+	This option would enable greater reuse of Listed Buildings, creating further opportunities for regeneration in urban areas.	



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Table A31 SA of the options for achieving high standards of design for new development

KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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				Options for achieving high standar	ds of	design for new development				
SA Objectives		omoting new development that spects and reflects its context		moting the highest standards of innovation and design in new velopment (limited reference to context)		trict wide detailed design criteria t all developments must accord with	а	Detailed design criteria for specific areas (e.g. Conservation Areas) where particularly high standards of design are required		
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
2. Minimise the growth in waste and increase the amount of waste which is re- used, recycled, and recovered	0	No significant effects are anticipated.	0	No significant effects are anticipated.	No significant effects are anticipated.		0	No significant effects are anticipated.		
3. Reduce the district's impact on climate change and vulnerability to its effects	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
4. Safeguard and improve air, water and soil resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		





Move away Move away Move towards Move towards ? **KEY** 0 Neutral Uncertain significantly significantly marginally marginally

		Options for achieving high standards of design for new development													
SA Objectives		omoting new development that espects and reflects its context	Promoting the highest standards of innovation and design in new development (limited reference to context)			trict wide detailed design criteria It all developments must accord with	Detailed design criteria for specific areas (e.g. Conservation Areas) where particularly high standards of design are required								
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.							
6. Maintain and enhance the character of natural and man made landscapes	+	Promoting new development that respects and reflects its context should help to ensure that new development does not detract from the surrounding landscape character.	?	The effect of innovative design upon landscape character depends upon the design and nature of the development in relation to its surroundings. There is the potential for innovative designs to have a positive or adverse effect upon landscape character.	?	The landscape character of the District varies considerably. District wide detailed design criteria may therefore not be appropriate for all areas.	+	Outlining detailed design criteria for specific areas should help to ensure that new development in these areas is in keeping with and contributes to local distinctiveness and landscape character.							
7. Protect and enhance historic assets and their settings	+	Ensuring new development respects and reflects it context should help to ensure that new development has no adverse effect upon the setting of historic assets.	?	The effect of innovative design upon historic assets and their settings depends upon the design and nature of the development in relation to its surroundings. There is the potential for innovative designs to have a positive or adverse effect upon the setting of historic assets.	?	The character of the historic assets within the District varies considerably. District wide detailed design criteria may therefore not be appropriate for all areas.	+	Outlining detailed design criteria for specific areas such as Conservation Areas should help to ensure that new development in these areas take into account and are in keeping with the historic context of the area.							





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

				Options for achieving high standa	rds of	design for new development				
SA Objectives		omoting new development that espects and reflects its context		moting the highest standards of innovation and design in new velopment (limited reference to context)		trict wide detailed design criteria t all developments must accord with	Detailed design criteria for specific areas (e.g. Conservation Areas) where particularly high standards of design are required			
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		





KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

				Options for achieving high standa	ds of	design for new development			
SA Objectives		omoting new development that espects and reflects its context	į	moting the highest standards of innovation and design in new velopment (limited reference to context)		trict wide detailed design criteria It all developments must accord with	Detailed design criteria for specific areas (e.g. Conservation Areas) where particularly high standards of design are required		
11. Improve the quality of the built environment and make efficient use of land and buildings	+	Promoting new development that respects and reflects its context should help to ensure that new development does not detract from the surrounding built environment.	?	The effect of innovative design upon the surrounding built environment depends upon the design and nature of the development in relation to its surroundings. There is the potential for innovative designs to have a positive or adverse effect upon the townscape.	?	The character of the built environment within the District varies considerably. District wide detailed design criteria may therefore not be appropriate for all areas. Notwithstanding this, setting detailed design criteria that all new developments must accord with presents opportunities to set minimum standards for sustainable design and construction.	+	Outlining detailed design criteria for specific areas should help to ensure that new development in these areas is in keeping with and enhances the character of the built environment and local distinctiveness.	
12. Improve the quality and range of services available within communities and connections to wider networks	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
14. Create good cultural, leisure and recreation activities available to all	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	





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

				Options for achieving high standar	rds of	design for new development				
SA Objectives		omoting new development that spects and reflects its context	i	moting the highest standards of innovation and design in new velopment (limited reference to context)		trict wide detailed design criteria It all developments must accord with	Detailed design criteria for specific areas (e.g. Conservation Areas) where particularly high standards of design are required			
15. Improve safety and security for people and property	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
17. Promote education and training opportunities which build the skills and capacity of the population	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		





Innovative landmark developments

can be desirable places to live and

work.

investment and

enterprise that

wider area

respects the local

character and needs

of Bradford and the

Ensuring new development respects

and reflects its local context should

help to ensure that the desirability of

the surrounding area is maintained.

KEY		Move away significantly	 Move away marginally	+	Move towards marginally	++	Move tow significa		0	Neutral	?	Unc	ertain		
				Option	s for achieving	high s	tandards	of de	sign fo	r new developr	nent				
SA Objectives		omoting new dev spects and refle	ent that	innova	g the highest st tion and design nent (limited re context)	n in nev	N   L			detailed desigi lopments must with		a a	reas (e.g. C ere particula	n criteria for speci conservation Areas arly high standards are required	s)
19. Support								9	Settina de	atailed design crite	aria that	all		-	

Setting detailed design criteria that all

standards for sustainable design and

new developments must accord

developments meet minimum

should help to ensure that

construction.



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Outlining detailed design criteria for specific areas should help to ensure

that the desirability of these areas is

maintained.



Table A32 SA of the options for achieving high standards of design for new development

KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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		Options for addressing sustainable design													
SA Objectives		arket led approach to the implementation of ainable design, so high standards may not be achieved unless developer led		Plan (District wide) approach to the plementation of high standards of sustainable sign (e.g. BREEAM and green infrastructure)	Plan (site specific) approach to the implementation of high standards of sustainable design (e.g. BREEAM and green infrastructure)										
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	?	The effect of a market led approach upon this objective depends upon market influences (i.e. whether it is economically beneficial / desirable to develop energy efficient homes).	+	A District wide approach to high standards of sustainable design would ensure that all new developments meet specified energy efficiency criteria.	+	A plan approach to sustainable design presents opportunities to ensure that sustainable design opportunities / design requirements particular to that site are met / pursued (e.g. the site brief could include a requirement to provide on site renewable energy). Notwithstanding this, there may be an element of uncertainty in ensuring sustainable design criteria are met.									
2. Minimise the growth in waste and increase the amount of waste which is reused, recycled, and recovered	?	The effect of a market led approach upon this objective depends upon market influences (i.e. whether it is economically beneficial / desirable to provide recycling and composting facilities).	+	A District wide approach to high standards of sustainable design would ensure that all new developments meet specified waste reduction and recycling criteria.	+	A plan approach to sustainable design presents opportunities to ensure that sustainable design opportunities / design requirements particular to that site are met / pursued (e.g. the site brief could include a requirement to include a bring recycling facility within new housing). Notwithstanding this, there may be an element of uncertainty in ensuring sustainable design criteria are met.									
3. Reduce the district's impact on climate change and vulnerability to its effects	?	The effect of a market led approach upon this objective depends upon market influences (i.e. whether it is economically beneficial / desirable to reduce greenhouse gas emissions from new development).	+	A District wide approach to high standards of sustainable design would ensure that all new developments meet specified criteria for reducing CO <sub>2</sub> emissions and encouraging sustainable transport.	+	A plan approach to sustainable design presents opportunities to ensure that sustainable design opportunities / design requirements particular to that site are met / pursued (e.g. the brief could include a requirement to develop travel plans where the site is on the outskirts of a town). Notwithstanding this, there may be an element of uncertainty in ensuring sustainable design criteria are met.									





KEY Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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				Options for addressing sustainable design				
SA Objectives		arket led approach to the implementation of tainable design, so high standards may not be achieved unless developer led		Plan (District wide) approach to the plementation of high standards of sustainable sign (e.g. BREEAM and green infrastructure)	Plan (site specific) approach to the implementat of high standards of sustainable design (e.g. BREEAM and green infrastructure)			
4. Safeguard and improve air, water and soil resources	?	The effect of a market led approach upon this objective depends upon market influences (i.e. whether it is economically beneficial / desirable to include water saving devices and sustainable drainage systems in new developments).	+	A District wide approach to high standards of sustainable design would ensure that all new developments meet specified criteria for water conservation and drainage and encouraging sustainable transport.	+	A plan approach to sustainable design presents opportunities to ensure that sustainable design opportunities / design requirements particular to that site are met / pursued (e.g. the brief could include a requirement to incorporate sustainable drainage systems where flood risk is an issue). Notwithstanding this, there may be an element of uncertainty in ensuring sustainable design criteria are met.		
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	?	The effect of a market led approach upon this objective depends upon market influences (i.e. whether it is economically beneficial / desirable to protect and enhance biodiversity as part of the new development).	+	A District wide approach to high standards of sustainable design would ensure that all new developments meet specified criteria for protecting biodiversity.	+	A plan approach to sustainable design presents opportunities to ensure that sustainable design opportunities / design requirements particular to that site are met / pursued (e.g. the brief could include a requirement to include new habitat where the development would result in the loss of habitat). Notwithstanding this, there may be an element of uncertainty in ensuring sustainable design criteria are met.		
6. Maintain and enhance the character of natural and man made landscapes	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
7. Protect and enhance historic assets and their settings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		





KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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	Options for addressing sustainable design													
SA Objectives		arket led approach to the implementation of ainable design, so high standards may not be achieved unless developer led		Plan (District wide) approach to the plementation of high standards of sustainable sign (e.g. BREEAM and green infrastructure)	Plan (site specific) approach to the implementation of high standards of sustainable design (e.g. BREEAM and green infrastructure)									
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	?	The effect of a market led approach upon this objective depends upon market influences (i.e. whether it is economically beneficial / desirable to meet high standards of sustainable design).	+	A District wide approach to high standards of sustainable design would ensure that all new housing meets a specified standard of sustainable design, helping to ensure that housing is high quality and sustainable.	+	A plan approach to sustainable design presents opportunities to ensure that sustainable design opportunities / design requirements particular to that site are met / pursued. Notwithstanding this, there may be an element of uncertainty in ensuring sustainable design criteria are met.								
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	?	The effect of a market led approach upon this objective depends upon market influences (i.e. whether it is economically beneficial / desirable to locate new development in the vicinity of public transport).	+	A District wide approach to high standards of sustainable design would ensure that all new developments meet specified criteria for encouraging sustainable transport.	+	A plan approach to sustainable design presents opportunities to ensure that sustainable design opportunities / design requirements particular to that site are met / pursued (e.g. the brief could include a requirement for development to be served by public transport). Notwithstanding this, there may be an element of uncertainty in ensuring sustainable design criteria are met.								
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	?	The effect of a market led approach upon this objective depends upon market influences (i.e. whether it is economically beneficial / desirable to locate new development in the vicinity of public transport, provide cycle facilities etc).	+	A District wide approach to high standards of sustainable design would ensure that all new developments meet specified criteria for encouraging sustainable transport.	+	A plan approach to sustainable design presents opportunities to ensure that sustainable design opportunities / design requirements particular to that site are met / pursued (e.g. the brief could include a requirement to develop travel plans where the site is on the outskirts of a town). Notwithstanding this, there may be an element of uncertainty in ensuring sustainable design criteria are met.								



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KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

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	Options for addressing sustainable design												
SA Objectives		arket led approach to the implementation of ainable design, so high standards may not be achieved unless developer led		Plan (District wide) approach to the plementation of high standards of sustainable sign (e.g. BREEAM and green infrastructure)	Plan (site specific) approach to the implementation of high standards of sustainable design (e.g. BREEAM and green infrastructure)								
11. Improve the quality of the built environment and make efficient use of land and buildings	?	The effect of a market led approach upon this objective depends upon market influences (i.e. whether it is economically beneficial / desirable to meet high standards of sustainable design).	++	A District wide approach to high standards of sustainable design would ensure that all new development meets specified standards of sustainable design.	+	A plan approach to sustainable design presents opportunities to ensure that sustainable design opportunities / design requirements particular to that site are met / pursued. Notwithstanding this, there may be an element of uncertainty in ensuring sustainable design criteria are met.							
12. Improve the quality and range of services available within communities and connections to wider networks	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.							
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.							
14. Create good cultural, leisure and recreation activities available to all	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.							





Move away Move away Move towards Move towards ? **KEY** 0 Neutral Uncertain significantly significantly marginally marginally

				Options for addressing sustainable design					
SA Objectives		arket led approach to the implementation of ainable design, so high standards may not be achieved unless developer led		Plan (District wide) approach to the plementation of high standards of sustainable sign (e.g. BREEAM and green infrastructure)		Plan (site specific) approach to the implementation of high standards of sustainable design (e.g. BREEAM and green infrastructure)			
15. Improve safety and security for people and property	?	The effect of a market led approach upon this objective depends upon market influences (i.e. whether it is economically beneficial / desirable to incorporate safety and security measures into new development).	+	A District wide approach to high standards of sustainable design would ensure that all new development meets specified standards for security.	+	A plan approach to sustainable design presents opportunities to ensure that sustainable design opportunities / design requirements particular to that site are met / pursued. Notwithstanding this, there may be an element of uncertainty in ensuring sustainable design criteria are met.			
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	?	The effect of a market led approach upon this objective depends upon market influences (i.e. whether it is economically beneficial / desirable to provide sufficient day lighting etc).	+	A District wide approach to high standards of sustainable design would ensure that all new development meets specified standards for health and well being.	+	A plan approach to sustainable design presents opportunities to ensure that sustainable design opportunities / design requirements particular to that site are met / pursued (e.g. there may be a need to provide a new healthcare facility as part of development). Notwithstanding this, there may be an element of uncertainty in ensuring sustainable design criteria are met.			
17. Promote education and training opportunities which build the skills and capacity of the population	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.			





NEYES	Move away significantly	Move away marginally +	Move towards marginally ++	Move towards significantly 0	Neutral	?	Uncertain
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CA Objectives		Options for addressing sustainable design												
SA Objectives		arket led approach to the implementation of tainable design, so high standards may not be achieved unless developer led		Plan (District wide) approach to the plementation of high standards of sustainable sign (e.g. BREEAM and green infrastructure)	Plan (site specific) approach to the implementation of high standards of sustainable design (e.g. BREEAM and green infrastructure)									
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	+	A market led approach to the implementation of sustainable design criteria would reduce the potential for sustainable design requirements to affect the economic viability / deliverability of development schemes.	+	Developments that meet high standards of sustainable design may be more desirable to people, businesses and investors and are likely to be more adaptable to meet current and future needs. Notwithstanding this, the requirement to meet specific standards of sustainable design for all new developments may affect the economic viability / deliverability of private housing development schemes.	?	A plan approach to sustainable design presents opportunities to ensure that sustainable design to ensure that sustainable design opportunities / design requirements particular to that site are met / pursued. Developments that meet high sustainable design standards may be more desirable to people, businesses and investors and are likely to be more adaptable to meet current and future needs.  A plan approach to sustainable design may help to ensure that sustainable design criteria are only set where feasible, thus ensuring that the requirement to achieve sustainable design standards does not affect the economic viability / deliverability of private development schemes.								



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Table A33 SA of the options for renewable energy sources

KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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		Options for renewable energy sources												
SA Objectives	Support the development of renewable energy sources, allowing local targets from the RSS to be fulfilled			Promote the development of renewable energy sources, enabling higher targets to be met		I new developments to orporate the provision of l-site renewable energy	cor	I new developments to ntribute to the provision ff-site renewable energy	Support the development of wind turbines in appropriate locations					
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	++	This option supports renewable energy generation in the District, helping to ensure that renewable energy targets are met.	++	This option promotes the development of renewable energy sources, enabling higher renewable energy targets to be met.	++	Requiring all new developments to incorporate on-site renewable energy should help to increase renewable energy generation.	++	Requiring all new developments to contribute to the provision of off-site renewable energy should help to increase renewable energy generation.	++	Supporting the development of wind turbines should help to increase renewable energy generation from wind power.  Locally generated wind energy that is connected to the local electricity distribution system can also help to reduce electrical losses in transmission / distribution and therefore saving energy.				
2. Minimise the growth in waste and increase the amount of waste which is re- used, recycled, and recovered	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.				





KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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				Op	otions	for renewable energy sour	ces				
SA Objectives	Support the development of renewable energy sources, allowing local targets from the RSS to be fulfilled			note the development of ewable energy sources, abling higher targets to be met	All new developments to incorporate the provision of on-site renewable energy			new developments to stribute to the provision ff-site renewable energy	Support the development of wind turbines in appropriate locations		
3. Reduce the district's impact on climate change and vulnerability to its effects	++	Supporting the development of renewable energy sources should help to reduce energy generation from the burning of fossil fuels, thus reducing greenhouse gas emissions.	++	Promoting the development of renewable energy sources should help to reduce energy generation from the burning of fossil fuels, thus reducing greenhouse gas emissions.	++	Requiring new developments to incorporate on-site renewable energy should help to reduce energy generation from the burning of fossil fuels, thus reducing greenhouse gas emissions.	++	Requiring new developments to contribute to the provision of off-site renewable energy should help to reduce energy generation from the burning of fossil fuels, thus reducing greenhouse gas emissions.	++	The development of wind turbines should help to reduce energy generation from the burning of fossil fuels, thus reducing greenhouse gas emissions.	
4. Safeguard and	+	Supporting the development of renewable energy sources should help to reduce energy generation from the burning of fossil fuels, which can impact upon local air quality.	+	Promoting the development of renewable energy sources should help to reduce energy generation from the burning of fossil fuels, which can impact upon local air quality.	+	Requiring new developments to incorporate on-site renewable energy should help to reduce energy generation from the burning of fossil fuels, which can impact upon local air quality.	+	Requiring new developments to contribute to the provision of off-site renewable energy should help to reduce energy generation from the burning of fossil fuels, which can impact upon local air quality.	+	The development of wind turbines should help to reduce energy generation from the burning of fossil fuels, which can impact upon local air quality.	
4. Saleguard and improve air, water and soil resources	?	Depending upon the renewable energy technology and the location of the renewable energy development, there is the potential for renewable energy generation to have an effect upon water quality and flood risk.	?	Depending upon the renewable energy technology and the location of the renewable energy development, there is the potential for renewable energy generation to have an effect upon water quality and flood risk.	?	Depending upon the renewable energy technology and the location of the renewable energy development, there is the potential for renewable energy generation to have an effect upon water quality and flood risk.	?	Depending upon the renewable energy technology and the location of the renewable energy development, there is the potential for renewable energy generation to have an effect upon water quality and flood risk.	?	Depending upon the location of the wind turbine, there is the potential for the construction of the turbine to have an effect upon water quality and flood risk.	





KEY

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		Options for renewable energy sources													
SA Objectives	rer all	pport the development of newable energy sources, owing local targets from the RSS to be fulfilled	Promote the development of renewable energy sources, enabling higher targets to be met			I new developments to orporate the provision of i-site renewable energy	cor	I new developments to ntribute to the provision ff-site renewable energy	Support the development of wind turbines in appropriate locations						
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	?	Depending upon the renewable energy technology and the location of the renewable energy development, there is the potential for renewable energy generation to have an effect upon biodiversity (e.g. loss of habitat).	?	Depending upon the renewable energy technology and the location of the renewable energy development, there is the potential for renewable energy generation to have an effect upon biodiversity (e.g. loss of habitat).	?	Depending upon the renewable energy technology and the location of the renewable energy development, there is the potential for renewable energy generation to have an effect upon biodiversity (e.g. loss of habitat).	?	Depending upon the renewable energy technology and the location of the renewable energy development, there is the potential for renewable energy generation to have an effect upon biodiversity (e.g. loss of habitat).	?	Depending upon the location of the wind turbine, there is the potential for the construction and operation of the turbine to have an effect upon biodiversity (e.g. disturbance, loss of habitat etc).					
6. Maintain and enhance the character of natural and man made landscapes	?	Depending upon the renewable energy technology and the location of the renewable energy development, there is the potential for renewable energy generation to have an effect upon landscape character.	?	Depending upon the renewable energy technology and the location of the renewable energy development, there is the potential for renewable energy generation to have an effect upon landscape character.	?	Depending upon the renewable energy technology and the location of the renewable energy development, there is the potential for renewable energy generation to have an effect upon landscape character.	?	Depending upon the renewable energy technology and the location of the renewable energy development, there is the potential for renewable energy generation to have an effect upon landscape character.	?	Depending upon the location of the wind turbine, there is the potential for the wind turbine to have an effect upon landscape character.					



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

		Options for renewable energy sources													
SA Objectives	ren alle	oport the development of newable energy sources, nowing local targets from the RSS to be fulfilled	Promote the development of renewable energy sources, enabling higher targets to be met		inco	I new developments to orporate the provision of l-site renewable energy	con	new developments to stribute to the provision ff-site renewable energy	Support the development of wind turbines in appropriate locations						
7. Protect and enhance historic assets and their settings	?	Depending upon the renewable energy technology and the location of the renewable energy development, there is the potential for renewable energy generation to have an effect upon historic assets and their settings.	?	Depending upon the renewable energy technology and the location of the renewable energy development, there is the potential for renewable energy generation to have an effect upon historic assets and their settings.	?	Depending upon the renewable energy technology and the location of the renewable energy development, there is the potential for renewable energy generation to have an effect upon historic assets and their settings.	?	Depending upon the renewable energy technology and the location of the renewable energy development, there is the potential for renewable energy generation to have an effect upon historic assets and their settings.	?	Depending upon the location of the wind turbine, there is the potential for the wind turbine to have an effect upon historic assets and their settings.					
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.					
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.					





KEY

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		Options for renewable energy sources													
SA Objectives	Support the development of renewable energy sources, allowing local targets from the RSS to be fulfilled			note the development of ewable energy sources, abling higher targets to be met	All new developments to incorporate the provision of on-site renewable energy			new developments to tribute to the provision ff-site renewable energy	Support the development of wind turbines in appropriate locations						
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.					
11. Improve the quality of the built environment and make efficient use of land and buildings	?	Depending upon the renewable energy technology and the location of the renewable energy development, there is the potential for renewable energy generation to have an effect upon the character of the built environment.	?	Depending upon the renewable energy technology and the location of the renewable energy development, there is the potential for renewable energy generation to have an effect upon the character of the built environment.	?	Depending upon the renewable energy technology and the location of the renewable energy development, there is the potential for renewable energy generation to have an effect upon the character of the built environment.	?	Depending upon the renewable energy technology and the location of the renewable energy development, there is the potential for renewable energy generation to have an effect upon the character of the built environment.	?	Depending upon the location of the wind turbine, there is the potential for the wind turbine to have an effect upon the character of the built environment.					
12. Improve the quality and range of services available within communities and connections to wider networks	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.					





KEY

- Move away significantly

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		Options for renewable energy sources														
SA Objectives	Support the development of renewable energy sources, allowing local targets from the RSS to be fulfilled			mote the development of ewable energy sources, abling higher targets to be met	inco	I new developments to orporate the provision of i-site renewable energy	con	new developments to tribute to the provision ff-site renewable energy	Support the development of wind turbines in appropriate locations							
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.						
14. Create good cultural, leisure and recreation activities available to all	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.						
15. Improve safety and security for people and property	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.						
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	?	Depending upon the renewable energy technology and the location of the renewable energy development, there is the potential for renewable energy generation to have an effect upon health and well being (e.g. disturbance from noise).	?	Depending upon the renewable energy technology and the location of the renewable energy development, there is the potential for renewable energy generation to have an effect upon health and well being (e.g. disturbance from noise).	?	Depending upon the renewable energy technology and the location of the renewable energy development, there is the potential for renewable energy generation to have an effect upon health and well being (e.g. disturbance from noise).	?	Depending upon the renewable energy technology and the location of the renewable energy development, there is the potential for renewable energy generation to have an effect upon health and well being (e.g. disturbance from noise).	?	Depending upon the location of the wind turbine, there is the potential for the wind turbine to have an effect upon health and well being (e.g. noise and shadow flicker).						





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	Options for renewable energy sources													
Support the development of renewable energy sources, allowing local targets from the RSS to be fulfilled			ewable energy sources,	inco	orporate the provision of	cor	tribute to the provision	Support the development of wind turbines in appropriate locations						
0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.					
+	Renewable energy developments may create short and long term employment opportunities.	+	Renewable energy developments may create short and long term employment opportunities.	+	Renewable energy developments may create short and long term employment opportunities.	+	Renewable energy developments may create short and long term employment opportunities.	+	Wind turbine developments may create short and long term employment opportunities.					
+	Renewable energy developments may create employment opportunities and benefit the local economy. There may also be cost savings associated with renewable energy.	+	Renewable energy developments may create employment opportunities and benefit the local economy. There may also be cost savings associated with renewable energy.	+ ?	Renewable energy developments may create employment opportunities and benefit the local economy. There may also be cost savings associated with renewable energy. There is the potential for the requirement for all new developments to incorporate on-site renewable energy to affect the economic viability	+	Renewable energy developments may create employment opportunities and benefit the local economy. There may also be cost savings associated with renewable energy. Requiring contributions towards off-site renewable energy may also help to ensure renewable energy requirements do not affect	+	Wind turbine developments may create employment opportunities and benefit the local economy. There may also be cost savings associated with renewable energy.					
	o o	allowing local targets from the RSS to be fulfilled  No significant effects are anticipated.  Renewable energy developments may create short and long term employment opportunities.  Renewable energy developments may create employment opportunities and benefit the local economy. There may also be cost savings associated with	renewable energy sources, allowing local targets from the RSS to be fulfilled  No significant effects are anticipated.  Renewable energy developments may create short and long term employment opportunities.  Renewable energy developments may create employment opportunities and benefit the local economy. There may also be cost savings associated with	Support the development of renewable energy sources, allowing local targets from the RSS to be fulfilled  No significant effects are anticipated.  No significant effects are anticipated.  Renewable energy developments may create short and long term employment opportunities.  Renewable energy developments may create short and long term employment opportunities.  Renewable energy developments may create employment opportunities and benefit the local economy. There may also be cost savings associated with	Support the development of renewable energy sources, allowing local targets from the RSS to be fulfilled  No significant effects are anticipated.  Renewable energy developments may create short and long term employment opportunities.  Renewable energy developments may create employment opportunities and benefit the local economy. There may also be cost savings associated with renewable energy with renewable energy to be cost savings associated with renewable energy.	Support the development of renewable energy sources, allowing local targets from the RSS to be fulfilled  No significant effects are anticipated.  Renewable energy developments may create short and long term employment opportunities.  Renewable energy developments may create employment opportunities and benefit the local economy. There may also be cost savings associated with renewable energy.  Renewable energy developments may create employment opportunities and benefit the local economy. There may also be cost savings associated with renewable energy.  Renewable energy developments may create employment opportunities and benefit the local economy. There may also be cost savings associated with renewable energy.  Renewable energy developments may create employment opportunities and benefit the local economy. There may also be cost savings associated with renewable energy.  Renewable energy developments may create employment opportunities and benefit the local economy. There may also be cost savings associated with renewable energy.  Renewable energy developments to incorporate on-site renewable energy.	Support the development of renewable energy sources, allowing local targets from the RSS to be fulfilled  No significant effects are anticipated.  No significant effects are anticipated.  Renewable energy developments may create short and long term employment opportunities.  Renewable energy developments may create short and long term employment opportunities.  Renewable energy developments may create employment opportunities and benefit the local economy. There may also be cost savings associated with renewable energy.  Renewable energy developments may create employment opportunities and benefit the local economy. There may also be cost savings associated with renewable energy.  Renewable energy developments may create employment opportunities and benefit the local economy. There may also be cost savings associated with renewable energy.  Renewable energy developments may create employment opportunities and benefit the local economy. There may also be cost savings associated with renewable energy.  Renewable energy developments may create employment opportunities and benefit the local economy. There is the potential for the requirement for all new developments to incorporate on-site renewable energy.	Support the development of renewable energy sources, allowing local targets from the RSS to be fulfilled  No significant effects are anticipated.  No significant effects are anticipated.  Renewable energy developments may create short and long term employment opportunities.  Renewable energy developments may create employment opportunities.  Renewable energy developments may create employment opportunities and benefit the local economy. There may also be cost savings associated with renewable energy.  Renewable energy.  Renewable energy developments may create employment opportunities and benefit the local economy. There may also be cost savings associated with renewable energy.  Renewable energy.  Renewable energy developments may create employment opportunities and benefit the local economy. There may also be cost savings associated with renewable energy.  Renewable energy.  Renewable energy developments may create employment opportunities and benefit the local economy. There may also be cost savings associated with renewable energy.  Renewable energy.  Renewable energy  reployment opportunities and benefit the local economy. There may also be cost savings associated with renewable energy to affec	Support the development of renewable energy sources, allowing local targets from the RSS to be fulfilled  No significant effects are anticipated.  No significant effects are anticipated.  Renewable energy developments may create short and long term employment opportunities.  Renewable energy developments may create employment opportunities and benefit the local economy. There may also be cost savings associated with renewable energy.  Renewable energy.  Renewable energy developments may create employment opportunities and benefit the local economy. There may also be cost savings associated with renewable energy to a single associated with renewable energy to a single associated with renewable energy to affect the economic viability of smaller private  Requirement for all new developments to contribute to the provision of on-site renewable energy  All new developments to contribute to the provision of off-site renewable energy  No significant effects are anticipated.  Renewable energy  developments may create at short and long term employment opportunities.  Renewable energy  developments may create anticipated.  Renewable energy  requirement for all new developments to incorporate on-site renewable energy to anticipated.					



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Table A34 SA of the options for regeneration and flood risk

KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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		Options for regeneration and flood risk													
SA Objectives	D	o not allow development in the floodplain	s	nit development in the floodplain ubject to the adoption of flood tigation / drainage measures on site	S	nit development in the floodplain ubject to the adoption of flood igation / drainage measures off site	Require all new developments to incorporate or contribute to flood mitigation / drainage measures								
Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.							
2. Minimise the growth in waste and increase the amount of waste which is reused, recycled, and recovered	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.							
3. Reduce the district's impact on climate change and vulnerability to its effects	+	Prohibiting development in the floodplain would help to prevent any increase in flood risk, which could potentially become more frequent due to climate change.	+	Permitting development in the floodplain subject to the adoption of mitigation on site should help to reduce the potential impact of development upon flood risk.  Notwithstanding this, flood risk may still be increased on site and elsewhere, particularly if flooding becomes more frequent due to climate change.	+	Permitting development in the floodplain subject to the adoption of mitigation off site should help to reduce the potential impact of development upon flood risk. Notwithstanding this, flood risk may still be increased on site and elsewhere, particularly if flooding becomes more frequent due to climate change.	+	Requiring all new developments to incorporate or contribute to flood mitigation / drainage measures should help to reduce the potential impact of development upon flood risk.  Notwithstanding this, flood risk may still be increased on site and elsewhere, particularly if flooding becomes more frequent due to climate change.							





Move away Move away Move towards Move towards ? **KEY** 0 Neutral Uncertain significantly significantly marginally marginally

				Options for regener	ation	and flood risk		
SA Objectives	SA Objectives  Do not allow fl		s	nit development in the floodplain ubject to the adoption of flood tigation / drainage measures on site	s	nit development in the floodplain ubject to the adoption of flood tigation / drainage measures off site	ine	equire all new developments to corporate or contribute to flood nitigation / drainage measures
4. Safeguard and improve air, water and soil resources	+	Prohibiting development in the floodplain would help to prevent any increase in flood risk.	+	Permitting development in the floodplain subject to the adoption of mitigation on site should help to reduce the potential impact of development upon flood risk.  Notwithstanding this, flood risk may still be increased on site and elsewhere.	+	Permitting development in the floodplain subject to the adoption of mitigation off site should help to reduce the potential impact of development upon flood risk.  Notwithstanding this, flood risk may still be increased on site and elsewhere	+	Requiring all new developments to incorporate or contribute to flood mitigation / drainage measures should help to reduce the potential impact of development upon flood risk.  Notwithstanding this, flood risk may still be increased on site and elsewhere.
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
6. Maintain and enhance the character of natural and man made landscapes	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
7. Protect and enhance historic assets and their settings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.





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

				Options for regener	ation	and flood risk				
SA Objectives	Do not allow development in the floodplain			nit development in the floodplain ubject to the adoption of flood tigation / drainage measures on site	S	nit development in the floodplain ubject to the adoption of flood tigation / drainage measures off site	Require all new developments to incorporate or contribute to flood mitigation / drainage measures			
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.		





KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

SA Objectives	De	o not allow development in the floodplain	s	nit development in the floodplain ubject to the adoption of flood tigation / drainage measures on site	S	nit development in the floodplain ubject to the adoption of flood tigation / drainage measures off site	in	equire all new developments to corporate or contribute to flood nitigation / drainage measures
11. Improve the quality of the built environment and make efficient use of land and buildings	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
12. Improve the quality and range of services available within communities and connections to wider networks	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
14. Create good cultural, leisure and recreation activities available to all	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.
15. Improve safety and security for people and property	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.





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

				Options for regener	ation	and flood risk			
SA Objectives	D	o not allow development in the floodplain	s	nit development in the floodplain ubject to the adoption of flood tigation / drainage measures on site	s	nit development in the floodplain ubject to the adoption of flood tigation / drainage measures off site	Require all new developments to incorporate or contribute to flood mitigation / drainage measures		
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
17. Promote education and training opportunities which build the skills and capacity of the population	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	





Move towards

mitigation off site should help to

development upon flood risk, which

can impact upon the local economy

(e.g. damage to homes, businesses

and infrastructure). Notwithstanding

this, flood risk may still be increased

reduce the potential impact of

on site and elsewhere

Move towards

mitigation on site should help to

development upon flood risk, which

can impact upon the local economy

(e.g. damage to homes, businesses

and infrastructure). Notwithstanding

this, flood risk may still be increased

reduce the potential impact of

on site and elsewhere.

Move away

Prohibiting development in the

increase in flood risk, which can

damage to infrastructure).

floodplain would help to prevent any

impact upon the local economy (e.g.

investment and

enterprise that

wider area

respects the local

character and needs

of Bradford and the

Move away

KEY		significantly		marginally	+	marginally	++	significantly	0	Neutral	?	Unc	ertain	
						Option	s for re	generation ar	nd flood	risk				
SA Objectives	Do not allow development in the floodplain				subject	velopment in th to the adoptior n / drainage me site	of floo	d sul	oject to	opment in the fl the adoption of drainage measi site	flood	ine	corporate c	ew developments to or contribute to flood drainage measures
19. Support					floodp	tting development	adoption	of	floodplain	g development in to subject to the add	option of	_	incorporate	Il new developments to or contribute to flood



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mitigation / drainage measures should

help to reduce the potential impact of

development upon flood risk, which

can impact upon the local economy

(e.g. damage to homes, businesses

and infrastructure). Notwithstanding

this, flood risk may still be increased

on site and elsewhere.



Table A35 SA of the options for aggregates provision

KEY	Move away significantly	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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OA Objections		Options for aggregates provision												
SA Objectives	Res	trict further extraction of primary aggregates / blockstone	Pe	ermit the extraction of primary aggregates in conjunction with blockstone extraction	Ma	rket led approach to the extraction of primary aggregates / blockstone								
Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.								
2. Minimise the growth in waste and increase the amount of waste which is reused, recycled, and recovered	+	Restricting further extraction of primary aggregates / blockstone may help to encourage use of recycled aggregates.	-	Permitting the extraction of primary aggregates would ensure a supply of primary aggregates. Suppliers etc may therefore not be encouraged to recycle aggregates.	-	The effect of a market led approach to the extraction of primary aggregates would ensure the supply of primary aggregates where there is a demand. Suppliers etc may therefore not be encouraged to recycle aggregates.								
3. Reduce the district's impact on climate change and vulnerability to its effects	+	Restricting further extraction of primary aggregates / blockstone would help to limit / reduce the emission of greenhouse gases from associated with the extraction and transport of primary aggregates / blockstone.	?	Permitting the extraction of primary aggregates could result in an increase in greenhouse gas emissions associated with the extraction and transport of primary aggregates.	?	The effect of a market led approach upon this objective depends upon market demand (i.e. whether there is demand for further extraction).								
Safeguard and improve air, water and soil resources	+	Restricting further extraction of primary aggregates / blockstone would help to limit / reduce local air quality and water quality impacts associated with the extraction and transport of primary aggregates / blockstone.	?	The extraction and transport of primary aggregates could have an effect upon local air quality and water resources.	?	The effect of a market led approach upon this objective depends upon market demand (i.e. whether there is demand for further extraction).								





KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

SA Objectives		Options for aggregates provision												
SA Objectives	Res	trict further extraction of primary aggregates / blockstone	Pe	ermit the extraction of primary aggregates in conjunction with blockstone extraction	Ма	rket led approach to the extraction of primary aggregates / blockstone								
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	+	Restricting further extraction of primary aggregates / blockstone would help to limit / reduce biodiversity impacts associated with the extraction and transport of primary aggregates / blockstone.	?	Pepending upon the biodiversity value of the primary aggregates site and the surrounding area, the scale of the operations etc, the extraction and transport of primary aggregates could have an effect upon biodiversity (e.g. disturbance or loss of habitat).		The effect of a market led approach upon this objective depends upon market demand (i.e. whether there is demand for further extraction).								
6. Maintain and enhance the character of natural and man made landscapes	+	Restricting further extraction of primary aggregates / blockstone would help to limit / reduce landscape impacts associated with the extraction and transport of primary aggregates / blockstone.	?	The extraction and transport of primary aggregates could have an effect upon landscape character.	?	The effect of a market led approach upon this objective depends upon market demand (i.e. whether there is demand for further extraction).								
7. Protect and enhance historic assets and their settings	0	No significant effects are anticipated.	?	Depending upon the location of the quarries, the extraction and transport of primary aggregates could have an effect upon historic assets and their settings.	?	The effect of a market led approach upon this objective depends upon market demand (i.e. whether there is demand for further extraction).								
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.								



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KEY

-- Move away significantly

-- Move away marginally

-- Move towards marginally

-- Move towards significantly

-- Move towards significantly

-- Neutral

-- Neutral

-- Uncertain

CA Objectives		Options for aggregates provision										
SA Objectives	Restrict further extraction of primary aggregates / blockstone			ermit the extraction of primary aggregates in conjunction with blockstone extraction	Market led approach to the extraction of pri aggregates / blockstone							
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	0	0 No significant effects are anticipated. 0 No significant effects are anticipated.		0	No significant effects are anticipated.							
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.						
11. Improve the quality of the built environment and make efficient use of land and buildings	+	Restricting further extraction of primary aggregates / blockstone would help to limit / reduce noise impacts associated with the extraction and transport of primary aggregates / blockstone.	?	Permitting further extraction of primary aggregates may increase noise pollution associated the extraction and transport of primary aggregates.		The effect of a market led approach upon this objective depends upon market demand (i.e. whether there is demand for further extraction).						
12. Improve the quality and range of services available within communities and connections to wider networks	0	No significant effects are anticipated.	0	No significant effects are anticipated.	0	No significant effects are anticipated.						





KEY

-- Move away significantly

-- Move away marginally

-- Move towards marginally

-- Move towards significantly

-- Move towards significantly

-- Neutral

-- Neutral

-- Uncertain

CA Objectives				Options for aggregates provision				
SA Objectives	Restrict further extraction of primary aggregates / blockstone			ermit the extraction of primary aggregates in conjunction with blockstone extraction	Market led approach to the extraction of prinaggregates / blockstone			
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	sion, urage sipation and over the quality  bloourhoods  No significant effects are anticipated.  No significant effects are anticipated.  No significant effects are anticipated.		0	No significant effects are anticipated.				
14. Create good cultural, leisure and recreation activities available to all	0	No significant effects are anticipated.	? Depending upon the location of the quarries, the extraction of primary aggregates could result in the loss of open space used for leisure / recreation.		?	The effect of a market led approach upon this objective depends upon market demand (i.e. whether there is demand for further extraction).		
15. Improve safety and security for people and property	0	No significant effects are anticipated.	0	No significant effects are anticipated.		No significant effects are anticipated.		
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	0	No significant effects are anticipated.	?	The extraction and transport of primary aggregates could have an effect upon health and well being (e.g. noise disturbance).	?	The effect of a market led approach upon this objective depends upon market demand (i.e. whether there is demand for further extraction).		
17. Promote education and training opportunities which build the skills and capacity of the population	0	No significant effects are anticipated.	0	No significant effects are anticipated.		No significant effects are anticipated.		





KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives				Options for aggregates provision			
Restrict further extraction of primary aggregates / blockstone				ermit the extraction of primary aggregates in conjunction with blockstone extraction	Market led approach to the extraction of primary aggregates / blockstone		
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	?	Restricting further extraction of primary aggregates / blockstone may result in job losses associated with the industry.	+	Permitting the extraction of primary aggregates may help to ensure that existing jobs associated with the industry are retained and create new employment opportunities.	?	The effect of a market led approach upon this objective depends upon market demand (i.e. whether there is demand for further extraction).	
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	?	Restricting further extraction of primary aggregates / blockstone could have an effect upon the local economy due to the decline of this industry.	+	Permitting further extraction of primary aggregates would help to sustain the aggregates industry in the District, which is likely to benefit the local economy.	+	A market led approach to the extraction of primary aggregates / blockstone would ensure the provision of aggregates where there is a demand. This would help to prevent over extraction / stockpiling at a cost to the local economy.	



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# **Appendix B Spatial Options Appraisal Tables**



Table B36 Appraisal of Spatial Option 1: RSS Settlement Hierarchy Option

KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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			Spat	ial Option 1: RSS Settlement Hierarchy Option			
SA Objectives	65% housing in the Sub Regional City and employment in existing zones and South and East Bradford			30% housing in Principal Towns (Ilkley and ghley) and employment in existing zones and Keighley	5% housing in Local Centres and employment to meet local needs / promote sustainability		
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	renewable energy generation in the Sub Regional City. There may be limited opportunities for renewable energy generation in the Sub Regional City area due to its developed nature.		?	It is unknown whether there is the potential for renewable energy generation in Ilkley and Keighley. Further studies would need to be undertaken to determine this.		It is unknown whether there is the potential for renewable energy generation in the Local Service Centres.	
2. Minimise the growth in waste and increase the amount of waste which is re- used, recycled, and recovered	+	New housing development in the Sub Regional City may be able to access existing recycling facilities and kerbside recycling collection services of two or more recyclables would be feasible.	+	New housing development in Keighley and Ilkley may be able to access to existing recycling facilities and kerbside recycling collection services of two or more recyclables would be feasible.	+	New housing development in the Local Service Centres may be able to access existing recycling facilities and kerbside collection services.	
3. Reduce the district's impact on climate change and vulnerability to its effects	+	New housing in Bradford city centre would be well located in relation to public transport, the cycle network and services / facilities and employment.  These aspects reduce the need to travel by car for short journeys and encourage use of more sustainable modes of transport, and thus could help reduce greenhouse gas emissions from car travel.		New housing in Keighley may be able to access existing public transport services (rail and high frequency bus), the cycle network, services / facilities and employment. These aspects 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 reduce greenhouse gas emissions from car travel.	?	New housing in Bingley, Cottingley, Queensbury, Steeton with Eastburn and Thornton may be able to access existing public transport services (rail and / or high frequency bus), the cycle network, local services / facilities and employment. These aspects 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 greenhouse gas emissions from car travel. Notwithstanding this, existing services / facilities provision and employment is limited in these areas. Residents may have to travel to access certain services / facilities elsewhere.	





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

		Spatial Option 1: RSS Settlement Hierarchy Option									
SA Objectives	65% housing in the Sub Regional City and employment in existing zones and South and East Bradford			30% housing in Principal Towns (Ilkley and ghley) and employment in existing zones and Keighley	5% housing in Local Centres and employment to meet local needs / promote sustainability						
3. Reduce the district's impact on climate change and vulnerability to its effects	+	New housing in Shipley may be able to access existing public transport services (bus and rail), the cycle network, local services / facilities and employment. These aspects 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 reduce greenhouse gas emissions from car travel.	+	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 use of more sustainable modes of transport, and thus could help to reduce greenhouse gas emissions from car travel. However, Ilkley is not served by a high frequency bus route, which may discourage bus use.	?	New housing in Addingham, Baildon, Burley in Wharfedale, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Silsden and Wilsden may be able to access existing public transport services, local services / facilities and employment in the local area. These aspects help to reduce the need to travel by car for certain journeys, and thus could help to reduce the emission of greenhouse gases from car travel. 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.					
	?	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. This could help to reduce car travel and encourage use of more sustainable modes of transport, and thus could help to reduce greenhouse gas emissions from car travel. 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.									



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Move away Move away Move towards Move towards **KEY** 0 ? Neutral Uncertain significantly marginallý significantly marginally

	Spatial Option 1: RSS Settlement Hierarchy Option										
SA Objectives	65% housing in the Sub Regional City and employment in existing zones and South and East Bradford			30% housing in Principal Towns (Ilkley and ghley) and employment in existing zones and Keighley	5% housing in Local Centres and employment to meet local needs / promote sustainability						
Reduce the district's impact on climate change and vulnerability to its	?	New housing in Baildon south of Otley Road may be able to access existing public transport services (bus and rail), the local cycle network and employment. Notwithstanding this, Baildon is not served by a high frequency bus route and there are limited services / facilities and employment south of Baildon. The railway line and road network also restrict access to the centre of Baildon. Residents may therefore travel by car to access services / facilities and employment elsewhere.									
effects	?	New housing in East Bradford may be able to access existing public transport services (bus and rail) and employment. Notwithstanding this, there are limited services / facilities in the proximity of the East Bradford. The railway line may also act as a barrier to access. Residents may therefore travel by car to access services / facilities elsewhere.									
4. Safeguard and improve air, water and soil resources	+	New housing in Bradford city centre would be well located in relation to public transport, services / facilities and employment. 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 the effect of car travel upon local air quality. Notwithstanding this, it is noted that the Shipley Airedale Road AQMA is just outside of the city centre. The potential effect of new housing upon traffic levels should be taken into consideration.	+	New housing in Keighley may be able to access existing public transport services (rail and high frequency bus), the cycle network, services / facilities and employment. These aspects 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.	?	New housing in Bingley, Cottingley, Queensbury, Steeton with Eastburn and Thornton may be able to access existing public transport services (rail and / or high frequency bus), the cycle network, local services / facilities and employment. These aspects help to reduce the need to travel by car for short journeys and encourage use of more sustainable modes of transport. However, existing services / facilities provision and employment is limited in these areas. Residents may have to travel to access certain services / facilities elsewhere.					



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KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

			Spat	ial Option 1: RSS Settlement Hierarchy Option				
SA Objectives	65% housing in the Sub Regional City and employment in existing zones and South and East Bradford			30% housing in Principal Towns (Ilkley and ghley) and employment in existing zones and Keighley	5% housing in Local Centres and employment to meet local needs / promote sustainability			
Safeguard and improve air, water and soil resources	?	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. This could help to reduce car travel and encourage use of more sustainable modes of transport, and thus could help to reduce the effect of car travel upon local air quality. 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.	+	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 use of more sustainable modes of transport, and thus could help to reduce the effect of car travel upon local air quality. However, Ilkley is not served by a high frequency bus route, which may discourage bus use.	?	New housing in Addingham, Baildon, Burley in Wharfedale, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Silsden and Wilsden may be able to access existing public transport services, local services / facilities and employment in the local area. These aspects help to reduce the need to travel by car for certain journeys. 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.		
and son resources	?	New housing in Baildon south of Otley Road may be able to access existing public transport services (bus and rail), the local cycle network and employment. However, Baildon is not served by a high frequency bus route and there are limited services / facilities and employment south of Baildon. The railway line and road network also restrict access to the centre of Baildon. Residents may therefore travel by car to access services / facilities and employment elsewhere.						



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

	Spatial Option 1: RSS Settlement Hierarchy Option										
SA Objectives	65% housing in the Sub Regional City and employment in existing zones and South and East Bradford			30% housing in Principal Towns (Ilkley and ghley) and employment in existing zones and Keighley	5% housing in Local Centres and employment to meet local needs / promote sustainability						
	?	New housing in East Bradford may be able to access existing public transport services (bus and rail) and employment. Notwithstanding this, there are limited services / facilities in the proximity of the East Bradford. The railway line may also act as a barrier to access. Residents may therefore travel by car to access services / facilities elsewhere.									
4. Safeguard and improve air, water	-	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.	-	There is the potential for new housing and employment development in Keighley to have an effect upon water quality and flood risk. Parts of Keighley lie within Flood Zones 2 and 3 associated with the Rivers Aire and Worth, including RUDP safeguarded employment sites and Green Belt land.		There is the potential for new development in Local Service Centres (with the exception of Queensbury) to have an effect upon water quality and flood risk. Parts of Addingham, Bingley, Burley in Wharfedale, Cottingley, Cullingworth, Oxenhope, Silsden,					
and soil resources	-	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.	-	There is the potential for new housing development in Ilkley to have an effect upon water quality and flood risk. Parts of Ilkley lie within Flood Zones 2 and 3 associated with the River Wharfe, including RUDP safeguarded employment sites and Green Belt land.	-	Wilsden, Steeton and East Morton lie within Flood Zones 2 and 3.  Baildon, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Thornton are in the proximity of					
	-	There is the potential for new housing in Baildon south of Otley Road to have an effect upon water quality and 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.				watercourses and their associated floodplain.  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.					



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Move away Move away Move towards Move towards **KEY** 0 ? Neutral Uncertain significantly marginallý significantly marginally

	Spatial Option 1: RSS Settlement Hierarchy Option										
SA Objectives	65% housing in the Sub Regional City and employment in existing zones and South and East Bradford			80% housing in Principal Towns (Ilkley and ghley) and employment in existing zones and Keighley	5% housing in Local Centres and employment to meet local needs / promote sustainability						
	+	East Bradford 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 housing development in this area upon local water quality and flood risk elsewhere.			+	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.					
	+ New housing development in Bradford city centre is likely to be on previously developed land.	?	Depending upon the location of new housing in Keighley, there is the potential for the development of new housing to result in the loss of Grade 3 (good to moderate) agricultural land to the north of the River Aire.		This option proposes the development of brownfield sites and therefore new development is unlikely to						
Safeguard and improve air, water and soil resources	Hew 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).		?	Depending upon the location of new housing in Ilkley, there is the potential for the development of new housing to result in the loss of Grade 3 (good to moderate) agricultural land adjacent to the banks of the River Wharfe.	+	result in the loss of good quality agricultural land.					
	+	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.									
	?	New housing development in 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.									



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KEY	Move away significantly	Move away marginally	+ Move towar marginally	s ++ N	Move towards significantly	0	Neutral	?	Uncertain
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	Spatial Option 1: RSS Settlement Hierarchy Option								
SA Objectives	65% housing in the Sub Regional City and employment in existing zones and South and East Bradford			30% housing in Principal Towns (Ilkley and ghley) and employment in existing zones and Keighley	5% housing in Local Centres and employment to meet local needs / promote sustainability				
4. Safeguard and improve air, water and soil resources	?	New housing development in East Bradford may result in the loss of good quality agricultural land. Part of the Green Belt on the eastern fringe of Bradford is classified as Grade 3 (good to moderate) land.							
5. Conserve and enhance the	?	There is the potential for new housing development in Bradford city centre to have an effect upon biodiversity (e.g. disturbance, loss of habitat). There are no designated nature conservation sites within the city centre. Notwithstanding this, brownfield land can support a range of habitats and species, which should be taken into consideration.	-	There is the potential for new development in Keighley to have an effect upon biodiversity (e.g. disturbance, loss of habitat). Development of this area would involve the use of Green Belt, parts of which are designated as Bradford Wildlife Areas and comprise ancient woodland. There are also several Bradford Wildlife Areas within the Keighley urban area. Keighley is also within 5km of the South Pennine Moors SPA, SAC and SSSI.		There is the potential for new housing in the Local Service Centres 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. Brownfield land can also support a range of habitats and species.			
internationally, nationally and locally valued wildlife species and habitats	-	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 Green Belt, parts of which are designated as Bradford Wildlife Areas and comprise ancient woodland.	1	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. It should be noted that Habitats Regulations Assessment will need to be undertaken for any development that could potentially have an adverse effect upon the integrity of the South Pennine Moors SPA and SAC.	-	The potential for new housing development in Local Service Centres to have an adverse effect upon the South Pennines SPA, SAC and SSSI also needs to be taken into consideration. East Morton and Burley in Wharfedale are within 1km of the South Pennine Moors SPA, SAC and SSSI. Bingley, Menston, Haworth, Oxenhope and Addingham are within 2km. Wilsden, Denholme, Thornton, Cottingley, Cullingworth, Harden, Oakworth, Baildon, Queensbury, Steeton with Eastburn and Silsden are within 5km.			
	?	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 in the area surrounding the Canal Road Corridor.							



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Move away Move away Move towards Move towards **KEY** 0 ? Neutral Uncertain significantly marginallý significantly marginally

	Spatial Option 1: RSS Settlement Hierarchy Option									
SA Objectives	65% housing in the Sub Regional City and employment in existing zones and South and East Bradford			80% housing in Principal Towns (Ilkley and ghley) and employment in existing zones and Keighley	5% housing in Local Centres and employment to meet local needs / promote sustainability					
5. Conserve and enhance the internationally,	-	There is the potential for new housing development in Baildon to the south of Otley Road to have an effect upon biodiversity. Large parts of land south of Otley Road are designated as Bradford Wildlife Areas, ancient woodland and Green Belt.								
nationally and locally valued wildlife species and habitats		There is the potential for new housing and employment development in East Bradford to have an effect upon biodiversity. A significant part of the land bordering the eastern fringe is Green Belt and comprises ancient woodland. The open space may also be of biodiversity value.								
6. Maintain and enhance the character of natural and man made landscapes	0	No significant effects are anticipated assuming that any new housing development in the city centre would be on previously developed land.	-	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, which contributes positively to the landscape character of the area and plays an important role in preventing urban sprawl and maintaining countryside character and openness. Development on the urban fringe of Keighley is also likely to impact upon the visual amenity and sense of place of neighbouring residents.	?	There is the potential for new development on brownfield sites and RUDP Phase 2 housing sites in Local Service Centres to have an effect upon landscape character. The effect will depend upon the scale and nature of the development. It is noted that brownfield development presents an opportunity to enhance landscape character (e.g. through the reuse of derelict sites and buildings).				



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

	Spatial Option 1: RSS Settlement Hierarchy Option								
SA Objectives	65% housing in the Sub Regional City and employment in existing zones and South and East Bradford			30% housing in Principal Towns (Ilkley and Keighley) and employment in existing zones and Keighley		5% housing in Local Centres and employment to meet local needs / promote sustainability			
6. Maintain and enhance the character of natural and man made landscapes		Development in the Shipley area is likely to result in the loss of Green Belt, which contributes positively to the landscape character of the area. The Green Belt also plays an important role in preventing urban sprawl and maintaining countryside character and openness. Infill development on Green Belt land is also likely to impact upon the visual amenity and sense of place of neighbouring residents. 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.	-	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, which contributes positively to the landscape character of the area. The Green Belt also plays an important role in preventing urban sprawl and maintaining countryside character and openness. Development on the urban fringe is also likely to impact upon the visual amenity and sense of place of					
	-	Development in the Canal Road Corridor area is likely to result in the loss of open space, which contributes positively to the landscape character of the area. Infill development on open space is also likely to impact upon the visual amenity and sense of place of neighbouring residents.		neighbouring residents.					



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KEY

- Move away significantly

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+ Move towards significantly

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	Spatial Option 1: RSS Settlement Hierarchy Option										
SA Objectives	65% housing in the Sub Regional City and employment in existing zones and South and East Bradford		30% housing in Principal Towns (Ilkley and Keighley) and employment in existing zones and Keighley			5% housing in Local Centres and employment to meet local needs / promote sustainability					
6. Maintain and enhance the		Development in Baildon south of Otley Road is likely to result in the loss of Green Belt and open space / greenspace, a large part of which contributes positively to the landscape character of the area. The Green Belt also plays an important role in preventing urban sprawl and maintaining countryside character and openness. Infill development is also likely to impact upon the visual amenity and sense of place of neighbouring residents. This could potentially be significant if the development of this land would result in the urban area of south Baildon merging further with north Bradford.									
character of natural and man made landscapes		Development to the East of Bradford is likely to result in the loss of open space / greenspace and / or Green Belt, a large part of which contributes positively to the landscape character of the area. The Green Belt also plays an important role in preventing urban sprawl and maintaining countryside character and openness. Infill development is also likely to impact upon the visual amenity and sense of place of neighbouring residents. This could potentially be significant if the development of this land would result in the urban area of east Bradford merging with neighbouring Pudsey.									



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

	Spatial Option 1: RSS Settlement Hierarchy Option									
SA Objectives	65% housing in the Sub Regional City and employment in existing zones and South and East Bradford		30% housing in Principal Towns (Ilkley and Keighley) and employment in existing zones and Keighley			5% housing in Local Centres and employment to meet local needs / promote sustainability				
		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. The potential for unknown archaeology should also be taken into consideration.		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). The potential for unknown archaeology should also be taken into consideration.	-	There is the potential for new housing development in the Local Service Centres to have an effect upon Listed Buildings within or surrounding these towns and / or upon the setting of Conservation Areas covering all or part of these towns. In those Local Service Centres in the area surrounding Saltaire, particularly Baildon, Bingley and Cottingley, there is also the potential for new development in these				
7. Protect and enhance historic assets and their settings	- 1	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 Saltaire World Heritage Site and Conservation Area its associated Listed Buildings. The potential for unknown archaeology should also be taken into consideration.	?	There is the potential for new housing development in likley to have an effect upon cultural, historic and archaeological assets and their settings, including the likley, Middleton and Ben Rhydding Conservation Areas and Listed Buildings within the town. The potential for unknown archaeology should also be taken into consideration.		areas to impact upon the Saltaire World Heritage Site. New housing in Menston could impact upon High Royds Registered Historic Park and Garden, which lies adjacent to the town. The potential for unknown archaeology to be present in all areas should also be taken into consideration.				
	?	There is the potential for new housing development in the Canal Road Corridor to have an effect upon the Saltaire World Heritage Site at Shipley (e.g. effects upon the setting of Saltaire from increased traffic etc) and Listed Buildings in the Canal Road Corridor. The potential for unknown archaeology should also be taken into consideration.								



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

	Spatial Option 1: RSS Settlement Hierarchy Option									
SA Objectives	65% housing in the Sub Regional City and employment in existing zones and South and East Bradford			30% housing in Principal Towns (Ilkley and ghley) and employment in existing zones and Keighley	5% housing in Local Centres and employment to meet local needs / promote sustainability					
7. Protect and	?	There is the potential for new housing development in Baildon to the south of Otley Road to have an effect upon the Saltaire World Heritage Site at Shipley (e.g. effects upon the setting of Saltaire from increased traffic etc) and Listed Buildings in the Baildon area. The potential for unknown archaeology should also be taken into consideration.								
enhance historic assets and their settings	+	There are few known cultural, historic or archaeological assets within or surrounding the land east of the Bradford city urban fringe.  Notwithstanding this, the potential effect of new housing in this area upon the setting of Listed Buildings in the locality should be considered. The potential for unknown archaeology should also be taken into consideration.								
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	+	The development of new housing in the Sub Regional City should help to meet identified need in this area. Notwithstanding this, there may be limited opportunities for the provision of suitable affordable housing and housing for larger families on smaller sites in the city centre. Focusing the majority of housing in the Sub Regional City will also limit housing development in Local Centres and Principal Towns, where housing affordability is an issue.	+	The development of new housing in Keighley and Ilkley should help to meet identified need in these areas. Notwithstanding this, there would be a need to ensure the provision of housing that meets local needs, specifically affordable housing requirements. Particularly given that house prices in Keighley and Ilkley are high.	+	The development of new housing in Local Service Centres should help to meet identified need.  Notwithstanding this, limiting housing development in these towns may affect the viability of affordable housing provision in these areas and exacerbate affordability issues.				



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

		Spatial Option 1: RSS Settlement Hierarchy Option									
SA Objectives	65% housing in the Sub Regional City and employment in existing zones and South and East Bradford			30% housing in Principal Towns (Ilkley and ighley) and employment in existing zones and Keighley	5% housing in Local Centres and employment to meet local needs / promote sustainability						
	+	New housing in Bradford city centre is likely to be well located in relation to the public transport network, enabling access for everyone.	+	New housing in Keighley may be able to access existing public transport services (bus and rail).	+	New housing in Bingley, Cottingley, Queensbury, Steeton with Eastburn and Thornton may be able to access existing public transport services (rail and / or high frequency bus route) and the cycle network.					
9. Develop and maintain an	+	New housing in Shipley should be able to access existing public transport services (bus and rail).	+	New housing in Ilkley may be able to access existing public transport services (bus and rail).  Notwithstanding this, Ilkley is not served by a high frequency bus route, which may discourage bus use.	-	There is limited public transport service provision (i.e. no high frequency bus services) in Addingham, Baildon, Burley in Wharfedale, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Silsden and Wilsden. Residents may therefore have to travel by car to access services / facilities elsewhere.					
integrated and efficient transport network which maximises access	+	New housing in the Canal Road Corridor may 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.									
whilst minimising detrimental impacts	+	New housing in Baildon south of Otley Road may be able to access existing public transport services (bus and rail). Notwithstanding this, Baildon is not served by a high frequency bus route. The railway line and road network also restrict access to the centre of Baildon.									
	+	New housing in East Bradford may be able to access existing public transport services (bus and rail). Notwithstanding this, the railway line may act as a barrier to access.									



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KEY	Move away significantly	Move away marginally +	Move towards marginally	+ Move towards significantly	0	Neutral	?	Uncertain
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	Spatial Option 1: RSS Settlement Hierarchy Option									
SA Objectives	65% housing in the Sub Regional City and employment in existing zones and South and East Bradford			80% housing in Principal Towns (Ilkley and ghley) and employment in existing zones and Keighley	5% housing in Local Centres and employment to meet local needs / promote sustainability					
10. Reduce congestion and pollution by	+ ?	New housing in Bradford city centre would be well located in relation to public transport, the cycle network and services / facilities and employment. These aspects reduce the need to travel by car for short journeys and encourage public transport use, walking and cycling. However, there is the potential for new housing in the city centre to exacerbate congestion, especially at peak times, which would need to be assessed.	?	New housing in Keighley may be able to access existing public transport services (bus and rail), 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, there is the potential for new housing to affect congestion levels, especially at peak times, which would need to be assessed.	?	New housing in Bingley, Cottingley, Queensbury, Steeton with Eastburn and Thornton may be able to access existing public transport services (rail and / or high frequency bus), the cycle network, 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, existing services / facilities provision and employment is limited in these areas. Residents may have to travel to access certain services / facilities elsewhere.  There is also the potential for new housing to affect congestion levels, particularly at peak times, which would need to be assessed.				
increasing transport choice and by reducing the need to travel by lorry / car	+ ?	New housing in Shipley may be able to access existing public transport services (bus and rail), the cycle network, 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, there is the potential for new housing to exacerbate congestion, especially at peak times, which would need to be assessed.	?	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. There is also the potential for new housing to affect congestion levels, especially at peak times, which would need to be assessed.	+	New housing in Addingham, Baildon, Burley in Wharfedale, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Silsden and Wilsden may be able to access existing public transport services, local services / facilities and employment in the local area. 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.				



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

	Spatial Option 1: RSS Settlement Hierarchy Option									
SA Objectives	65% housing in the Sub Regional City and employment in existing zones and South and East Bradford		30% housing in Principal Towns (Ilkley and Keighley) and employment in existing zones and Keighley			5% housing in Local Centres and employment to meet local needs / promote sustainability				
10. Reduce congestion and pollution by increasing transport	?	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. This could help to reduce car travel for short journeys and encourage public transport use, walking and cycling. 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. In addition, there is also the potential for new housing to exacerbate congestion along the Corridor, especially at peak times, which would need to be assessed.								
choice and by reducing the need to travel by lorry / car	?	New housing in Baildon south of Otley Road may be able to access existing public transport services (bus and rail), the local cycle network and employment. Notwithstanding this, Baildon is not served by a high frequency bus route and there are limited services / facilities and employment south of Baildon. The railway line and road network also restrict access to the centre of Baildon. Residents may therefore travel by car to access services / facilities and employment elsewhere. There is also the potential for new housing to exacerbate congestion, especially at peak times, which would need to be assessed.								



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Move away Move away Move towards Move towards **KEY** 0 ? Neutral Uncertain significantly marginallý significantly marginally

	Spatial Option 1: RSS Settlement Hierarchy Option								
SA Objectives	65% housing in the Sub Regional City and employment in existing zones and South and East Bradford			30% housing in Principal Towns (Ilkley and ghley) and employment in existing zones and Keighley	5% housing in Local Centres and employment to meet local needs / promote sustainability				
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	?	New housing in East Bradford may be able to access existing public transport services (bus and rail) and employment. Notwithstanding this, there are limited services / facilities in the proximity of the East Bradford. The railway line may also act as a barrier to access. Residents may therefore travel by car to access services / facilities elsewhere. There is also the potential for new housing to exacerbate congestion, especially at peak times, which would need to be assessed.							
11. Improve the quality of the built environment and make efficient use of land and buildings	+	There is the potential for new housing development in Bradford city centre to have an effect upon the townscape. The effect will depend upon the scale and nature of the development. It is noted that development in the city centre is likely to be on previously developed land. Brownfield development presents an opportunity to enhance the townscape (e.g. through the re-use of derelict sites and buildings).		New housing development in Keighley and Ilkley is likely to involve the development of greenfield land, including Green Belt.	+	This option proposes the development of brownfield sites.			
and Sundings		New housing development in Shipley, the Canal Road Corridor, Baildon south of Otley Road and East Bradford is likely to involve the development of greenfield land, including Green Belt.							





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

	Spatial Option 1: RSS Settlement Hierarchy Option									
SA Objectives	65% housing in the Sub Regional City and employment in existing zones and South and East Bradford			30% housing in Principal Towns (Ilkley and ghley) and employment in existing zones and Keighley	5% housing in Local Centres and employment to meet local needs / promote sustainability					
12. Improve the quality and range of	+	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 to a range of services / facilities.	+	New housing in Keighley may be able to access local services / facilities, employment and existing public transport services (bus and rail) in the town, which connect Keighley to the Sub Regional City.  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).	+	New housing in Bingley, Queensbury and Steeton with Eastburn may be able to access local services / facilities, employment and existing public transport services (rail and / or high frequency bus route), which connect these towns to the Sub Regional City. Notwithstanding this, residents may have to travel to access certain services / facilities elsewhere. 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).				
services available within communities and connections to wider networks	+	New housing in Shipley may be able to services / facilities in the local 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.  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).	+	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, which limits access to services elsewhere for those without a car. The effect of an increase in population on existing service provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).	+	New housing in Cottingley and Thornton may be able to access local services / facilities, employment and existing public transport services (rail and / or high frequency bus route), which connect these towns to the Sub Regional City.  Notwithstanding this, residents may have to travel to access certain services / facilities elsewhere (e.g. there is no primary school in Cottingley and no pharmacy in Thornton).  The effect of an increase in population on existing service provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).				



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KEY	Move away significantly	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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			Spa	tial Option 1: RSS Settlement Hierarchy Option		
65% housing in the Sub Regional City and employment in existing zones and South and East Bradford		30% housing in Principal Towns (Ilkley and Keighley) and employment in existing zones and Keighley			housing in Local Centres and employment to meet local needs / promote sustainability	
12. Improve the quality and range of services available within communities	?	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. 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).			?	New housing in Addingham, Baildon, Burley in Wharfedale, Cullingworth, Denholme, Haworth, Menston, Oakworth, Silsden and Wilsden may be able to access local services / facilities and employment. However, services / facilities provision and employment is limited in these areas. There is also limited public transport service provision (i.e. no high frequency bus services). Residents may therefore have to travel by car to access certain services / facilities elsewhere (e.g. there is no dental surgery in Cullingworth, Denholme and Oakworth). The effect of an increase in population on existing service provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).
and connections to wider networks	?	There are limited services / facilities in lower Baildon south of Otley Road. Residents may be able to access services via the public transport network. However, Baildon is not served by a high frequency bus route and the railway line and road network restrict access to the centre of Baildon. Residents may therefore have to travel to access services elsewhere. The effect of an increase in population on existing service provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).			?	New housing in East Morton, Harden and Oxenhope may be able to access local services / facilities and employment. However, services / facilities provision and employment is limited in these areas. There is also limited public transport service provision (i.e. no high frequency bus services). Residents may therefore have to travel by car to access certain services / facilities elsewhere (e.g. there is no dental or doctor's surgery or pharmacy in these towns). The effect of an increase in population on existing service provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand)



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

			Spat	ial Option 1: RSS Settlement Hierarchy Option				
SA Objectives		65% housing in the Sub Regional City and loyment in existing zones and South and East Bradford		80% housing in Principal Towns (Ilkley and ghley) and employment in existing zones and Keighley	5% housing in Local Centres and employment to meet local needs / promote sustainability			
12. Improve the quality and range of services available within communities and connections to wider networks	?	There are limited services / facilities in the proximity of East Bradford. The railway line may also act as a barrier to access. Notwithstanding this, 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.  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).						
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	?	The potential effect of new development in the Sub Regional City upon this objective will depend upon the type and design of any new development.	?	The potential effect of new development in Keighley and Ilkley upon this objective will depend upon the type and design of any new development.	?	The potential effect of new development in the Local Service Centres upon this objective will depend upon the type and design of any new development.		
14. Create good cultural, leisure and recreation activities available to all	?	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.  The Settlement Study identified a lack of provision for children and teenagers, outdoor sporting facilities and community gardens in Bradford city centre. The effect of an increase in population on facilities provision also needs to be considered.	?	New housing and employment development in Keighley may result in the loss of Green Belt used for leisure and recreation (e.g. walking routes, playing fields etc). Notwithstanding this, there are a range of sports and recreation facilities in Keighley. The effect of an increase in population on facilities provision needs to be considered.	?	It is unknown whether the development of new housing in Local Centres will result in the loss of any leisure and recreation facilities / space.		



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KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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			Spat	tial Option 1: RSS Settlement Hierarchy Option			
SA Objectives	65% housing in the Sub Regional City and employment in existing zones and South and East Bradford			30% housing in Principal Towns (Ilkley and ighley) and employment in existing zones and Keighley	5% housing in Local Centres and employment to meet local needs / promote sustainability		
14. Create good cultural, leisure and recreation activities available to all	+ ?	New housing development in Shipley would result in the loss of Green Belt, parts of which are used for leisure and recreation (e.g. Northcliffe Park etc).  Notwithstanding this, there are a range of sports and recreation facilities in Shipley. The effect of an increase in population on facilities provision needs to be considered.  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. The effect of an increase in population on facilities provision also needs to be considered.	?	New housing and employment development in Ilkley may result in the loss of Green Belt used for leisure and recreation (e.g. walking routes, playing fields etc). Notwithstanding this, there are a range of sports and recreation facilities in Ilkley. The effect of an increase in population on facilities provision needs to be considered.	-	The Settlement Study identifies a lack of parks and gardens, community facilities, civic spaces and provision for children and teenagers in Addingham, Cottingley and Harden. There is also a lack of parks and gardens in Cullingworth and Menston, a lack of community facilities in Baildon, Oakworth and East Morton, and a lack of outdoor sports facilities in Oakworth.  The effect of an increase in population on facilities provision also needs to be considered.	
	?	New housing development in Baildon south of Otley Road may result in the loss of Green Belt used for leisure and recreation (e.g. Buck Wood). There are also limited parks and gardens and civic spaces in Baildon. The effect of an increase in population also needs to be considered.			+	The Settlement Study identifies a number leisure and recreation facilities in Bingley, Burley in Wharfedale, Denholme, Haworth, Oxenhope, Queensbury, Silsden, Steeton, Thornton and Wilsden. New housing in these areas should be able to access these facilities. Notwithstanding this, the effect of an increase in population on facilities provision needs to be considered.	



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KEY

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-- Move towards marginally

-- Move towards significantly

-- Move towards significantly

-- Neutral

-- Neutral

-- Neutral

			Spat	ial Option 1: RSS Settlement Hierarchy Option				
SA Objectives 65% housing in the Sub Regional City and employment in existing zones and South and Eas Bradford		30% housing in Principal Towns (Ilkley and Keighley) and employment in existing zones and Keighley			5% housing in Local Centres and employment to meet local needs / promote sustainability			
14. Create good cultural, leisure and recreation activities available to all	?	New housing development in East Bradford would result in the loss of greenspace and Green Belt used for leisure and recreation (e.g. walking routes). There are also limited sports and recreation facilities in the proximity of the East Bradford urban fringe. The effect of an increase in population also needs to be considered.						
15. Improve safety and security for people and property	?	The potential effect of new development in the Sub Regional City upon this objective will depend upon the type and design of any new development.	?	The potential effect of new development in Keighley and Ilkley upon this objective will depend upon the type and design of any new development.	?	The potential effect of new development in the Local Service Centres upon this objective will depend upon the type and design of any new development.		
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	-	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. The effect of an increase in population on existing healthcare provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).	+	There are several doctors' surgeries, dental surgeries and pharmacies in Keighley. 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).	+	The Settlement Study indicates that there are dental surgeries, doctors' surgeries and pharmacies in Bingley, Queensbury, Addingham, Baildon, Burley in Wharfedale, Cullingworth, Haworth, Cottingley and Silsden.  Notwithstanding this, with the exception of Bingley, Baildon and Queensbury, each Local Service Centre typically has one doctor's and dental surgery. It is unknown whether these facilities have sufficient capacity to meet demand. The effect of an increase in population on existing healthcare provision needs to be considered.		



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

			Spat	ial Option 1: RSS Settlement Hierarchy Option				
SA Objectives		65% housing in the Sub Regional City and loyment in existing zones and South and East Bradford		30% housing in Principal Towns (Ilkley and ghley) and employment in existing zones and Keighley	5% housing in Local Centres and employment to meet local needs / promote sustainability			
	7	The Settlement Study highlights that access to healthcare facilities in Shipley is poor at present. The effect of an increase in population on existing healthcare provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).	+	There are several doctors' surgeries, dental surgeries and pharmacies in Ilkley. 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).	-	The Settlement Study indicates that there are no dental surgeries, doctor's surgeries and pharmacies in East Morton, Harden and Oxenhope. There is also a lack of dental surgeries in Cullingworth, Denholme, Oakworth and Steeton with Eastburn, doctor's surgeries in Menston and pharmacies in Thornton and Wilsden. It is also unknown whether existing facilities have sufficient capacity to meet demand. The effect of an increase in population on existing healthcare provision needs to be considered.		
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care		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. The effect of an increase in population on existing healthcare provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).				·		
		There are limited healthcare facilities in the proximity of Baildon south of Otley Road. The Settlement Study indicates that healthcare services provision in Baildon is good. Notwithstanding this, access to healthcare facilities from south of Otley Road may be constrained by the rail and road network and these facilities are not within walking distance. The effect of an increase in population on existing healthcare provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).						



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Move away Move away Move towards Move towards **KEY** 0 ? Neutral Uncertain significantly marginallý significantly marginally

			Spat	ial Option 1: RSS Settlement Hierarchy Option				
SA Objectives	65% housing in the Sub Regional City and employment in existing zones and South and East Bradford			30% housing in Principal Towns (Ilkley and ghley) and employment in existing zones and Keighley	5% housing in Local Centres and employment to meet local needs / promote sustainability			
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	-	There are limited healthcare facilities in the proximity of the East Bradford urban fringe. The effect of an increase in population on existing healthcare provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).						
	-	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. The effect of an increase in population on existing education provision also needs to be considered (i.e.	+	There are 14 primary schools, three secondary schools and four further education facilities in Keighley. These facilities would be accessible from new housing development. Notwithstanding this, the effect of an increase in population on existing	+	The Settlement Study indicates that there are one or more primary schools and a secondary school in Bingley, Cullingworth and Queensbury. Bingley and Queensbury also have a further education facility. These facilities should be accessible from new housing development. Notwithstanding this, it is		
17. Promote education and training opportunities which	+	whether there is sufficient capacity to meet demand). Notwithstanding this, access to further education in the city centre is good.		education provision needs to be considered (i.e. whether there is sufficient capacity to meet demand).	?	unknown whether these schools have capacity to meet demand. The effect of an increase in population on existing education provision needs to be considered.		
build the skills and capacity of the population	+	The Settlement Study indicates that primary school provision in Shipley is good; however there is no secondary school in the area. New housing may therefore not have adequate access to secondary	2	There are four primary schools, one secondary school and one further education facility in Ilkley. These facilities would be accessible from new housing development. Notwithstanding this, the effect of an	+	The Settlement Study indicates that there are one or more primary schools in Addingham, Baildon, Burley in Wharfedale, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Silsden, Steeton with Eastburn, Thornton and Wilsden. Notwithstanding		
	-	education. The effect of an increase in population on existing education provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).		increase in population on existing education provision needs to be considered (i.e. whether there is sufficient capacity to meet demand).		this, it is unknown whether these schools have capacity to meet demand. The effect of an increase in population on existing education provision, including access to secondary schools in surrounding areas needs to be considered.		



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

			Spat	ial Option 1: RSS Settlement Hierarchy Option				
SA Objectives	65% housing in the Sub Regional City and employment in existing zones and South and East Bradford			30% housing in Principal Towns (Ilkley and ghley) and employment in existing zones and Keighley	5% housing in Local Centres and employment to meet local needs / promote sustainability			
17. Promote education and training	_	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. The effect of an increase in population on existing education provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).				The Settlement Study indicates that there is no primary school in Cottingley. Residents of new housing in Cottingley would therefore have to travel to access education facilities elsewhere.		
opportunities which build the skills and capacity of the population	+	The Settlement Study indicates that primary and secondary school provision in North East and North West Bradford is good. New housing in the East Bradford area may therefore have adequate access to existing education provision.  Notwithstanding this, 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).						
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 Keighley would have access to existing employment in this area, which has a large employment base. Residents would also be able to access employment opportunities in the Sub Regional City via the public transport network. This option also proposes the development of new employment development.	+	New housing in Bingley, Cottingley, Queensbury, Steeton with Eastburn and Thornton would be able to access local employment in these areas. Residents would also be able to access employment opportunities elsewhere via the public transport network (rail and / or high frequency bus route). New employment uses to meet local needs would also be developed.		



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KEY

-- Move away significantly

-- Move away marginally

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-- Move towards significantly

-- Neutral

-- Neutral

-- Neutral

		Spatial Option 1: RSS Settlement Hierarchy Option											
SA Objectives		65% housing in the Sub Regional City and loyment in existing zones and South and East Bradford		80% housing in Principal Towns (Ilkley and ghley) and employment in existing zones and Keighley	5% housing in Local Centres and employment to meet local needs / promote sustainability								
18. Increase the	++	New housing in Shipley may be able to access existing employment in this area. Residents would also be able to access employment opportunities in Bradford city centre and elsewhere via the public transport network.	+	New housing in Ilkley may be able to access existing employment in this area. Residents would also be able to access employment opportunities elsewhere via the public transport network.  However, no new employment is proposed alongside the new housing development. This could result in a shortage of employment opportunities in the locality for new residents.	+	New housing in Addingham, Baildon, Burley in Wharfedale, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Silsden and Wilsden may be able to access local employment in these areas. However, employment is limited. There is also limited public transport service provision (i.e. no high frequency bus services). Residents may therefore have to travel by car to access employment elsewhere. Notwithstanding this, new employment uses to meet local needs would be developed.							
number of high quality job opportunities suited to the needs of the local workforce	+	New housing in the Canal Road Corridor may be able to access existing employment in this area. Residents may also be able to access employment opportunities in Bradford city centre and elsewhere via the public transport network.											
	-	New housing in Baildon south of Otley may be able to access existing employment in this area.  Notwithstanding this, there is limited employment south of Otley Road and access to employment north of Otley Road is constrained by the rail and road network. Employment opportunities elsewhere could be accessed via the public transport network. However, the area is not served by a high frequency bus route.											



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Move away Move away Move towards Move towards **KEY** 0 ? Neutral Uncertain significantly marginallý significantly marginally

			Spat	ial Option 1: RSS Settlement Hierarchy Option				
SA Objectives	emp	65% housing in the Sub Regional City and loyment in existing zones and South and East Bradford		80% housing in Principal Towns (Ilkley and ghley) and employment in existing zones and Keighley	5% housing in Local Centres and employment to meet local needs / promote sustainability			
18. Increase the number of high quality job	++	New housing in East Bradford may be able to access to existing employment in this area. It is also likely that residents would be able to access employment opportunities in Bradford city centre and elsewhere (e.g. such as Pudsey and Leeds) via the public transport network. This option also proposes the development of new employment in South and East Bradford.						
opportunities suited to the needs of the local workforce		Focusing new employment development to the South and East of Bradford will increase employment provision in these areas. However, employment development in this area may not be accessible to everyone and may limit employment development elsewhere. Employment deprivation in other parts of the district may therefore remain a key issue.						
19. Support investment and enterprise that	+	The development of new housing and employment in the Sub Regional City may help to encourage further inward investment into this area.  Notwithstanding this, employment to the North East and South East of Bradford may not be accessible or	+	The development of new housing in Keighley and likley and the development of new employment in Keighley may help to encourage further inward.	+	The development of new housing and employment in the Local Centres may help to encourage further inward investment into these areas. Notwithstanding this, this option only provides for enough new		
respects the local character and needs of Bradford and the wider area	-	and South East of Bradford may not be accessible o everyone, and focusing the majority of employment in these areas may limit employment development elsewhere, potentially affecting the viability of Ilkley and the Local Centres, particularly those which are not in the proximity of the proposed employment areas.		Keighley may help to encourage further inward investment into these areas. Notwithstanding this, no employment development is proposed in likley alongside new housing development, potentially affecting the viability of the town.		development to meet local need, which could potentially affect the viability of the Local Centres, particularly those furthest from the Sub Regional City and proposed new employment development (e.g. such as Addingham, Haworth and Oxenhope).		



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Table B2 Appraisal of Spatial Option 2: Continuation of the RUDP Strategy

KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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			Spati	al Option 2: Continuation of the RUDP Strategy				
SA Objectives	50% housing in the Sub Regional City and employment in existing zones, South and East Bradford and the Airedale Corridor			6 housing in Principal Towns (Ilkley, Keighley and Bingley)	20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon			
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	?	It is unknown whether there is the potential for renewable energy generation in the Sub Regional City. There may be limited opportunities for renewable energy generation in the Sub Regional City area due to its developed nature.	?	It is unknown whether there is the potential for renewable energy generation in Ilkley, Keighley and Bingley. Further studies would need to be undertaken to determine this.	?	It is unknown whether there is the potential for renewable energy generation in the Local Service Centres.		
2. Minimise the growth in waste and increase the amount of waste which is re- used, recycled, and recovered	+	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.	+	New housing development in Ilkley, Keighley and Bingley should be able to access to existing recycling facilities and kerbside recycling collection services of two or more recyclables would be feasible.	+	New housing development in the Local Service Centres should be able to access existing recycling facilities and kerbside collection services.		
3. Reduce the district's impact on climate change and vulnerability to its effects	+	New housing in Bradford city centre would be well located in relation to public transport, the cycle network and services / facilities and employment. These aspects reduce the need to travel by car for short journeys and encourage use of more sustainable modes of transport, and thus could help reduce greenhouse gas emissions from car travel.	+	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. These aspects 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 reduce greenhouse gas emissions from car travel.	?	New housing in Queensbury, Steeton and Thornton may be able to access existing public transport services (rail and / or 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 use of more sustainable modes of transport, and thus could help to reduce greenhouse gas emissions from car travel. Notwithstanding this, existing services / facilities provision and employment is limited in these areas. Residents may have to travel to access certain services / facilities elsewhere. It is noted that these towns are three of the Local Service Centres where development would be concentrated.		



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Move away Move away Move towards Move towards **KEY** 0 ? Neutral Uncertain significantly marginallý significantly marginally

	Spatial Option 2: Continuation of the RUDP Strategy									
SA Objectives	50% housing in the Sub Regional City and employment in existing zones, South and East Bradford and the Airedale Corridor			% housing in Principal Towns (Ilkley, Keighley and Bingley)	20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon					
3. Reduce the district's impact on	+	New housing in Shipley may be able to access existing public transport services (bus and rail), the cycle network, local services / facilities and employment. These aspects 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 reduce greenhouse gas emissions from car travel.	+	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 use of more sustainable modes of transport, and thus could help to reduce greenhouse gas emissions from car travel. However, Ilkley is not served by a high frequency bus route, which may discourage bus use.	?	New housing in Cottingley may be able to access existing public transport services (rail and / or 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 use of more sustainable modes of transport, and thus could help to reduce greenhouse gas emissions from car travel. Notwithstanding this, residents may have to travel by car to access certain services / facilities elsewhere (e.g. such as primary schools). Although it is noted that only limited new housing development would take place in Cottingley.				
climate change and vulnerability to its effects	?	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. This could help to reduce car travel and encourage use of more sustainable modes of transport, and thus could help to reduce greenhouse gas emissions from car travel. 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.			?	New housing in Baildon, Burley, Denholme, Menston and Silsden may be able to access existing public transport services, local services / facilities and employment in the local area. These aspects help to reduce the need to travel by car for certain journeys, and thus could help to reduce the emission of greenhouse gases from car travel. 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. It is noted that these towns are five of the Local Service Centres where development would be concentrated.				



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

	Spatial Option 2: Continuation of the RUDP Strategy									
SA Objectives		50% housing in the Sub Regional City and aployment in existing zones, South and East Bradford and the Airedale Corridor	30% housi	ng in Principal Towns (Ilkley, Keighley and Bingley)	20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon					
3. Reduce the district's impact on climate change and vulnerability to its effects	?	New housing in Baildon south of Otley Road may be able to access existing public transport services (bus and rail), the local cycle network and employment. Notwithstanding this, Baildon is not served by a high frequency bus route and there are limited services / facilities and employment south of Baildon. The railway line and road network also restrict access to the centre of Baildon. Residents may therefore travel by car to access services / facilities and employment elsewhere.			?	New housing in Addingham, Cullingworth, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden may be able to access existing public transport services, local services / facilities and employment in the local area. These aspects help to reduce the need to travel by car for certain journeys, and thus could help to reduce the emission of greenhouse gases from car travel. 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. Notwithstanding this, it is noted that only limited new housing development would take place in these Local Service Centres.				
	?	New housing in East Bradford may be able to access existing public transport services (bus and rail) and employment. Notwithstanding this, there are limited services / facilities in the proximity of the East Bradford. The railway line may also act as a barrier to access. Residents may therefore travel by car to access services / facilities elsewhere.								



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KEY	Move away significantly	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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			Spati	al Option 2: Continuation of the RUDP Strategy				
SA Objectives	50% housing in the Sub Regional City and employment in existing zones, South and East Bradford and the Airedale Corridor			6 housing in Principal Towns (Ilkley, Keighley and Bingley)	20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon			
Safeguard and improve air, water	+	New housing in Bradford city centre would be well located in relation to public transport, services / facilities and employment. 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 the effect of car travel upon local air quality. Notwithstanding this, it is noted that the Shipley Airedale Road AQMA is just outside of the city centre. The potential effect of new housing upon traffic levels should be taken into consideration.	+	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. These aspects 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.	?	New housing in Queensbury, Steeton and Thornton may be able to access existing public transport services (rail and / or 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 use of more sustainable modes of transport, and thus could help to reduce the effect of car travel upon local air quality. Notwithstanding this, existing services / facilities provision and employment is limited in these areas. Residents may have to travel to access certain services / facilities elsewhere. It is noted that these towns are three of the Local Service Centres where development would be concentrated.		
and soil resources	-	New housing in the Canal Road Corridor should be able to access existing public transport (bus and rail), which should help to reduce the need to travel by car and encourage public transport use, walking and cycling. 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.	+	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 use of more sustainable modes of transport, and thus could help to reduce the effect of car travel upon local air quality. However, Ilkley is not served by a high frequency bus route, which may discourage bus use.	?	New housing in Cottingley may be able to access existing public transport services (rail and / or 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 use of more sustainable modes of transport, and thus could help to reduce the effect of car travel upon local air quality. Notwithstanding this, residents may have to travel by car to access certain services / facilities elsewhere (e.g. such as primary schools). Although it is noted that only limited new housing development would take place in Cottingley.		



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

	Spatial Option 2: Continuation of the RUDP Strategy									
SA Objectives		50% housing in the Sub Regional City and aployment in existing zones, South and East Bradford and the Airedale Corridor	30% housing in Principal Towns (Ilkley, Keighley and Bingley)	20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon						
4. Safeguard and	?	New housing in Baildon south of Otley Road may be able to access existing public transport services (bus and rail), the local cycle network and employment. However, Baildon is not served by a high frequency bus route and there are limited services / facilities and employment south of Baildon. The railway line and road network also restrict access to the centre of Baildon. Residents may therefore travel by car to access services / facilities and employment elsewhere.		?	New housing in Baildon, Burley, Denholme, Menston and Silsden may be able to access existing public transport services, local services / facilities and employment in the local area. These aspects help to reduce the need to travel by car for certain journeys. 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. It is noted that these towns are five of the Local Service Centres where development would be concentrated.					
improve air, water and soil resources	?	New housing in East Bradford may be able to access existing public transport services (bus and rail) and employment. Notwithstanding this, there are limited services / facilities in the proximity of the East Bradford. The railway line may also act as a barrier to access. Residents may therefore travel by car to access services / facilities elsewhere.		?	New housing in Addingham, Cullingworth, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden may be able to access existing public transport services, local services / facilities and employment in the local area. These aspects help to reduce the need to travel by car for certain journeys. 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. Notwithstanding this, it is noted that only limited new housing development would take place in these Local Service Centres.					



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KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain	
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	Spatial Option 2: Continuation of the RUDP Strategy										
SA Objectives	50% housing in the Sub Regional City and employment in existing zones, South and East Bradford and the Airedale Corridor			6 housing in Principal Towns (Ilkley, Keighley and Bingley)	20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon						
	-	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.		There is the potential for new housing development in Ilkley, 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 Rivers Aire, Worth and Wharfe, including RUDP safeguarded land and Green Belt land.		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					
	-	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.	-		+	area upon the water quality of springs surrounding the town and upon flood risk elsewhere. It is noted that Queensbury is one of the Local Service Centres where development would be concentrated.					
4. Safeguard and improve air, water and soil resources	-	There is the potential for new housing in Baildon south of Otley Road 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.			-	There is the potential for new development in Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon 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. Baildon, Bingley, Burley, Menston, Silsden and Steeton in particular are within or in close proximity to significant areas of floodplain. It is noted that development will be concentrated in these Local Service Centres.					
	+	East Bradford is not located within the floodplain. Notwithstanding this, consideration should be given to the potential effect of any new housing development in this area upon local water quality and flood risk elsewhere.			,	There is the potential for new development in Cottingley, East Morton, Harden and Addingham 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. Although it is noted that only limited development will take place in these towns.					



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

			Spatia	al Option 2: Continuation of the RUDP Strategy			
SA Objectives		50% housing in the Sub Regional City and aployment in existing zones, South and East Bradford and the Airedale Corridor	30%	6 housing in Principal Towns (Ilkley, Keighley and Bingley)	20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon		
	+	New housing development in Bradford city centre is	2	Depending upon the location of new housing in Ilkley, Keighley and Bingley, there is the potential for	+	This option proposes the development of brownfield sites in the Local Service Centres.  Notwithstanding this, Green Belt releases would also be necessary. Depending upon the location of new housing in Cottingley, Baildon, Menston, Burley, Addingham, Silsden, Steeton, Harden and Wilsden,	
4. Safeguard and	T	likely to be on previously developed land.		development to result in the loss of Grade 3 (good to moderate) agricultural land.	?	there is the potential for development to result in the loss of Grade 3 (good to moderate) agricultural land surrounding these towns. It is noted that development could be concentrated in Baildon, Menston, Burley, Silsden and Steeton.	
improve air, water and soil resources	+	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).			+	New housing development in Queensbury, Thornton, East Morton, Oxenhope, Haworth, Oakworth, Cullingworth and Denholme is unlikely to result in the loss of good quality agricultural land. Agricultural land surrounding these towns is graded as Grade 4. It is noted that development could be concentrated in Thornton and Denholme.	
	+	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.					



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KEY	Move away significantly	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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			Spatia	al Option 2: Continuation of the RUDP Strategy			
SA Objectives	50% housing in the Sub Regional City and employment in existing zones, South and East Bradford and the Airedale Corridor			housing in Principal Towns (Ilkley, Keighley and Bingley)	20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon		
Safeguard and improve air, water	?	New housing development in 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.					
and soil resources	?	New housing development in East Bradford may result in the loss of good quality agricultural land. Part of the Green Belt on the eastern fringe of Bradford is classified as Grade 3 (good to moderate) land.					
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	?	There is the potential for new housing development in Bradford city centre to have an effect upon biodiversity (e.g. disturbance, loss of habitat). There are no designated nature conservation sites within the city centre. Notwithstanding this, brownfield land can support a range of habitats and species, which should be taken into consideration.	-	There is the potential for new housing and employment in Keighley to have an effect upon biodiversity (e.g. disturbance, loss of habitat). Development of this area would involve the use of Green Belt, parts of which are designated as Bradford Wildlife Areas and comprise ancient woodland. There are also several Bradford Wildlife Areas within the Keighley urban area. Keighley is also within 5km of the South Pennine Moors SPA, SAC and SSSI.	-	There is the potential for new housing development in the Local Service Centres 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. Brownfield land can also support a range of habitats and species.  The potential for new housing development to have an adverse effect upon the South Pennines SPA, SAC and SSSI also needs to be taken into consideration. East Morton and Burley are within 1km of the South Pennine Moors SPA, SAC and SSSI. 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.	



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21 21 21		Spatial Option 2: Continuation of the RUDP Strategy										
SA Objectives		50% housing in the Sub Regional City and iployment in existing zones, South and East Bradford and the Airedale Corridor	30%	6 housing in Principal Towns (Ilkley, Keighley and Bingley)	20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon							
	-	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 Green Belt, parts of which are designated as Bradford Wildlife Areas and comprise ancient woodland.		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								
5. Conserve and enhance the internationally,	?	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 in the area surrounding the Canal Road Corridor.		Bradford Wildlife Areas, and comprise ancient woodland. It should be noted that Habitats Regulations Assessment will need to be undertaken for any development that could potentially have an adverse effect upon the integrity of the South Pennine Moors SPA and SAC.								
nationally and locally valued wildlife species and habitats	-	There is the potential for new housing development in Baildon to the south of Otley Road to have an effect upon biodiversity. Large parts of land south of Otley Road are designated as Bradford Wildlife Areas, ancient woodland and Green Belt.	-	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.								
	-	There is the potential for new housing and employment development in East Bradford to have an effect upon biodiversity. A significant part of the land bordering the eastern fringe is Green Belt and comprises ancient woodland. The open space may also be of biodiversity value.										



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			al Option 2: Continuation of the RUDP Strategy				
		50% housing in the Sub Regional City and nployment in existing zones, South and East Bradford and the Airedale Corridor		6 housing in Principal Towns (Ilkley, Keighley and Bingley)	20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildor		
Maintain and enhance the	0	No significant effects are anticipated assuming that any new housing development in the city centre would be on previously developed land.		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, which contributes positively to the landscape character of the area and plays an important role in preventing urban sprawl and maintaining countryside character and openness. Development on the urban fringe of Keighley is also likely to impact upon the visual amenity and sense of place of neighbouring residents.	?	There is the potential for new development on brownfield sites in Local Service Centres 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).	
character of natural and man made landscapes		Development in the Shipley area is likely to result in the loss of Green Belt, which contributes positively to the landscape character of the area. The Green Belt also plays an important role in preventing urban sprawl and maintaining countryside character and openness. Infill development on Green Belt land is also likely to impact upon the visual amenity and sense of place of neighbouring residents. 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.	-	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, which contributes positively to the landscape character of the area. The Green Belt also plays an important role in preventing urban sprawl and maintaining countryside character and openness. Development on the urban fringe is also likely to impact upon the visual amenity and sense of place of neighbouring residents.	-	New housing development in the Local Service Centres may also involve the use of Greenfield land including Green Belt, which contributes positively to the landscape character of the area. Green Belt also plays an important role in preventing urban sprawl and maintaining countryside character and openness. Development in the area surrounding the Local Service Centres could also impact upon the visual amenity and sense of place of neighbouring residents.	



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			Spati	al Option 2: Continuation of the RUDP Strategy			
SA Objectives	50% housing in the Sub Regional City and employment in existing zones, South and East Bradford and the Airedale Corridor			% housing in Principal Towns (Ilkley, Keighley and Bingley)	20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon		
6. Maintain and	-	Development in the Canal Road Corridor area is likely to result in the loss of open space, which contributes positively to the landscape character of the area. Infill development on open space may also impact upon the visual amenity and sense of place of neighbouring residents.	-	There are no landscape designations covering Bingley. Notwithstanding this, new housing development in Ilkley is likely to result in the loss of greenfield land, including Green Belt, which contributes positively to the landscape character of the area. The Green Belt also plays an important role in preventing urban sprawl and maintaining countryside character and openness. Development on the urban fringe is also likely to impact upon the visual amenity and sense of place of neighbouring residents.			
enhance the character of natural and man made landscapes		Development in Baildon south of Otley Road is likely to result in the loss of Green Belt and open space / greenspace, a large part of which contributes positively to the landscape character of the area. The Green Belt also plays an important role in preventing urban sprawl and maintaining countryside character and openness. Infill development is also likely to impact upon the visual amenity and sense of place of neighbouring residents. This could potentially be significant if the development of this land would result in the urban area of south Baildon merging further with north Bradford.					



March 2009

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			Spatia	al Option 2: Continuation of the RUDP Strategy			
SA Objectives	50% housing in the Sub Regional City and employment in existing zones, South and East Bradford and the Airedale Corridor			6 housing in Principal Towns (Ilkley, Keighley and Bingley)	20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon		
6. Maintain and enhance the character of natural and man made landscapes	12	Development to the East of Bradford is likely to result in the loss of open space / greenspace and / or Green Belt, a large part of which contributes positively to the landscape character of the area. The Green Belt also plays an important role in preventing urban sprawl and maintaining countryside character and openness. Infill development is also likely to impact upon the visual amenity and sense of place of neighbouring residents. This could potentially be significant if the development of this land would result in the urban area of east Bradford merging with neighbouring Pudsey.					
7. Protect and enhance historic assets and their settings	-	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. The potential for unknown archaeology should also be taken into consideration.	-	There is the potential for new housing 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). The potential indirect effects of new housing upon the Saltaire World Heritage Site (e.g. from traffic) and for unknown archaeology should also be taken into consideration.	-	There is the potential for new housing development in Queensbury, Menston, Steeton, Thornton, Silsden, Burley and Baildon to have an effect upon Listed Buildings within and surrounding these towns and / or upon the Conservation Areas covering all or part of these towns. In Baildon, there is also the potential for new housing to indirectly impact upon the Saltaire World Heritage Site. New housing in Menston could impact upon High Royds Historic Park and Garden. 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. It is noted that in Local Service Centres development would be concentrated in these towns, along with Denholme.	



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		Spatial Option 2: Continuation of the RUDP Strategy										
SA Objectives	50% housing in the Sub Regional City and employment in existing zones, South and East Bradford and the Airedale Corridor			6 housing in Principal Towns (Ilkley, Keighley and Bingley)	20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon							
	-	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 Saltaire World Heritage Site and Conservation Area its associated Listed Buildings. The potential for unknown archaeology should also be taken into consideration.	?	There is the potential for new housing development in Ilkley to have an effect upon cultural, historic and archaeological assets and their settings, including the Ilkley, Middleton and Ben Rhydding Conservation Areas and Listed Buildings within the town. The potential for unknown archaeology should also be taken into consideration.	?	There is the potential for new housing development in Denholme to have an effect upon Listed Buildings within and surrounding Denholme, although there are few Listed Buildings in this area. The potential for unknown archaeology should also be taken into consideration. It is noted that Denholme is one of the Local Service Centres where development would be concentrated.						
7. Protect and enhance historic assets and their settings	?	There is the potential for new housing development in the Canal Road Corridor to have an effect upon the Saltaire World Heritage Site at Shipley (e.g. effects upon the setting of Saltaire from increased traffic etc) and Listed Buildings in the Canal Road Corridor. The potential for unknown archaeology should also be taken into consideration.	-	There is the potential for new housing 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. There is also the potential for new development in Bingley to indirectly impact upon the Saltaire World Heritage Site (e.g. increased traffic levels).	-	There is the potential for new housing development in Addingham, East Morton, Haworth, Oakworth, Oxenhope and Wilsden to have an effect upon Listed Buildings within and surrounding these towns and / or upon the Conservation Areas covering part of these towns. The potential for unknown archaeology should also be taken into consideration. Although it is noted that limited new housing development would take place in these areas.						
	?	There is the potential for new housing development in Baildon to the south of Otley Road to have an effect upon the Saltaire World Heritage Site at Shipley (e.g. effects upon the setting of Saltaire from increased traffic etc) and Listed Buildings in the Baildon area. The potential for unknown archaeology should also be taken into consideration.			?	There is the potential for new housing development in Cottingley, Cullingworth and Harden to have an effect upon Listed Buildings within and surrounding these towns and / or upon the Conservation Areas covering part of these towns (with the exception of Cottingley and Harden, which are not designated as Conservation Areas). The potential for unknown archaeology should also be taken into consideration. Although it is noted that limited new housing development would take place in these areas.						



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			Spati	al Option 2: Continuation of the RUDP Strategy				
SA Objectives	50% housing in the Sub Regional City and employment in existing zones, South and East Bradford and the Airedale Corridor			6 housing in Principal Towns (Ilkley, Keighley and Bingley)	20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon			
7. Protect and enhance historic assets and their settings	+	There are few known historic assets within or surrounding the land east of the Bradford city urban fringe. Notwithstanding this, the potential effect of new housing in this area upon the setting of Listed Buildings in the locality should be considered. The potential for unknown archaeology should also be taken into consideration.						
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	+	The development of new housing in the Sub Regional City should help to meet identified need in this area. Notwithstanding this, there may be limited opportunities for the provision of suitable affordable housing and housing for larger families on smaller sites in the city centre. Focusing the majority of housing in the Sub Regional City will also limit housing development in Principal Centres and Local Centres, where housing affordability is an issue.	+	The development of new housing in Ilkley, Keighley and Bingley should help to meet identified need in these areas. Notwithstanding this, there would be a need to ensure the provision of housing that meets local needs, specifically affordable housing requirements.	+	In Local Service Centres new housing development would be concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon, which would help to meet identified need in these areas. In the remaining Local Service Centres development would be minor and based on local need. Although new housing would be developed in the Local Service Centres, providing 20% of housing in these areas may affect the viability of affordable housing provision in these areas and exacerbate affordability issues, particularly in those Local Service Centres where only minor housing		
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	+	New housing in Bradford city centre is likely to be well located in relation to the public transport network, enabling access for everyone.	+	New housing in Keighley and Bingley may be able to access existing public transport services (high frequency bus and rail).	+	New housing in Queensbury, Steeton and Thornton may be able to access existing public transport services (rail and / or high frequency bus route) and the cycle network. It is noted that these towns are three of the Local Service Centres where development would be concentrated.		



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	Spatial Option 2: Continuation of the RUDP Strategy										
	0% housing in the Sub Regional City and ployment in existing zones, South and East Bradford and the Airedale Corridor	30	% housing in Principal Towns (Ilkley, Keighley and Bingley)	20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon							
+	New housing in Shipley may be able to access existing public transport services (bus and rail).	+	New housing in Ilkley may be able to access existing public transport services (bus and rail).  Notwithstanding this, Ilkley is not served by a high frequency bus route, which may discourage bus use.	+	New housing in Cottingley may be able to access existing public transport services (rail and / or high frequency bus route) and the cycle network.  Although it is noted that only limited new housing development would take place in this Local Service Centre.						
+	New housing in the Canal Road Corridor may 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.			-	There is limited public transport service provision (i.e. no high frequency bus services) in Baildon, Burley, Denholme, Menston and Silsden. It is noted that these towns are five of the Local Service Centres where development would be concentrated.						
+	New housing in Baildon south of Otley Road may be able to access existing public transport services (bus and rail). Notwithstanding this, Baildon is not served by a high frequency bus route. The railway line and road network also restrict access to the centre of Baildon.			-	There is limited public transport service provision (i.e. no high frequency bus services) in Addingham, Cullingworth, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden. Notwithstanding this, it is noted that only limited new housing development would take place in these Local Service Centres.						
+	New housing in East Bradford may be able to access existing public transport services (bus and rail). Notwithstanding this, the railway line may act as a barrier to access.										
+		New housing in Shipley may be able to access existing public transport services (bus and rail).  New housing in the Canal Road Corridor may 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.  New housing in Baildon south of Otley Road may be able to access existing public transport services (bus and rail). Notwithstanding this, Baildon is not served by a high frequency bus route. The railway line and road network also restrict access to the centre of Baildon.  New housing in East Bradford may be able to access existing public transport services (bus and rail). Notwithstanding this, the railway line may act as a	New housing in Shipley may be able to access existing public transport services (bus and rail).  New housing in the Canal Road Corridor may 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.  New housing in Baildon south of Otley Road may be able to access existing public transport services (bus and rail). Notwithstanding this, Baildon is not served by a high frequency bus route. The railway line and road network also restrict access to the centre of Baildon.  New housing in East Bradford may be able to access existing public transport services (bus and rail). Notwithstanding this, the railway line may act as a	New housing in Shipley may be able to access existing public transport services (bus and rail).   Notwithstanding this, lkley is not served by a high frequency bus route, which may discourage bus use.      New housing in the Canal Road Corridor may 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.	New housing in Shipley may be able to access existing public transport services (bus and rail).   +   New housing in Shipley may be able to access existing public transport services (bus and rail).   +   Notwithstanding this, Ilkley is not served by a high frequency bus route, which may discourage bus use.   +   New housing in the Canal Road Corridor may 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.   New housing in Baildon south of Otley Road may be able to access existing public transport services (bus and rail). Notwithstanding this, Baildon is not served by a high frequency bus route. The railway line and road network also restrict access to the centre of Baildon.   New housing in East Bradford may be able to access existing public transport services (bus and rail).   Notwithstanding this, the railway line may act as a   Notwithstanding this, the railway line may act as a   New housing in East Bradford may be able to access existing public transport services (bus and rail).   Notwithstanding this, the railway line may act as a   New housing in East Bradford may be able to access existing public transport services (bus and rail).   Notwithstanding this, the railway line may act as a   New housing in East Bradford may be able to access existing public transport services (bus and rail).   Notwithstanding this, the railway line may act as a   New housing in East Bradford may be able to access existing public transport services (bus and rail).   Notwithstanding this, the railway line may act as a   New housing in Ilkley may be able to access existing public transport services (bus and rail).   Notwithstanding this, the railway line may act as a   New housing in Ilkley may be able to access existing public transport services (bus and rail).   Notwithstanding this, the railway line may act as a   New housing in Ilkley may be able to access existing public transport services (bus and rail).   Notwithstandi						



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	Spatial Option 2: Continuation of the RUDP Strategy									
SA Objectives	50% housing in the Sub Regional City and employment in existing zones, South and East Bradford and the Airedale Corridor			6 housing in Principal Towns (Ilkley, Keighley and Bingley)	20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon					
10. Reduce congestion and pollution by increasing transport	+	New housing in Bradford city centre would be well located in relation to public transport, the cycle network and services / facilities and employment. These aspects reduce the need to travel by car for short journeys and encourage public transport use, walking and cycling. However, there is the potential for new housing in the city centre to exacerbate congestion, especially at peak times, which would need to be assessed.	?	New housing in Keighley and Bingley may be able to access existing public transport services (bus and rail), 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, there is the potential for new housing to affect congestion levels, especially at peak times, which would need to be assessed.	?	New housing in Queensbury, Steeton and Thornton may be able to access existing public transport services (rail and / or 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. There is also the potential for new housing to affect congestion levels. It is noted that these towns are three of the Local Service Centres where development would be concentrated.				
choice and by reducing the need to travel by lorry / car	+ ?	New housing in Shipley may be able to access existing public transport services (bus and rail), the cycle network, 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, there is the potential for new housing to exacerbate congestion, especially at peak times, which would need to be assessed.	+	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. There is also the potential for new housing to affect congestion levels, especially at peak times, which would need to be assessed.	?	New housing in Cottingley would be able to access existing public transport services (rail and / or 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. Notwithstanding this, residents may have to travel by car to access certain services / facilities elsewhere (e.g. such as primary schools). Although it is noted that only limited new housing development would take place in Cottingley.				



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

	Spatial Option 2: Continuation of the RUDP Strategy										
SA Objectives	50% housing in the Sub Regional City and employment in existing zones, South and East Bradford and the Airedale Corridor			% housing in Principal Towns (Ilkley, Keighley and Bingley)	20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon						
10. Reduce congestion and pollution by	?	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. This could help to reduce car travel for short journeys and encourage public transport use, walking and cycling. 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. In addition, there is also the potential for new housing to exacerbate congestion along the Corridor, especially at peak times, which would need to be assessed.			+	New housing in Baildon, Burley, Denholme, Menston and Silsden 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. There is also the potential for new housing to affect congestion levels. It is noted that development would be concentrated in these towns.					
increasing transport choice and by reducing the need to travel by lorry / car	?	New housing in Baildon south of Otley Road may be able to access existing public transport services (bus and rail), the local cycle network and employment. Notwithstanding this, Baildon is not served by a high frequency bus route and there are limited services / facilities and employment south of Baildon. The railway line and road network also restrict access to the centre of Baildon. Residents may therefore travel by car to access services / facilities and employment elsewhere. There is also the potential for new housing to exacerbate congestion, especially at peak times, which would need to be assessed.			+	New housing in Addingham, Cullingworth, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden 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 frequent 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. Notwithstanding this, it is noted that only limited new development would take place in these areas.					



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

	Spatial Option 2: Continuation of the RUDP Strategy									
SA Objectives	50% housing in the Sub Regional City and employment in existing zones, South and East Bradford and the Airedale Corridor			6 housing in Principal Towns (Ilkley, Keighley and Bingley)	20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon					
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	?	New housing in East Bradford may be able to access existing public transport services (bus and rail) and employment. Notwithstanding this, there are limited services / facilities in the proximity of the East Bradford. The railway line may also act as a barrier to access. Residents may therefore travel by car to access services / facilities elsewhere. There is also the potential for new housing to exacerbate congestion, especially at peak times, which would need to be assessed.								
11. Improve the quality of the built environment and make efficient use of land and buildings	+	There is the potential for new housing development in Bradford city centre to have an effect upon the townscape. The effect will depend upon the scale and nature of the development. It is noted that development in the city centre is likely to be on previously developed land. Brownfield development presents an opportunity to enhance the townscape (e.g. through the re-use of derelict sites and buildings).		New housing development in Ilkley, Keighley and Bingley is likely to involve the development of greenfield land, including Green Belt.	+	This option proposes the development of brownfield sites.  Notwithstanding this, new housing may also be developed on Green Belt land.				
iano ano bullolings		New housing development in Shipley, the Canal Road Corridor, Baildon south of Otley Road and East Bradford is likely to involve the development of greenfield land, including Green Belt in Shipley, Baildon south of Otley Road and East Bradford.								



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	Spatial Option 2: Continuation of the RUDP Strategy									
SA Objectives		50% housing in the Sub Regional City and aployment in existing zones, South and East Bradford and the Airedale Corridor	30%	6 housing in Principal Towns (Ilkley, Keighley and Bingley)	20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon					
12. Improve the quality and range of services available	+	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 to a range of services / facilities.	+	New housing in Keighley and Bingley may be able to access local services / facilities and existing public transport services (bus and rail) in the town, which connect Keighley to the Sub Regional City.  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).	+	New housing in Queensbury, Steeton and Thornton may be able to access local services / facilities and existing public transport services (rail and / or high frequency bus route), which connect these towns to the Sub Regional City.  Notwithstanding this, residents may have to travel to access certain services / facilities elsewhere.  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). It is noted that these towns are three of the Local Service Centres where development would be concentrated.				
within communities and connections to wider networks	+	New housing in Shipley may be able to services / facilities in the local 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.  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).	+	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. The effect of an increase in population on existing service provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).	+	New housing in Cottingley would be able to access local services / facilities and existing public transport services (high frequency bus route).  Notwithstanding this, residents may have to travel to access certain services / facilities elsewhere (e.g. there is no primary school in Cottingley). The effect of an increase in population on existing service provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).  Although it is noted that only limited new housing development would take place in Cottingley.				



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

	Spatial Option 2: Continuation of the RUDP Strategy										
SA Objectives		50% housing in the Sub Regional City and aployment in existing zones, South and East Bradford and the Airedale Corridor	30% housing in Principal Towns (Ilkley, Keighley and Bingley)			20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon					
12. Improve the quality and range of services available	?	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. 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).			+	New housing in Baildon, Burley, Denholme, Menston and Silsden 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 local services / facilities provision is limited in these areas. Residents may therefore have to travel to access certain services / facilities and employment elsewhere. There is also the potential for new housing to affect congestion levels. The effect of an increase in population on existing service provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand). It is noted that development would be concentrated in these towns.					
within communities and connections to wider networks	?	There are limited services / facilities in lower Baildon south of Otley Road. Residents may be able to access services via the public transport network. However, Baildon is not served by a high frequency bus route and the railway line and road network restrict access to the centre of Baildon. Residents may therefore have to travel to access services elsewhere. The effect of an increase in population on existing service provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).			+	New housing in Addingham, Cullingworth, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden should 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. The effect of an increase in population on existing service provision also needs to be considered. Notwithstanding this, it is noted that only limited new housing development would take place in these Local Service Centres.					



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	Spatial Option 2: Continuation of the RUDP Strategy										
SA Objectives	50% housing in the Sub Regional City and employment in existing zones, South and East Bradford and the Airedale Corridor			6 housing in Principal Towns (Ilkley, Keighley and Bingley)	20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon						
12. Improve the quality and range of services available within communities and connections to wider networks	?	There are limited services / facilities in the proximity of East Bradford. The railway line may also act as a barrier to access. Notwithstanding this, 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.  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).									
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	?	The potential effect of new development in the Sub Regional City upon this objective will depend upon the type and design of any new development.	?	The potential effect of new development in the Principal Towns upon this objective will depend upon the type and design of any new development.	?	The potential effect of new development in the Local Service Centres upon this objective will depend upon the type and design of any new development.					
14. Create good cultural, leisure and recreation activities available to all	?	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.  The Settlement Study identified a lack of provision for children and teenagers, outdoor sporting facilities and community gardens in Bradford city centre. The effect of an increase in population on facilities provision also needs to be considered.	?	New housing and employment development in Ilkley, Keighley and Bingley may result in the loss of Green Belt used for leisure and recreation (e.g. walking routes, playing fields etc). Notwithstanding this, there are a range of sports and recreation facilities in these Principal Towns.  Notwithstanding this, the effect of an increase in population on facilities provision needs to be considered.	?	It is unknown whether new housing development in the Local Service Centres would result in the loss of any open space or greenspace used for leisure and recreation purposes.					



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	Spatial Option 2: Continuation of the RUDP Strategy										
SA Objectives	en	50% housing in the Sub Regional City and nployment in existing zones, South and East Bradford and the Airedale Corridor	30% housing in Principal Towns (Ilkley, Keighley and Bingley)	20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon							
	+	New housing development in Shipley would result in the loss of Green Belt, parts of which are used for leisure and recreation (e.g. Northcliffe Park etc).  Notwithstanding this, there are a range of sports and recreation facilities in Shipley. However, the effect of an increase in population on facilities provision needs to be considered.		?	The Settlement Study indicates that there are outdoor sporting facilities, parks and gardens, provision for children and teenagers and community facilities in Queensbury, Thornton, Silsden, Denholme and Burley. Notwithstanding this, the effect of an increase in population on facilities provision needs to be considered. It is noted that these towns are five of the Local Service Centres where development would be concentrated.						
14. Create good cultural, leisure and recreation activities available to all	?	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. The effect of an increase in population on facilities provision also needs to be considered.		-	The Settlement Study identifies a lack of parks and gardens and / or community facilities in Menston, Steeton and Baildon. The effect of an increase in population on facilities provision also needs to be considered. It is noted that these towns are three of the Local Service Centres where development would be concentrated.						
	?	New housing development in Baildon south of Otley Road may result in the loss of Green Belt used for leisure and recreation (e.g. Buck Wood). There are also limited parks and gardens and civic spaces in Baildon. The effect of an increase in population also needs to be considered.		-	The Settement Study identifies a lack of community facilities, parks and gardens and provision for children and teenagers in Addingham, Cottingley and East Morton. There is also a lack of community gardens in Cottingley, Cullingworth and Harden, a lack of parks and gardens in Cullingworth, and a lack of community facilities in Harden. There is a lack of outdoor sports facilities in Oakworth.  The effect of an increase in population on facilities provision also needs to be considered. Although it is noted that only limited development will take place in these Local Service Centres.						



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	Spatial Option 2: Continuation of the RUDP Strategy										
SA Objectives	50% housing in the Sub Regional City and employment in existing zones, South and East Bradford and the Airedale Corridor			6 housing in Principal Towns (Ilkley, Keighley and Bingley)	20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon						
14. Create good cultural, leisure and recreation activities available to all	?	New housing and employment development in East Bradford would result in the loss of greenspace and Green Belt used for leisure and recreation (e.g. walking routes). There are also limited sports and recreation facilities in the proximity of the East Bradford urban fringe. The effect of an increase in population also needs to be considered.			+	The Settlement Study indicates that there are outdoor sporting facilities, parks and gardens, provision for children and teenagers and community facilities in Oxenhope, Haworth and Wilsden.  The effect of an increase in population on facilities provision needs to be considered. Although it is noted that only limited development will take place in these Local Service Centres.					
15. Improve safety and security for people and property	?	The potential effect of new development in the Sub Regional City upon this objective will depend upon the type and design of any new development.	?	The potential effect of new development in the Principal Towns upon this objective will depend upon the type and design of any new development.	?	The potential effect of new development in the Local Service Centres upon this objective will depend upon the type and design of any new development.					
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care		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.  The effect of an increase in population on existing healthcare provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).	+	There are several doctors' surgeries, dental surgeries and pharmacies in likley, Keighley and Bingley.  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).	+	The Settlement Study indicates that there are dental surgeries, doctors' surgeries and pharmacies in Queensbury, Baildon, Burley and Silsden.  Notwithstanding this, Silsden only has one doctor's and dental surgery. It is unknown whether these facilities have sufficient capacity to meet demand. The effect of an increase in population on existing healthcare provision also needs to be considered. It is noted that these towns are four of the Local Service Centres where development would be concentrated.					





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	Spatial Option 2: Continuation of the RUDP Strategy									
SA Objectives	50% housing in the Sub Regional City and employment in existing zones, South and East Bradford and the Airedale Corridor			% housing in Principal Towns (Ilkley, Keighley and Bingley)	20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon					
16. Provide the conditions and services to improve health and well-		The Settlement Study highlights that access to healthcare facilities in Shipley is poor at present. The effect of an increase in population on existing healthcare provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).				The Settlement Study indicates that there is a lack of dental surgeries in Denholme and Steeton, a lack of doctor's surgeries in Menston and lack of pharmacies in Thornton. It is also unknown whether existing facilities have sufficient capacity to meet demand.  The effect of an increase in population on existing healthcare provision needs to be considered. It is noted that these towns are three of the Local Service Centres where development would be concentrated.				
being and reduce inequality to access and social care		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.  The effect of an increase in population on existing healthcare provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).			?	The Settlement Study indicates that there are dental surgeries, doctors' surgeries and pharmacies in Addingham, Cullingworth, Haworth and Cottingley. Notwithstanding this, each Local Service Centre typically has one doctor's and dental surgery. It is also unknown whether these facilities have sufficient capacity to meet demand. The effect of an increase in population on existing healthcare provision needs to be considered. Although it is noted that only limited development will take place in these towns.				



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Spatial Option 2: Continuation of the RUDP Strategy										
50% housing in the Sub Regional City and employment in existing zones, South and East Bradford and the Airedale Corridor			6 housing in Principal Towns (Ilkley, Keighley and Bingley)	20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon						
-	There are limited healthcare facilities in the proximity of Baildon south of Otley Road. The Settlement Study indicates that healthcare services provision in Baildon is good. Notwithstanding this, access to healthcare facilities from south of Otley Road may be constrained by the rail and road network and these facilities are not within walking distance. The effect of an increase in population on existing healthcare provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).				The Settlement Study indicates that there are no dental surgeries, doctor's surgeries and pharmacies in East Morton, Harden and Oxenhope. There is also a lack of dental surgeries in Cullingworth and Oakworth and pharmacies in Wilsden. It is also unknown whether existing facilities have sufficient capacity to meet demand.  The effect of an increase in population on existing healthcare provision needs to be considered. Although it is noted that only limited development will take place in these towns.					
-	increase in population on existing healthcare provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).									
+	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. The effect of an increase in population on existing education provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand). Notwithstanding this, access to further education in the city centre is good.	+	There are 14 primary schools, three secondary schools and four further education facilities in Keighley. These facilities could be accessible from new housing development. Notwithstanding this, 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).	+	The Settlement Study indicates that there are one or more primary schools, a secondary school and a further education facility in Bingley and Queensbury. These facilities should be accessible from new housing development.  Notwithstanding this, it is unknown whether these schools have capacity to meet demand. The effect of an increase in population on existing education provision needs to be considered. It is noted that these towns are two of the Local Service Centres					
		There are limited healthcare facilities in the proximity of Baildon south of Otley Road. The Settlement Study indicates that healthcare services provision in Baildon is good. Notwithstanding this, access to healthcare facilities from south of Otley Road may be constrained by the rail and road network and these facilities are not within walking distance. The effect of an increase in population on existing healthcare provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).  There are limited healthcare facilities in the proximity of the East Bradford urban fringe. The effect of an increase in population on existing healthcare provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).  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. The effect of an increase in population on existing education provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).	There are limited healthcare facilities in the proximity of Baildon south of Otley Road. The Settlement Study indicates that healthcare services provision in Baildon is good. Notwithstanding this, access to healthcare facilities from south of Otley Road may be constrained by the rail and road network and these facilities are not within walking distance. The effect of an increase in population on existing healthcare provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).  There are limited healthcare facilities in the proximity of the East Bradford urban fringe. The effect of an increase in population on existing healthcare provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).  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. The effect of an increase in population on existing education provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand). Notwithstanding this, access to further education in	### Solution   ### Sub Regional City and employment in existing zones, South and East Bradford and the Airedale Corridor    There are limited healthcare facilities in the proximity of Baildon south of Otley Road. The Settlement Study indicates that healthcare services provision in Baildon is good. Notwithstanding this, access to healthcare facilities from south of Otley Road may be constrained by the rail and road network and these facilities are not within walking distance. The effect of an increase in population on existing healthcare provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).    There are limited healthcare facilities in the proximity of the East Bradford urban fringe. The effect of an increase in population on existing healthcare provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).    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. The effect of an increase in population on existing education provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).    There are 14 primary schools, three secondary schools and four further education facilities in Keighley. These facilities could be accessible from new housing development. Notwithstanding this, 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).	50% housing in the Sub Regional City and employment in existing zones, South and East Bradford and the Airedale Corridor  There are limited healthcare facilities in the proximity of Baildon south of Otley Road. The Settlement Study indicates that healthcare services provision in Baildon is good. Notwithstanding this, access to healthcare facilities from south of Otley Road may be constrained by the rail and road network and these facilities are not within walking distance. The effect of an increase in population on existing healthcare provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).  There are limited healthcare facilities in the proximity of the East Bradford urban fringe. The effect of an increase in population on existing healthcare provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).  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. The effect of an increase in population on existing education provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).  There are 14 primary schools, three secondary schools and four further education facilities in Keighley. These facilities could be accessible from new housing development. Notwithstanding this, 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).					



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KEY		Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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			Spati	al Option 2: Continuation of the RUDP Strategy			
SA Objectives		50% housing in the Sub Regional City and aployment in existing zones, South and East Bradford and the Airedale Corridor	30%	6 housing in Principal Towns (Ilkley, Keighley and Bingley)	20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon		
	+	The Settlement Study indicates that primary school provision in Shipley is good. However, there is no secondary school in the area. The effect of an	+	There are four primary schools, one secondary school and one further education facility in Ilkley. These facilities could be accessible from new housing development. Notwithstanding this, the effect of an	+	The Settlement Study indicates that there are one or more primary schools in Baildon, Burley, Denholme, Menston, Silsden and Steeton.  Notwithstanding this, it is unknown whether these schools have capacity to meet demand. The effect of	
	'	increase in population on existing education provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).	?	increase in population on existing education provision needs to be considered (i.e. whether there is sufficient capacity to meet demand).	?	an increase in population on existing education provision, including access to secondary schools in surrounding areas needs to be considered. It is noted that these towns are five of the Local Service Centres where development would be concentrated.	
17. Promote education and training opportunities which build the skills and		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. The effect of an increase in population on existing education provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).	+	There are six primary schools, one secondary school and one further education facility in Bingley. These facilities could be accessible from new housing development. Notwithstanding this, it is unknown	+	The Settlement Study indicates that there are one or more primary schools in Addingham, East Morton, Harden, Haworth, Oakworth and Wilsden. Cullingworth also has a secondary school. Notwithstanding this, it is unknown whether these	
capacity of the population	-		?	whether these schools have capacity to meet demand. 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).	?	schools have capacity to meet demand. The effect of an increase in population on existing education provision, including access to secondary schools in surrounding areas needs to be considered. Although it is noted that only limited development will take place in these Local Service Centres.	
	+	The Settlement Study indicates that primary and secondary school provision in North East and North West Bradford is good. Notwithstanding this, 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).			-	The Settlement Study indicates that there is no primary school in Cottingley. Residents of new housing in Cottingley would therefore have to travel to access education facilities elsewhere. Notwithstanding this, it is noted that only limited development would take place in Cottingley.	



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KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain	
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		Spatial Option 2: Continuation of the RUDP Strategy										
SA Objectives	50% housing in the Sub Regional City and employment in existing zones, South and East Bradford and the Airedale Corridor			6 housing in Principal Towns (Ilkley, Keighley and Bingley)	20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon							
18. Increase the	++	New housing in Bradford city centre may be able to access existing employment in this area. Residents may also be able to access employment opportunities elsewhere via the public transport network.	++	New housing in Keighley and Bingley may be able to access existing employment in these areas, which have a large employment base. Residents may also be able to access employment opportunities in the Sub Regional City via the public transport network. This option also proposes the development of new employment along the Airedale Corridor.	_++_	New housing in Steeton may be able to access local employment in this area. Residents may also be able to access employment opportunities elsewhere via the public transport network (rail and / or high frequency bus route). New employment uses to meet local needs would also be developed, and residents would be able to access proposed new employment development on the Airedale Corridor.						
number of high quality job opportunities suited to the needs of the local workforce	+	New housing in Shipley may be able to access existing employment in this area. Residents would also be able to access employment opportunities in Bradford city centre and elsewhere via the public transport network.	+	New housing in Ilkley may be able to access existing employment in this area. Residents may also be able to access employment opportunities elsewhere via the public transport network. Notwithstanding this, no new employment is proposed alongside the new housing development in Ilkley. This could result in a shortage of employment opportunities in the locality for new residents.	+	New housing in Queensbury and Thornton may be able to access local employment in these areas. Residents may also be able to access employment opportunities elsewhere via the public transport network (high frequency bus services). New employment uses to meet local needs would also be developed. Notwithstanding this, residents would have to commute to access proposed new employment in the Airedale Corridor and to the South and East of Bradford. It is noted that these towns are two of the Local Service Centres where development would be concentrated.						



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		Spatial Option 2: Continuation of the RUDP Strategy										
SA Objectives		50% housing in the Sub Regional City and aployment in existing zones, South and East Bradford and the Airedale Corridor	30	% housing in Principal Towns (Ilkley, Keighley and Bingley)	20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon							
18. Increase the number of high quality job	+	New housing in the Canal Road Corridor may be able to access existing employment in this area. Residents may also be able to access employment opportunities in Bradford city centre and elsewhere via the public transport network.			+	New housing in Baildon and Silsden may be able to access local employment in these areas along with new employment developed to meet local needs. In addition, new residents of Baildon may be able to access proposed new employment in North and East Bradford and along the Airedale Corridor. Residents of Silsden may also be able to access new employment along the Airedale Corridor. Notwithstanding this, there are no high frequency bus services in these towns. Although Baildon has a railway station. It is noted that these towns are two of the Local Service Centres where development would be concentrated.						
opportunities suited to the needs of the local workforce	-	New housing in Baildon south of Otley may be able to access to existing employment in this area. Notwithstanding this, there is limited employment south of Otley Road and access to employment north of Otley Road is constrained by the rail and road network. Employment opportunities elsewhere could be accessed via the public transport network. However, the area is not served by a high frequency bus route.			+	New housing in Burley, Denholme and Menston may be able to access local employment in these areas along with any new employment developed to meet local need. However, employment is limited in these areas and there is limited public transport service provision (i.e. no high frequency bus services). Residents may therefore have to travel by car to access employment elsewhere. In addition, residents would have to commute to access proposed new employment in the Airedale Corridor and to the South and East of Bradford. It is noted that these towns are three of the Local Service Centres where development would be concentrated.						



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

	Spatial Option 2: Continuation of the RUDP Strategy									
SA Objectives	50% housing in the Sub Regional City and employment in existing zones, South and East Bradford and the Airedale Corridor			% housing in Principal Towns (Ilkley, Keighley and Bingley)	20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon					
					+	New housing in East Morton may be able to access local employment in this area along with any new employment developed to meet local need. In addition, residents would also be able to access proposed new employment along the Airedale Corridor. However, employment is limited in East				
18. Increase the number of high					-	Morton and there is limited public transport service provision (i.e. no high frequency bus services). Residents may therefore have to travel by car to access employment elsewhere. Notwithstanding this, it is noted that only limited development will take place in East Morton.				
quality job opportunities suited to the needs of the local workforce	++	New housing in East Bradford may be able to access existing employment in this area. Residents may also be able to access employment opportunities in Bradford city centre and elsewhere (e.g. such as			+	New housing in Addingham, Cullingworth, Harden, Haworth, Oakworth, Oxenhope and Wilsden may be able to access local employment in these areas along with any new employment developed to meet local need. However, employment is limited and there is limited public transport service provision (i.e. no high frequency bus services). Residents may				
	***	Pudsey and Leeds) via the public transport network. This option also proposes the development of new employment in South and East Bradford.			_	therefore have to travel by car to access employment elsewhere. In addition, residents would may to commute to access proposed new employment in the Airedale Corridor and to the South and East of Bradford. Although it is noted that only limited development will take place in these Local Service Centres.				



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			Spatia	al Option 2: Continuation of the RUDP Strategy		
SA Objectives		50% housing in the Sub Regional City and aployment in existing zones, South and East Bradford and the Airedale Corridor	30%	6 housing in Principal Towns (Ilkley, Keighley and Bingley)		20% housing in Local Service Centres, centrated in Queensbury, Menston, Steeton, rnton, Silsden, Denholme, Burley and Baildon
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	+	Focusing new employment development to the South and East of Bradford and along the Airedale Corridor will increase employment provision in these areas.  Notwithstanding this, employment in South and East Bradford may not be accessible to everyone, and focusing the majority of employment in these areas may limit employment development elsewhere.				
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	+	The development of new housing and employment in the Sub Regional City may help to encourage further inward investment into this area.  Notwithstanding this, employment in the Airedale Corridor and South and East Bradford may not be accessible to everyone, and focusing the majority of employment in these areas may limit employment development elsewhere, potentially affecting the viability of Ilkley and the Local Service Centres, particularly those which are not in the proximity of the proposed employment areas.	?	The development of new housing in Ilkley, Keighley and Bingley and the development of new employment along the Airedale Corridor may help to encourage further inward investment into these areas.  Notwithstanding this, no employment development is proposed in Ilkley alongside new housing development, potentially affecting the viability of the town.	+	The development of new housing in the Local Service Centres may help to encourage further inward investment into these areas. Notwithstanding this, limiting housing and employment development in Local Service Centres could potentially affect the viability of these towns, particularly those where only limited development would take place (i.e. Addingham, Oxenhope, Haworth, Oakworth, Cullingworth, Wilsden, Harden and Cottingley).



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Table B3 Appraisal of Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City

KEY	 Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
	,		<u> </u>		ů ,		,				

		Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City											
SA Objectives	70% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)			20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley	10% housing in Local Service Centres and employment to meet local need / promote sustainability								
Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	?	It is unknown whether there is the potential for renewable energy generation in the Sub Regional City. There may be limited opportunities for renewable energy generation in the Sub Regional City area due to its developed nature.	?	It is unknown whether there is the potential for renewable energy generation in Ilkley and Keighley. Further studies would need to be undertaken to determine this.	?	It is unknown whether there is the potential for renewable energy generation in the Local Service Centres.							
2. Minimise the growth in waste and increase the amount of waste which is re- used, recycled, and recovered	+	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.	+	New housing development in Ilkley and Keighley should be able to access to existing recycling facilities and kerbside recycling collection services of two or more recyclables would be feasible.	+	New housing development in the Local Service Centres should be able to access existing recycling facilities and kerbside collection services.							
3. Reduce the district's impact on climate change and vulnerability to its effects	+	New housing in Bradford city centre is likely to be well located in relation to public transport, the cycle network and services / facilities and employment. 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).	+	New housing in Keighley may be able to access existing public transport services (rail and high frequency bus), local services / facilities and employment. 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).	+	New housing in Bingley may be able to access existing public transport services (rail and high frequency bus), local services / facilities and employment. 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).							



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

		Spatial Optio	n 3: Fo	ocused Growth Points around the Bradford Sub F	Region	nal City	
SA Objectives	70% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)			20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley	10% housing in Local Service Centres and employment to meet local need / promote sustainability		
3. Reduce the district's impact on	+	New housing in Shipley may be able to access existing public transport services (bus and rail), the cycle network, local services / facilities and employment. These aspects 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 reduce greenhouse gas emissions from car travel.	+	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 use of more sustainable modes of transport, and thus could help to reduce greenhouse gas emissions from car travel. However, Ilkley is not served by a high frequency bus route, which may discourage bus use.	?	New housing in Cottingley, Queensbury, Steeton with Eastburn and Thornton 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. 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. 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.	
climate change and vulnerability to its effects	?	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. This could help to reduce car travel and encourage use of more sustainable modes of transport, and thus could help to reduce greenhouse gas emissions from car travel. 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.			?	New housing in Addingham, Baildon, Burley in Wharfedale, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Silsden and Wilsden may be able to access existing public transport services, local services / facilities and employment in the local area. These aspects help to reduce the need to travel by car for certain journeys, and thus could help to reduce the emission of greenhouse gases from car travel. 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.	



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Move away Move away Move towards Move towards **KEY** 0 ? Neutral Uncertain significantly marginallý significantly marginally

		Spatial Option	n 3: Fo	ocused Growth Points around the Bradford Sub F	legior	nal City
SA Objectives	ne	housing in the Sub Regional City, including a sew settlement at Esholt. New employment in olmewood, Esholt / Iower Baildon and south Bradford (M606)	:	20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley		10% housing in Local Service Centres and employment to meet local need / promote sustainability
3. Reduce the	?	New housing in Baildon south of Otley Road may be able to access existing public transport services (bus and rail), the local cycle network and employment. Notwithstanding this, Baildon is not served by a high frequency bus route and there are limited services / facilities and employment south of Baildon. The railway line and road network also restrict access to the centre of Baildon. Residents may therefore travel by car to access services / facilities and employment elsewhere.				
district's impact on climate change and vulnerability to its effects	?	New housing in Holme Wood may be able to access existing public transport services (bus) and employment sites in the locality, including proposed new employment in this area. This could help to encourage use of more sustainable modes of transport and reduce car travel for short journeys, and thus could help to reduce greenhouse gas emissions from car travel.  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.				



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KEY - Move away - Move away significantly marginal	'	Move towards significantly 0 Neutr	tral ? Uncertain
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	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City										
SA Objectives	70% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)			20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley	10% housing in Local Service Centres and employment to meet local need / promote sustainability						
3. Reduce the district's impact on climate change and vulnerability to its	?	New housing in Esholt may be able to access existing bus services in the locality. However, bus services are limited and there are no services / facilities or employment within the proximity of Esholt at present. Notwithstanding this, new employment is proposed in Esholt, and services / facilities could be provided as part of the settlement, which could reduce the need for car travel.									
effects	?	New employment development to the south of Oakenshaw may be accessible using existing bus services. Notwithstanding this, given its proposed location on the outer ring road of Bradford by junction 26 of the M606, residents may choose to access employment in this area by car.									
4. Safeguard and improve air, water and soil resources	+	New housing in Bradford city centre would be well located in relation to public transport, 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, and thus could help to reduce the effect of car travel upon local air quality. Notwithstanding this, it is noted that the Shipley Airedale Road AQMA is just outside of the city centre. The potential effect of new housing upon traffic levels should be taken into consideration.	+	New housing in Keighley may be able to access existing public transport services (rail and high frequency bus), the cycle network, services / facilities and employment. These aspects 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.	+	New housing in Bingley may be able to access existing public transport services (rail and high frequency bus), local services / facilities and employment. 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 effect of car travel upon local air quality.					



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

SA Objectives	70% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / Iower Baildon and south			20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley	10% housing in Local Service Centres and employment to meet local need / promote sustainability		
4. Safeguard and	?	New housing in the Canal Road Corridor may be able to access existing public transport (bus and rail), which should help to reduce the need to travel by car for short journeys and encourage use of more sustainable modes of transport. 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.	+	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 use of more sustainable modes of transport, and thus could help to reduce the effect of car travel upon local air quality. However, Ilkley is not served by a high frequency bus route, which may discourage bus use.	?	New housing in Cottingley, Queensbury, Steeton with Eastburn and Thornton 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. These aspect 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 the effect of car travel upon local air quality. Notwithstanding this, services / facilities provision and employment is limited in these areas, resident may have to travel by car to access certain services / facilities and employment elsewhere.	
improve air, water and soil resources	?	New housing in Baildon south of Otley Road may be able to access existing public transport services (bus and rail), the local cycle network and employment. However, Baildon is not served by a high frequency bus route and there are limited services / facilities and employment south of Baildon. The railway line and road network also restrict access to the centre of Baildon. Residents may therefore travel by car to access services / facilities and employment elsewhere.			?	New housing in Addingham, Baildon, Burley in Wharfedale, Cullingworth, Denholme, East Morton Harden, Haworth, Menston, Oakworth, Oxenhope, Silsden and Wilsden may be able to access existir public transport services, local services / facilities and employment in the local area. These aspects help to reduce the need to travel by car for certain journeys. 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 trav by car to access certain services / facilities and employment elsewhere.	



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Move away Move away Move towards Move towards **KEY** 0 ? Neutral Uncertain significantly marginallý significantly marginally

	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City										
SA Objectives	ne	housing in the Sub Regional City, including a ew settlement at Esholt. New employment in olmewood, Esholt / lower Baildon and south Bradford (M606)	20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley	10% housing in Local Service Centres and employment to meet local need / promote sustainability							
	?	New housing in Holme Wood may be able to access existing public transport services (bus) and employment sites in the locality, including proposed new employment in this area. These aspects may help to reduce car use for short journeys and encourage use of more sustainable modes of transport. 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.									
4. Safeguard and improve air, water and soil resources	?	New housing in Esholt should be able to access existing bus services in the locality. However, bus services are limited at present. There are no services / facilities or employment within the proximity of Esholt at present. Notwithstanding this, new employment development is proposed in this area, and services / facilities could be provided as part of the new settlement, which would reduce the need to travel by car and the impact of car use upon local air quality.									
	?	New employment development to the south of Oakenshaw may be accessible using existing bus services. Notwithstanding this, given its proposed location on the outer ring road of Bradford by junction 26 of the M606, residents may choose to access employment in this area by car.									



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KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City										
SA Objectives	70% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)			20% housing in Principal Towns (llkley and Keighley) and employment in Keighley	10% housing in Local Service Centres and employment to meet local need / promote sustainability						
		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.		There is the potential for new housing development in llkley and Keighley to have an effect upon water		Queensbury is not located within the floodplain and there are no main watercourses in the proximity.					
	-	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.	-	quality and flood risk. Parts of these Principal Towns lie within Flood Zones 2 and 3 associated with the Rivers Aire, Worth and Wharfe, including RUDP safeguarded land and Green Belt land.	+	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.					
Safeguard and improve air, water and soil resources	-	There is the potential for new housing in Baildon south of Otley Road 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.				There is the potential for new development in Menston, Steeton, Thornton, Silsden, Denholme, Burley, Cottingley, East Morton, Harden, Baildon, Addingham, to have an effect upon water quality and flood risk, Parts of these Local Service Centres and /					
	+	The Holme Wood area is not located within the floodplain.  Notwithstanding this, there is the 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).			-	flood risk. Parts of these Local Service Centres and / or the surrounding greenfield land lie within Flood Zones 2 and 3. Addingham, Baildon, Bingley, Burley, Cottingley, East Morton, Harden, Menston, Silsden and Steeton in particular are within or in close proximity to significant areas of floodplain.					



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Move away significantly Move away Move towards Move towards **KEY** 0 ? Neutral Uncertain marginallý significantly marginally

	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City											
SA Objectives	70% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)			20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley	10% housing in Local Service Centres and employment to meet local need / promote sustainability							
	-	There is the potential for the development of a new settlement and employment in the Esholt area to have an effect upon water quality and flood risk. Land at Esholt lies adjacent to Flood Zones 2 and 3 associated with the River Aire.										
Safeguard and improve air, water	-	There is the potential for new employment development to the south of Oakenshaw 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).										
and soil resources	+	New housing development in Bradford city centre is likely to be on previously developed land.	?	Depending upon the location of new housing in Ilkley 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. Similarly, land alongside the River Wharfe, to the north, east and west of Ilkley, is Grade 3.	+	This option proposes the development of brownfield sites in the Local Service Centres.						
	+	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).										



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Move away Move away Move towards Move towards **KEY** 0 ? Neutral Uncertain significantly marginallý significantly marginally

	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City										
SA Objectives	70% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)			20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley	10% housing in Local Service Centres and employment to meet local need / promote sustainability						
	+	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.									
	?	New development in 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.									
4. Safeguard and mprove air, water and soil resources	-	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.									
	-	The development of a new settlement in Esholt may result in the loss of good quality agricultural land. The majority of land surrounding Esholt is classified as Grade 3 (good to moderate) land.									
	-	The development of new employment south of Oakenshaw 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.									



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KEY	Move away significantly	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City									
SA Objectives	70% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)			20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley	10% housing in Local Service Centres and employment to meet local need / promote sustainability					
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	?	There is the potential for new housing development in Bradford city centre to have an effect upon biodiversity (e.g. disturbance, loss of habitat). There are no designated nature conservation sites within the city centre. Notwithstanding this, brownfield land can support a range of habitats and species, which should be taken into consideration.		There is the potential for new housing and employment development in Keighley to have an effect upon biodiversity (e.g. disturbance, loss of habitat). Development of this area would involve the use of Green Belt, parts of which are designated as Bradford Wildlife Areas and comprise ancient woodland. There are also several Bradford Wildlife Areas within the Keighley urban area.  Keighley is within 5km of the South Pennine Moors SPA, SAC and SSSI. It should be noted that 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.	-	There is the potential for new housing development in the Local Service Centres 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. Brownfield land can also support a range of habitats and species.  The potential for new housing development to have an adverse effect upon the South Pennines SPA, SAC and SSSI also needs to be taken into consideration. East Morton and Burley are within 1km of the South Pennine Moors SPA, SAC and SSSI. Bingley, Menston, Haworth, Oxenhope and Addingham are within 2km. Wilsden, Denholme, Thornton, Cottingley, Cullingworth, Harden, Oakworth, Baildon, Queensbury, Steeton and Silsden are within 5km.				
	-	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 Green Belt, parts of which are designated as Bradford Wildlife Areas and comprise ancient woodland. Shipley is around 6.5km from the South Pennine Moors SPA, SAC and SSSI.		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. SPA and SAC.						



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KEY

- Move away significantly

- Move away marginally

+ Move towards marginally

+ Move towards significantly

0 Neutral

? Uncertain

	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City									
SA Objectives	70% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / Iower Baildon and south Bradford (M606)			20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley		0% housing in Local Service Centres and employment to meet local need / promote sustainability				
	?	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 in the area surrounding the Canal Road Corridor. The Canal Road Corridor is over 10km from the South Pennine Moors SPA, SAC and SSSI.								
5. Conserve and enhance the internationally, nationally and locally valued	-	There is the potential for new housing development in Baildon to the south of Otley Road to have an effect upon biodiversity. Large parts of land south of Otley Road are designated as Bradford Wildlife Areas, ancient woodland and Green Belt.								
wildlife species and habitats	- 1	There is the potential for new housing and employment development in the Holmewood 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.								



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Move away Move away Move towards Move towards **KEY** 0 ? Neutral Uncertain significantly marginallý significantly marginally

	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City										
SA Objectives	70% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / Iower Baildon and south Bradford (M606)			20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley	10% housing in Local Service Centres and employment to meet local need / promote sustainability						
5. Conserve and enhance the internationally, nationally and locally valued		There is the potential for the development of a new settlement and employment in the Esholt area to have an effect upon biodiversity (e.g. disturbance and loss of habitat). A significant part of land surrounding Esholt is woodland, all of which is designated as Bradford Wildlife Areas and most of which comprises ancient woodland (e.g. Spring and Jerrison Wood). The greenfield land may also be of biodiversity value.									
wildlife species and habitats		There is the potential for the development of new employment south of Oakenshaw 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.									
6. Maintain and enhance the character of natural and man made landscapes	0	No significant effects are anticipated assuming that any new housing development in the city centre would be on previously developed land.	-	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, which contributes positively to the landscape character of the area. Green Belt also plays an important role in preventing urban sprawl and maintaining countryside character and openness. Development on the urban fringe of Keighley is also likely to impact upon the visual amenity and sense of place of neighbouring residents.	?	There is the potential for new development on brownfield sites in Local Service Centres 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).					



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KEY	Move away significantly	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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		Spatial Optio	n 3: Fo	ocused Growth Points around the Bradford Sub R	legion	al City	
SA Objectives	70% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)		:	20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley	10% housing in Local Service Centres and employment to meet local need / promote sustainability		
6. Maintain and enhance the character of natural and man made landscapes		Development in the Shipley area is likely to result in the loss of Green Belt, which contributes positively to the landscape character of the area. The Green Belt also plays an important role in preventing urban sprawl and maintaining countryside character and openness. Infill development on Green Belt land is also likely to impact upon the visual amenity and sense of place of neighbouring residents. 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.		There are no landscape designations covering llkley. Notwithstanding this, new housing development in llkley is likely to result in the loss of greenfield land, including Green Belt, which contributes positively to the landscape character of the area. The Green Belt also plays an important role in preventing urban sprawl and maintaining countryside character and openness. Development on the urban fringe is also likely to impact upon the visual amenity and sense of place of neighbouring residents.			
	-	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. Infill development on open space and greenspace is also likely to impact upon the visual amenity and sense of place of neighbouring residents.					



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KEY - Move away - Move away significantly marginal	'	Move towards significantly 0 Neutr	tral ? Uncertain
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		Spatial Option	n 3: F	ocused Growth Points around the Bradford Sub F	Region	nal City	
SA Objectives	70% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)			20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley	10% housing in Local Service Centres and employment to meet local need / promote sustainability		
6. Maintain and enhance the character of natural and man made landscapes		Development in Baildon south of Otley Road is likely to result in the loss of Green Belt and open space / greenspace, a large part of which contributes positively to the landscape character of the area. The Green Belt also plays an important role in preventing urban sprawl and maintaining countryside character and openness. Infill development is also likely to impact upon the visual amenity and sense of place of neighbouring residents. 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 south Baildon merging further with north Bradford.					
·	-	New development in Holme Wood would result in the loss of Green Belt, a large part of which contributes positively to the landscape character of the area. The Green Belt also plays an important role in preventing urban sprawl and maintaining countryside character and openness. Infill development is also likely to impact upon the visual amenity and sense of place of residents in the surrounding area.					



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KEY	Move away significantly	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City											
SA Objectives	70% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)			20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley	10% housing in Local Service Centres and employment to meet local need / promote sustainability							
6. Maintain and enhance the character of natural and man made landscapes	-	The development of a new settlement and employment in the Esholt area would result in the loss of Green Belt, a large part of which is designated and contributes positively to the landscape character of the area. The Green Belt also plays an important role in preventing urban sprawl and maintaining countryside character and openness. Infill development is also likely to impact upon the visual amenity and sense of place of residents in the surrounding area. The Yeadon Brickworks and Railway Cutting geological SSSI is also in the proximity of Esholt.										
	?	The development of new employment south of Oakenshaw by Junction 26 of the M606 could impact upon the visual amenity and sense of place of neighbouring residents of Oakenshaw.										



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KEY	Move away significantly	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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		Spatial Optio	n 3: Fo	ocused Growth Points around the Bradford Sub F	Region	nal City		
SA Objectives	70% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)		20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley			10% housing in Local Service Centres and employment to meet local need / promote sustainability		
7. Protect and enhance historic assets and their settings	-	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. The potential for unknown archaeology should also be taken into consideration.	-	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). The potential indirect effects of new housing upon the Saltaire World Heritage Site (e.g. from traffic) and for unknown archaeology should also be taken into consideration.	-	There is the potential for new housing development in the Local Service Centres to have an effect upon Listed Buildings and upon the character and setting of Conservation Areas covering all or part of these towns (with the exception of Denholme, Cottingley and Harden, which are not designated as Conservation Areas). In Baildon and Bingley, there is also the potential for new housing to indirectly impact upon the Saltaire World Heritage Site. New housing in Menston could impact upon High Royds Historic Park and Garden. 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.		
	-	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 Saltaire World Heritage Site and Conservation Area its associated Listed Buildings. The potential for unknown archaeology should also be taken into consideration.	?	There is the potential for new housing development in llkley to have an effect upon the character and setting of the llkley, Middleton and Ben Rhydding Conservation Areas and Listed Buildings within the town. The potential for unknown archaeology should also be taken into consideration.				



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KEY

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		Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City											
SA Objectives	ne	housing in the Sub Regional City, including a sw settlement at Esholt. New employment in blmewood, Esholt / Iower Baildon and south Bradford (M606)	:	20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley	10% housing in Local Service Centres and employment to meet local need / promote sustainability								
	?	There is the potential for new housing development in the Canal Road Corridor to have an effect upon the Saltaire World Heritage Site at Shipley (e.g. effects upon the setting of Saltaire from increased traffic etc) and Listed Buildings in the Canal Road Corridor. The potential for unknown archaeology should also be taken into consideration.											
7. Protect and enhance historic assets and their settings	?	There is the potential for new development in Baildon to the south of Otley Road to have an effect upon the Saltaire World Heritage Site at Shipley (e.g. effects upon the setting of Saltaire from increased traffic etc) and Listed Buildings in the Baildon area. The potential for unknown archaeology should also be taken into consideration.											
	?	There is the potential for the development of new housing and employment 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.											



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	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City										
SA Objectives	70% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)		:	20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley		10% housing in Local Service Centres and employment to meet local need / promote sustainability					
7. Protect and enhance historic	?	There is the potential for the development of a new settlement and 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.									
assets and their settings	+	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.									
8. To provide the opportunity for everyone to live in quality housing which reflects individual needs, preferences and resources	+	The development of new housing in the Sub Regional City should help to meet identified need in this area. Notwithstanding this, there may be limited opportunities for the provision of suitable affordable housing and housing for larger families on smaller sites in the city centre. Focusing the majority of housing in the Sub Regional City will also limit housing development in Principal Centres and Local Centres, where housing affordability is an issue.	+	The development of new housing in Ilkley and Keighley should help to meet identified need in these areas. Notwithstanding this, there would be a need to ensure the provision of housing that meets local needs, specifically affordable housing requirements.	+	The development of new housing in Local Service Centres should help to meet identified need.  Notwithstanding this, limiting housing development in these towns may affect the viability of affordable housing provision in these areas and exacerbate affordability issues.					



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Move away Move away Move towards Move towards **KEY** 0 ? Neutral Uncertain significantly marginallý significantly marginally

	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City										
SA Objectives	70% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / Iower Baildon and south Bradford (M606)			20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley	10% housing in Local Service Centres and employment to meet local need / promote sustainability						
	+	New housing in Bradford city centre is likely to be well located in relation to the public transport network, enabling access for everyone.	+	New housing in Keighley may be able to access existing public transport services (high frequency bus and rail).	+	New housing in Bingley may be able to access existing public transport services (rail and high frequency bus).					
	+	New housing in Shipley may be able to access existing public transport services (rail and high frequency bus services).	+	New housing in Ilkley may be able to access existing public transport services (bus and rail).  Notwithstanding this, Ilkley is not served by a high frequency bus route, which may discourage bus use.	+	New housing in Cottingley, Queensbury, Steeton with Eastburn and Thornton may be able to access existing public transport services (rail and / or high frequency bus route).					
9. Develop and maintain an integrated and efficient transport network which	+	New housing in the Canal Road Corridor may 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.			-	There is limited public transport service provision (i.e. no high frequency bus services) in Addingham, Baildon, Burley in Wharfedale, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Silsden and Wilsden.					
maximises access whilst minimising detrimental impacts	+	New housing in Baildon south of Otley Road may be able to access existing public transport services (bus and rail). Notwithstanding this, Baildon is not served by a high frequency bus route and there are limited services / facilities south of Baildon. The railway line and road network also restrict access to the centre of Baildon.									
	?	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.									



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		Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City										
new settle		nousing in the Sub Regional City, including a v settlement at Esholt. New employment in mewood, Esholt / lower Baildon and south Bradford (M606)		20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley	10% housing in Local Service Centres and employment to meet local need / promote sustainability							
Develop and maintain an	-	There is limited public transport service provision (i.e. no high frequency bus services) in Esholt.										
integrated and efficient transport network which maximises access whilst minimising detrimental impacts	-	New employment development to the south of Oakenshaw 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.										
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	+	New housing in Bradford city centre would be well located in relation to public transport, the cycle network and services / facilities and employment. These aspects reduce the need to travel by car for short journeys and encourage public transport use, walking and cycling. However, there is the potential for new housing in the city centre to exacerbate congestion, especially at peak times, which would need to be assessed.	?	New housing in Keighley may be able to access existing public transport services (bus and rail), 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, there is the potential for new housing to affect congestion levels, especially at peak times, which would need to be assessed.	+	New housing in Bingley may be able to access existing public transport services (bus and rail), 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, there is the potential for new housing to affect congestion levels, especially at peak times, which would need to be assessed.						



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	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City								
SA Objectives	70% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)		20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley			10% housing in Local Service Centres and employment to meet local need / promote sustainability			
10. Reduce	+	New housing in Shipley may be able to access existing public transport services (bus and rail), the cycle network, 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, there is the potential for new housing to exacerbate congestion, especially at peak times, which would need to be assessed.	+	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. There is also the potential for new housing to affect congestion levels, especially at peak times, which would need to be assessed.	?	New housing in Cottingley, Queensbury, Steeton with Eastburn and Thornton may be able to access existing public transport services (rail and / or 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. There is also the potential for new housing to affect congestion levels.			
congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	?	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. This could help to reduce car travel for short journeys and encourage public transport use, walking and cycling. 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. In addition, there is also the potential for new housing to exacerbate congestion along the Corridor, especially at peak times, which would need to be assessed.			+	New housing in Addingham, Baildon, Burley in Wharfedale, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Silsden and Wilsden 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. There is also the potential for new housing to affect congestion levels.			



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	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City										
SA Objectives	ne	housing in the Sub Regional City, including a sew settlement at Esholt. New employment in blmewood, Esholt / lower Baildon and south Bradford (M606)	20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley	10% housing in Local Service Centres and employment to meet local need / promote sustainability							
10. Reduce congestion and pollution by	?	New housing in Baildon south of Otley Road may be able to access existing public transport services (bus and rail), the local cycle network and employment. Notwithstanding this, Baildon is not served by a high frequency bus route and there are limited services / facilities and employment south of Baildon. The railway line and road network also restrict access to the centre of Baildon. Residents may therefore travel by car to access services / facilities and employment elsewhere. There is also the potential for new housing to exacerbate congestion, especially at peak times, which would need to be assessed.									
increasing transport choice and by reducing the need to travel by lorry / car	?	New housing in Holme Wood may be able to access existing public transport services (bus) and employment sites in the locality, including proposed new employment in this area. These aspects may help to reduce car use for short journeys and encourage public transport use, walking and cycling. 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 There is also the potential for new development to affect congestion levels, especially at peak times, which would need to be considered.									



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Move away Move away Move towards Move towards **KEY** 0 ? Neutral Uncertain significantly marginallý significantly marginally

	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City								
SA Objectives	70% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)		2	20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley	10% housing in Local Service Centres and employment to meet local need / promote sustainability				
11. Improve the quality of the built environment and	+	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.	+	New housing development in Ilkley and Keighley is likely to involve the development of greenfield land, including Green Belt. Notwithstanding this, phase 2 housing sites and safeguarded land will also be brought forward for development.	+	This option proposes the development of brownfield sites.			
make efficient use of land and buildings		New housing development in Shipley, the Canal Road Corridor, Baildon south of Otley Road, Holme Wood and Esholt is likely to involve the development of greenfield land, including Green Belt.							
12. Improve the quality and range of services available within communities and connections to wider networks	+	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 to a range of services / facilities.	+	New housing in Keighley may be able to access local services / facilities and existing public transport services (bus and rail) in the town, which connect Keighley to the Sub Regional City. 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).	+	New housing in Bingley may be able to access local services / facilities and existing public transport services (bus and rail) in the town, which connect Bingley to the Sub Regional City. 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).			



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	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City									
SA Objectives	70% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / Iower Baildon and south Bradford (M606)		20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley			10% housing in Local Service Centres and employment to meet local need / promote sustainability				
12. Improve the quality and range of services available	+	New housing in Shipley may be able to services / facilities in the local 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.  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).	+	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. The effect of an increase in population on existing service provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).	+ ?	New housing in Cottingley, Queensbury, Steeton with Eastburn and Thornton would be able to access local services / facilities and the existing public transport network (rail and / or 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. The effect of an increase in population on existing service provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).				
within communities and connections to wider networks	?	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. 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).			+	New housing in Addingham, Baildon, Burley in Wharfedale, Cullingworth, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Oxenhope, Silsden and Wilsden 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. The effect of an increase in population on existing service provision also needs to be considered.				



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

	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City										
SA Objectives	ne	housing in the Sub Regional City, including a sw settlement at Esholt. New employment in blmewood, Esholt / lower Baildon and south Bradford (M606)	20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley	10% housing in Local Service Centres and employment to meet local need / promote sustainability							
12. Improve the	?	There are limited services / facilities in lower Baildon south of Otley Road. Residents may be able to access services via the public transport network. However, Baildon is not served by a high frequency bus route and the railway line and road network restrict access to the centre of Baildon. Residents may therefore have to travel to access services elsewhere. The effect of an increase in population on existing service provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).									
12. Improve the uality and range of ervices available vithin communities nd connections to vider networks	?	There are limited services / facilities in the 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.  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).									
	?	There are no services / facilities within the proximity of Esholt at present. The new settlement in Esholt may be able to access existing bus services in the locality, which connect the area to the rest of the Sub Regional City. However, bus services are limited at present. Notwithstanding this, services / facilities could be provided as part of the new settlement.									



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	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City									
SA Objectives	70% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)			20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley	10% housing in Local Service Centres and employment to meet local need / promote sustainability					
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	?	The potential effect of new development in the Sub Regional City upon this objective will depend upon the type and design of any new development.	?	The potential effect of new development in the Principal Towns upon this objective will depend upon the type and design of any new development.	?	The potential effect of new development in the Local Service Centres upon this objective will depend upon the type and design of any new development.				
14. Create good cultural, leisure and recreation activities	?	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.  The Settlement Study identified a lack of provision for children and teenagers, outdoor sporting facilities and community gardens in Bradford city centre. The effect of an increase in population on facilities provision also needs to be considered.	?	The Settlement Study indicates that there are a range of sports and recreation facilities in Keighley and Ilkley. Notwithstanding this, the effect of an increase in population on facilities provision needs to be considered. It is unknown whether the development of land around Keighley and Ilkley 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.	+	This option proposes the development of brownfield sites and safeguarded land and therefore would not result in the loss of any leisure and recreation space.				
available to all	+	New housing development in Shipley would result in the loss of Green Belt, parts of which are used for leisure and recreation (e.g. Northcliffe Park etc). Notwithstanding this, there are a range of sports and recreation facilities in Shipley. However, the effect of an increase in population on facilities provision needs to be considered.			+	The Settlement Study indicates that there are outdoor sporting facilities, parks and gardens, provision for children and teenagers and community facilities in Bingley, Queensbury, Thornton, Silsden, Denholme, Burley, Oxenhope, Haworth and Wilsden. Notwithstanding this, the effect of an increase in population on facilities provision needs to be considered.				



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	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City										
SA Objectives	ne	housing in the Sub Regional City, including a sw settlement at Esholt. New employment in Dimewood, Esholt / Iower Baildon and south Bradford (M606)	20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley			10% housing in Local Service Centres and employment to meet local need / promote sustainability					
14. Create good	-	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. The effect of an increase in population on facilities provision also needs to be considered.			-	The Settlement Study identifies a lack of parks and gardens and / or community facilities in Menston, Steeton, Baildon, Addingham, Cottingley and East Morton. There is also a lack of provision for children and teenagers in Addingham, Cottingley and East Morton, a lack of community gardens in Cottingley, Cullingworth and Harden, a lack of parks and gardens in Cullingworth, and a lack of community facilities in Harden. The effect of an increase in population on facilities provision also needs to be considered.					
cultural, leisure and recreation activities available to all	?	New housing development in Baildon south of Otley Road may result in the loss of Green Belt used for leisure and recreation (e.g. Buck Wood). There are also limited parks and gardens and civic spaces in Baildon. The effect of an increase in population also needs to be considered.									
	?	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 along with the effect of an increase in population on leisure and recreation facility provision needs to be considered.									



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KEY

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	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City								
SA Objectives	70% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)		20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley			10% housing in Local Service Centres and employment to meet local need / promote sustainability			
14. Create good cultural, leisure and recreation activities available to all	?	The recreational value of land around Esholt and leisure and recreation facility provision in the area is unknown. The potential loss of leisure and recreation space in this area as a result of the development of a new settlement, along with the effect of an increase in population on leisure and recreation facility provision needs to be considered. There may be an opportunity to provide leisure and recreation facilities as part of the new settlement.							
	?	The recreational value of land to the south of Oakenshaw 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.							
15. Improve safety and security for people and property	?	The potential effect of new development in the Sub Regional City upon this objective will depend upon the type and design of any new development.	?	The potential effect of new development in Keighley and Ilkley upon this objective will depend upon the type and design of any new development.	?	The potential effect of new development in the Local Service Centres upon this objective will depend upon the type and design of any new development.			
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access	-	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.  The effect of an increase in population on existing healthcare provision also needs to be considered (i.e.	+	population on existing healthcare provision needs to be considered (i.e. whether there is sufficient capacity		The Settlement Study indicates that there are more than one dental surgery, doctors' surgery and pharmacy in Bingley, Queensbury, Baildon and Burley.  Notwithstanding this, the effect of an increase in population on existing healthcare provision also			
and social care		healthcare provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).		to meet demand).		needs to be considered (i.e. whether there is sufficient capacity to meet demand).			



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	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City									
SA Objectives	ne	housing in the Sub Regional City, including a sw settlement at Esholt. New employment in olmewood, Esholt / Iower Baildon and south Bradford (M606)	20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley			10% housing in Local Service Centres and employment to meet local need / promote sustainability				
	- 1	The Settlement Study highlights that access to healthcare facilities in Shipley is poor at present. The effect of an increase in population on existing			+	The Settlement Study indicates that there are dental surgeries, doctors' surgeries and pharmacies in Silsden, Addingham, Cullingworth, Haworth and Cottingley. Notwithstanding this, each Local Service Centre typically has one doctor's and dental surgery.				
		healthcare provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).			?	It is also unknown whether these facilities have sufficient capacity to meet demand. The effect of an increase in population on existing healthcare provision needs to be considered.				
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care		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.  The effect of an increase in population on existing healthcare provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).			-	The Settlement Study indicates that there are no dental surgeries, doctors' surgeries or pharmacies in, East Morton, Harden and Oxenhope. There are also no doctors' surgeries in Denholme, no dental surgeries in Steeton and no pharmacies in Thornton and Wilsden. It is also unknown whether existing facilities have sufficient capacity to meet demand. The effect of an increase in population on existing healthcare provision needs to be considered.				
		There are limited healthcare facilities in the proximity of south of Otley Road. The Settlement Study indicates that healthcare service provision in Baildon is good. Notwithstanding this, access to healthcare facilities from south of Otley Road may be constrained by the rail and road network. The effect of an increase in population on existing healthcare provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).								



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Move away Move away Move towards Move towards **KEY** 0 ? Neutral Uncertain significantly marginallý significantly marginally

		Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City									
new settlement at Esho Holmewood, Esholt / Id		housing in the Sub Regional City, including a sw settlement at Esholt. New employment in olmewood, Esholt / lower Baildon and south Bradford (M606)	20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley			10% housing in Local Service Centres and employment to meet local need / promote sustainability					
16. Provide the conditions and services to improve health and well-	-	There are limited healthcare facilities in the proximity of Holme Wood. New housing in this area may therefore not have adequate access to healthcare. The effect of an increase in population on existing healthcare provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).									
being and reduce inequality to access and social care		There are no healthcare facilities in the Esholt area. The nearest facilities are in neighbouring Guiseley. The effect of an increase in population on existing healthcare provision in the wider surrounding area needs to be considered (i.e. whether there is sufficient capacity to meet demand).									
17. Promote education and training opportunities which build the skills and capacity of the population	+	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. The effect of an increase in population on existing education provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand). Notwithstanding this, access to further education in the city centre is good.	?	There are 14 primary schools, three secondary schools and four further education facilities in Keighley. These facilities could be accessible from new housing development. Notwithstanding this, it is unknown whether these schools have capacity to meet demand. 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).	?	The Settlement Study indicates that there are one or more primary schools, a secondary school and a further education facility in Bingley and Queensbury. These facilities should be accessible from new housing development.  Notwithstanding this, it is unknown whether these schools have capacity to meet demand. The effect of an increase in population on existing education provision needs to be considered.					



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Move away Move away Move towards Move towards **KEY** 0 ? Neutral Uncertain significantly marginallý significantly marginally

	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City								
SA Objectives	70% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)			20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley	10% housing in Local Service Centres and employment to meet local need / promote sustainability				
	+	+ The Settlement Study indicates that primary school provision in Shipley is good. Notwithstanding this, there is no secondary school in the area. The effect		There are four primary schools, one secondary school and one further education facility in Ilkley. These facilities could be accessible from new housing development. Notwithstanding this, it is unknown	+	The Settlement Study indicates that there are one or more primary schools in Baildon, Burley, Denholme, Menston, Silsden, Steeton, Addingham, East Morton, Harden, Haworth, Oakworth and Wilsden. Cullingworth also has a secondary school.			
	prov	of an increase in population on existing education provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).	?	whether these schools have capacity to meet demand. 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).	?	Notwithstanding this, it is unknown whether these schools have capacity to meet demand. The effect of an increase in population on existing education provision and access to secondary schools in surrounding areas needs to be considered.			
17. Promote education and training opportunities which build the skills and capacity of the population	-	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. The effect of an increase in population on existing education provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).			-	The Settlement Study indicates that there is no primary school in Cottingley. Residents of new housing in Cottingley would therefore have to travel to access education facilities elsewhere.			
	+	The Settlement Study indicates that primary and secondary school provision in North West Bradford is good. New housing in the Holme Wood area may therefore have adequate access to existing education provision.  Notwithstanding this, 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).							



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Move away Move away Move towards Move towards **KEY** 0 ? Neutral Uncertain significantly marginallý significantly marginally

		Spatial Optio	n 3: Fo	cused Growth Points around the Bradford Sub F	Region	al City		
SA Objectives	ne	housing in the Sub Regional City, including a sw settlement at Esholt. New employment in olmewood, Esholt / Iower Baildon and south Bradford (M606)	2	20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley	10% housing in Local Service Centres and employment to meet local need / promote sustainability			
17. Promote education and training opportunities which build the skills and capacity of the population		There are no schools in the Esholt area. The nearest facilities are in neighbouring Guiseley and Thackley. The effect of an increase in population on existing education provision in the wider surrounding area needs to be considered (i.e. whether there is sufficient capacity to meet demand).						
18. Increase the	++	New housing in Bradford city centre may be able to access existing employment in this area. Residents may also be able to access employment opportunities elsewhere via the public transport network.	++	New housing in Keighley may be able to access existing employment in these areas, which have a large employment base. Residents may also be able to access employment opportunities in the Sub Regional City via the public transport network. This option also proposes the development of new employment along the Airedale Corridor by Keighley.	++	New housing in Steeton may be able to access local employment in this area. Residents may also be able to access employment opportunities elsewhere via the public transport network (rail and / or high frequency bus route). Residents may also be able to access proposed new employment developed along the Airedale Corridor by Keighley.		
number of high quality job opportunities suited to the needs of the local workforce	+	New housing in Shipley may be able to access existing employment in this area. Residents may also be able to access employment opportunities in Bradford city centre and elsewhere via the public transport network.	+	New housing in Ilkley may be able to access existing employment in this area. Residents may also be able to access employment opportunities elsewhere via the public transport network. Notwithstanding this, no new employment is proposed alongside the new housing development in Ilkley. This could result in a shortage of employment opportunities in the locality for new residents.	+	New housing in Silsden, Queensbury and Thornton may be able to access local employment in these areas along with new employment developed to meet local needs. Residents may also be able to access employment opportunities elsewhere via the public transport network (high frequency bus services). Notwithstanding this, employment is limited in these areas and residents would have to commute to access proposed new employment in the Airedale Corridor and to the North East and South East of Bradford.		



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Move away Move away Move towards Move towards **KEY** 0 ? Neutral Uncertain significantly marginallý significantly marginally

		Spatial Option	n 3: Fo	ocused Growth Points around the Bradford Sub I	Region	al City			
SA Objectives	ne	housing in the Sub Regional City, including a sw settlement at Esholt. New employment in Dimewood, Esholt / Iower Baildon and south Bradford (M606)	2	20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley	10% housing in Local Service Centres and employment to meet local need / promote sustainability				
18. Increase the	+	New housing in the Canal Road Corridor may be able to access existing employment in this area. Residents may also be able to access employment opportunities in Bradford city centre and elsewhere via the public transport network.			+	New housing in Baildon may be able to access local employment in these areas along with new employment developed to meet local needs. In addition, new residents of Baildon may be able to access proposed new employment in North and East Bradford. Residents may also be able to access employment opportunities elsewhere via the public transport network.			
number of high quality job opportunities suited to the needs of the local workforce	+	New housing in the lower Baildon south of Otley Road area may be able to access the proposed new employment in this area. Residents would also be able to access employment opportunities elsewhere via the public transport network. Although it is noted that currently there are limited bus services. Access to existing employment this area is also constrained by the rail and road network.			+	New housing in Burley, Denholme and Menston may be able to access local employment in these areas along with any new employment developed to meet local need. However, employment is limited in these areas and there is limited public transport service provision (i.e. no high frequency bus services). Residents may therefore have to travel by car to access employment elsewhere. In addition, residents would have to commute to access proposed new employment in the Airedale Corridor and to the North East and South East of Bradford.			



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

		Spatial Option	1 3: Fo	ocused Growth Points around the Bradford Sub	Regior	nal City			
SA Objectives	ne	housing in the Sub Regional City, including a sw settlement at Esholt. New employment in blmewood, Esholt / Iower Baildon and south Bradford (M606)	:	20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley	10% housing in Local Service Centres and employment to meet local need / promote sustainability				
18. Increase the	++	New housing in the Holme Wood area may be able to access the proposed new employment in this area. Residents may also be able to access existing employment in the surrounding area via the public transport network.			++	New housing in East Morton may be able to access local employment in this area along with any new employment developed to meet local need. In addition, residents may also be able to access proposed new employment along the Airedale Corridor. However, there is limited public transport service provision (i.e. no high frequency bus services). Residents may therefore have to travel by car to access employment.			
number of high quality job opportunities suited to the needs of the local workforce	++	New housing in the Esholt area may be able to access the proposed new employment in this area. Residents may also be able to access employment opportunities elsewhere via the public transport network. Although it is noted that currently there are limited bus services. There are no existing employment opportunities in the locality of Esholt at present.			+	New housing in Addingham, Cullingworth, Harden, Haworth, Oakworth, Oxenhope and Wilsden may be able to access local employment in these areas along with any new employment developed to meet local need. However, employment is limited and there is limited public transport service provision (i.e. no high frequency bus services). Residents may therefore have to travel by car to access employment elsewhere. In addition, residents would have to commute to access proposed new employment in the Airedale Corridor and to the North East and South East of Bradford.			



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Move away Move away Move towards Move towards **KEY** 0 ? Neutral Uncertain significantly marginallý significantly marginally

		Spatial Optio	n 3: Fo	ocused Growth Points around the Bradford Sub F	Region	nal City			
SA Objectives	new settlement at Esholt. New employment in Holmewood, Esholt / Iower Baildon and south Bradford (M606)			20% housing in Principal Towns (Ilkley and Keighley) and employment in Keighley	10% housing in Local Service Centres and employment to meet local need / promote sustainability				
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	+	Focusing new employment development to the North East and South East of Bradford and along the Airedale Corridor by Keighley will increase employment provision in these areas.  Notwithstanding this, employment in South and East Bradford may not be accessible to everyone, and focusing the majority of employment in these areas may limit employment development elsewhere.							
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	+	The development of new housing and employment in the Sub Regional City may help to encourage further inward investment into this area.  Notwithstanding this, employment to the North East and South East of Bradford and along the Airedale Corridor by Keighley may not be accessible to everyone, and focusing the majority of employment in these areas may limit employment development elsewhere, potentially affecting the viability of Ilkley and the Local Service Centres, particularly those which are not in the proximity of the proposed employment areas.	?	The development of new housing in Keighley and Ilkley and the development of new employment along the Airedale Corridor by Keighley may help to encourage further inward investment into these areas. Notwithstanding this, no employment development is proposed in Ilkley alongside new housing development, potentially affecting the viability of the town.	+	The development of new housing in the Local Service Centres may help to encourage further inward investment into these areas. Notwithstanding this, limiting housing and employment development in Local Service Centres could potentially affect the viability of these towns, particularly those furthest from the Sub Regional City and proposed new employment development (e.g. such as Addingham and Oxenhope).			



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Table B4 Appraisal of Spatial Option 4: Dispersed Growth Points

KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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			Spatial Option 4: Dispersed Growth Points										
SA Objectives City, in Es Holme		% housing in the Sub Regional y, including a new settlement at Esholt. New employment in mewood, Esholt / lower Baildon and south Bradford (M606)	10% housing in Principal Towns (Ilkley and Keighley) and employment along the Airedale Corridor			housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)						
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	?	It is unknown whether there is the potential for renewable energy generation in the Sub Regional City. There may be limited opportunities for renewable energy in the Sub Regional City area due to its developed nature.	?	It is unknown whether there is the potential for renewable energy generation in Ikley and Keighley. Further studies would need to be undertaken to determine this.	?	It is unknown whether there is the potential for renewable energy generation in the Local Growth Centres. Further studies would need to be undertaken to determine this.	?	It is unknown whether there is the potential for renewable energy generation in the Local Service Centres.					
2. Minimise the growth in waste and increase the amount of waste which is reused, recycled, and recovered	+	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.	+	New housing development in Ilkley and Keighley should be able to access to existing recycling facilities and kerbside recycling collection services of two or more recyclables would be feasible.	+	New housing development in the Local Growth Centres should be able to access existing recycling facilities.	+	New housing development in the Local Service Centres should be able to access existing recycling facilities and kerbside collection services.					



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KEY		Move away significantly	_	Move away marginally	+	Move towards marginally	++	Move to signific		0	Neutral	?	Unce	ertain			
SA Objectives	City	% housing in the y, including a nev Esholt. New emp mewood, Esholt and south Bradf	w settleme ployment in / lower Bai	ent at n iildon	(	Spati housing in Prind llkley and Keigh loyment along t Corridor	cipal To ley) and the Aired	owns d	20% housing in Local Growth Centres (Bingley, Burley in Wharfedale, Menston, Steeton with Eastburn, Silsden, Queensbury and Thornton)					5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)			
3. Reduce the district's impact on climate change and vulnerability to its effects	+	New housing in Br is likely to be well to public transport, and services / faci employment. Thes reduce the need to short journeys and more sustainable r and thus could hel greenhouse gas et travel (exhaust em	adford city cocated in rethe cycle neities and see aspects shourage modes of traptore to reduce missions from	centre elation etwork hould ar for use of ansport,	+	New housing in Kei able to access exist ransport services (requency bus), locacilities and emplo aspects should reduravel by car for shoencourage use of modes of transport, nelp to reduce gree emissions from car emissions).	ting public rail and h al service yment. Thuce the no ort journey nore susta and thus enhouse g	oc nigh es / hese eed to ys and ainable s could gas	+	to acces services bus), loc employr reduce short jou more su and thus greenho	using in Bingley mass existing public to a (rail and high free cal services / faciliment. These aspetthe need to travel urneys and encourstainable modes as could help to recouse gas emissions exhaust emissions	ransport quency ties and cts should by car for rage use of of transport, luce s from car	?	New housi able to acc services (h cycle network facilities are aspects should travel by carencourage modes of the help to red emissions notwithsta facilities prolimited, resto travel by	ing in Cottingley may bess existing public the high frequency bus), work, and local service and employment. The nould reduce the need ar for short journeys a use of more sustain transport, and thus continued in the properties of the need ar for short journeys are of more sustain transport, and thus continued in the properties of the need ar for short journeys are for sustain the properties of the need ar for short journey are travel.  Inding this, services are rovision and employ is judents may therefore are to access certain facilities and employ	y be transport the tes / tes e ed to and nable could s / ment is te have	



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KEY		Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move to signific		0	Neutral	?	Unce	ertain			
SA Objectives	City	% housing in the , including a nev Esholt. New emp mewood, Esholt and south Bradi	w settle ployme / lower	ment at nt in Baildon	Spatial Option 4: Disp 10% housing in Principal Towns (Ilkley and Keighley) and employment along the Airedale Corridor					ousing ingley, nston, \$	in Local Growing Burley in Whar Steeton with Eacensbury and T	fedale, istburn,	es (A	5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)			
3. Reduce the district's impact on climate change and vulnerability to its effects	+	New housing in St to access existing services (bus and network, local servemployment. Thes reduce the need to short journeys and more sustainable and thus could hel greenhouse gas e travel.	public tra rail), the rices / far se aspect travel by l encoura modes of p reduce	ansport cycle cilities and ts help to y car for age use of f transport,	a   s   s   s   s   s   s   s   s   s	New housing in Ilkle access existing publications of the services (bus and raservices / facilities as a spects help need to travel by capurneys and encount or sustainable mansport, and thus educe greenhouse from car travel. How not served by a high oute, which may disse.	olic trans ail), loca and emp to redu- ar for sho arage us- lodes of could he gas em vever, Ill h freque	port I Ioloyment. ce the ort e of elp to issions kley is ncy bus	?	with East able to a transpo frequen network and emphasized for suse of n transpo freduce from caservices employing resident access	using in Queensbrathurn and Thornto access existing pure transervices (rail and cy bus route), the cy bus route), the cy bus route. These a reduce the need to short journeys and more sustainable not, and thus could greenhouse gas er travel. Notwithstate / facilities provisionent is limited in the semay have to transervices / fament elsewhere.	on may be ablic of / or high cycle aspects of travel by encourage nodes of help to missions anding this on and hese areas yel by car	? ?	Cullingworth Aworth, C Wilsden man existing pure services / f the local ar reduce the certain jour to reduce to gases from areas are refrequency / services / f employmen Residents by car to accept the services of the servi	ng in Addingham, Bath, East Morton, Harch, Cakworth, Oxenhope ay be able to accessiblic transport service facilities and employmera. These aspects he need to travel by carrneys, and thus could the emission of green a car travel. However, not served by high bus services and local facilities provision and may therefore have to ccess certain service and employment elsewards.	den, and es, local ment in lelp to r for d help house t, these al d areas. to travel	



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KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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				Spatial Option 4: Dis					
SA Objectives	Cit	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in mewood, Esholt / Iower Baildon and south Bradford (M606)	10% housing in Principal Towns (Ilkley and Keighley) and employment along the Airedale Corridor			nousing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)		
3. Reduce the district's impact on climate change and vulnerability to its effects	?	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. This could help to reduce car travel and encourage use of more sustainable modes of transport, and thus could help to reduce greenhouse gas emissions from car travel. 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.			?	New housing in Burley in Wharfedale, Menston and Silsden may be able to access existing public transport services, local services / facilities and employment in the local area. These aspects help to reduce the need to travel by car for certain journeys, and thus could help to reduce the emission of greenhouse gases from car travel. 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.			



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KEY Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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			Spatial Option 4: Di	sperse	d Growth Points				
SA Objectives	A Objectives  65% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)  New housing in lower Baildon south		10% housing in Principal Towns (Ilkley and Keighley) and employment along the Airedale Corridor	(I	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, iden, Queensbury and Thornton)	5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)			
3. Reduce the district's impact on climate change and vulnerability to its effects	?	New housing in lower Baildon south of Otley Road may be able to access existing public transport services (bus and rail), the local cycle network and employment. Notwithstanding this, Baildon is not served by a high frequency bus route and there are limited services / facilities and employment south of Baildon. The railway line and road network also restrict access to the centre of Baildon. Residents may therefore travel by car to access services / facilities and employment elsewhere.							



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K F Y	Move away significantly	Move away marginally +	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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			Spatial Option 4: Dis	spersed Growth Points				
SA Objectives	Cit	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in mewood, Esholt / Iower Baildon and south Bradford (M606)	10% housing in Principal Towns (Ilkley and Keighley) and employment along the Airedale Corridor	20% housing in Local Growth Centres (Bingley, Burley in Wharfedale, Menston, Steeton with Eastburn, Silsden, Queensbury and Thornton)	5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)			
3. Reduce the district's impact on climate change and vulnerability to its effects	?	New housing in Holme Wood may be able to access existing public transport services (bus) and employment sites in the locality, including proposed new employment in this area. This could help to encourage use of more sustainable modes of transport and reduce car travel for short journeys, and thus could help to reduce greenhouse gas emissions from car travel.  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.						



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KEY	Move away significantly	1	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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		Spatial Option 4: Dispersed Growth Points												
SA Objectives	Cit	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in mewood, Esholt / lower Baildon and south Bradford (M606)	10% housing in Principal Towns (Ilkley and Keighley) and employment along the Airedale Corridor	(E Mo	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)								
3. Reduce the district's impact on climate change and vulnerability to its	?	New housing in Esholt may be able to access existing bus services in the locality. However, bus services are limited and there are no services / facilities or employment within the proximity of Esholt at present. Notwithstanding this, new employment is proposed in Esholt, and services / facilities could be provided as part of the settlement, which could reduce the need for car travel.												
effects	?	New employment development to the south of Oakenshaw may be accessible using existing bus services. Notwithstanding this, given its proposed location on the outer ring road of Bradford by junction 26 of the M606, residents may choose to access employment in this area by car.												



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KEY		Move away significantly	- Move awa marginally		Move towards marginally		e toward unificantly		0	Neutral	?	Unce	ertain
					Spatia	l Option 4:	Dispers	ed G	rowth	Points			
SA Objectives	City	% housing in the y, including a new Esholt. New emp mewood, Esholt and south Bradf	w settlement at bloyment in / lower Baildon		% housing in Princ (Ilkley and Keighlo nployment along th Corridor	ey) and		(Bin Mens	igley, E ston, S	in Local Growt Burley in Whar Steeton with Ea eensbury and T	fedale, stburn,	(A	housing in Local Service Centres addingham, Baildon, Cottingley, Cullingworth, Denholme, East rton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)
4. Safeguard and improve air, water and soil resources	+	public transport us	ted in relation to ervices / facilities These aspects need to travel by eys and encourage e, walking and could help to reduce avel upon local air nding this, it is oley Airedale Road de of the city ial effect of new ic levels should be	+	New housing in Keig able to access existin transport services (rafrequency bus), the control services / facilities are These aspects help to need to travel by car journeys and encour more sustainable mot transport, and thus conceduce the effect of colocal air quality.	ng public hail and high bycle network, and employment for reduce the for short age use of bydes of ould help to	nt. +	to s b e r s n a	o acces services ous), loc employn reduce t short jou more su and thus	using in Bingley m is existing public t (rail and high free cal services / facili nent. These aspec he need to travel urneys and encour stainable modes of s could help to red avel upon local air	ransport quency ties and ets should by car for rage use of fortransport, uce effect	?	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. 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 the effect of car travel upon local air quality. Notwithstanding this, services / facilities provision and employment is limited, residents may have to travel by car to access certain services / facilities and employment elsewhere.



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KEY		Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move to signific		0	Neutral	?	Unce	ertain		
SA Objectives	City	% housing in the y, including a nev Esholt. New emp mewood, Esholt and south Bradf	w settle ployme / lower	ment at nt in Baildon	(1	Spati housing in Prind lkley and Keigh loyment along t Corridor	cipal To ley) an he Aire	d	20% h (B Me	ousing ingley, nston, \$	i Points in Local Growl Burley in Whar Steeton with Ea eensbury and T	fedale, stburn,	<b>(A</b> )	ddingham Cullingwor ton, Harde	Local Service Cent , Baildon, Cottingle th, Denholme, East n, Haworth, Oakwo pe and Wilsden)	у,
4. Safeguard and improve air, water and soil resources	+	New housing in Ke to access existing services (rail and hous), the cycle net facilities and empleaspects help to rectravel by car for shencourage use of modes of transporhelp to reduce the upon local air qual	public tranigh frequency, see by ment. duce the nort journ more sust, and the effect of	ensport uency rvices / These need to eys and stainable us could	+ r t r r	New housing in Ilkle access existing pubservices (bus and raservices / facilities af These aspects help leed to travel by calculus ourneys and encount of the sustainable manaport, and thus educe the effect of local air quality. How not served by a high oute, which may disse.	lic trans ail), loca and emp to reduce r for sho orage use odes of could he car trav wever, II n freque	port I Ioloyment. ce the ort e of elp to el upon kley is ncy bus	?	with Earable to transpo frequen network and em should car for suse of ritranspo reduce local carvices employing resident access	using in Queensbistburn and Thornto access existing purt services (rail and cy bus route), the and local services ployment. These areduce the need to chort journeys and nore sustainable nore, and thus could the effect of car train quality. Notwithst a facilities provisionent is limited in the may have to train certain services / fament elsewhere.	on may be oblic d / or high cycle es / facilities aspects o travel by encourage nodes of help to avel upon anding this, on and hese areas, vel by car to	?	Cullingworth Haworth, C Wilsden ma existing pul services / fithe local ar reduce the certain jour areas are n frequency t services / fithe mploymer Residents in by car to accomplish the control of the	ng in Addingham, Baildoth, East Morton, Harden Dakworth, Oxenhope an ay be able to access blic transport services, lacilities and employmer rea. These aspects help need to travel by car for neys. However, these not services and local acilities provision and not is limited in these are may therefore have to the coess certain services / ind employment elsewher	local nt in o to or



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KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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			Spatial Option 4: Di	sperse	d Growth Points			
SA Objectives	Esholt. New employment in Holmewood, Esholt / Iower Baildon and south Bradford (M606)		10% housing in Principal Towns (Ilkley and Keighley) and employment along the Airedale Corridor	(E	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	5% housing in Local Service Centre (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth Oxenhope and Wilsden)		
4. Safeguard and improve air, water and soil resources	?	New housing in the Canal Road Corridor may be able to access existing public transport (bus and rail), which should help to reduce the need to travel by car for short journeys and encourage use of more sustainable modes of transport. 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.		?	New housing in Burley in Wharfedale, Menston and Silsden may be able to access existing public transport services, local services / facilities and employment in the local area. These aspects help to reduce the need to travel by car for certain journeys. 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.			



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KEY	Move away significantly	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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				Spatial Option 4: Dis	persec	I Growth Points		
SA Objectives	Cit	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in mewood, Esholt / Iower Baildon and south Bradford (M606)	(	housing in Principal Towns (Ilkley and Keighley) and Doloyment along the Airedale Corridor	(E Me	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	<b>A</b> )	housing in Local Service Centres addingham, Baildon, Cottingley, Cullingworth, Denholme, East ton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)
4. Safeguard and improve air, water and soil resources	?	New housing in Baildon south of Otley Road may be able to access existing public transport services (bus and rail), the local cycle network and employment. However, Baildon is not served by a high frequency bus route and there are limited services / facilities and employment south of Baildon. The railway line and road network also restrict access to the centre of Baildon. Residents may therefore travel by car to access services / facilities and employment elsewhere.						



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K F Y	Move away significantly	Move away marginally +	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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		Spatial Option 4: Dispersed Growth Points												
SA Objectives	Cit	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in Imewood, Esholt / Iower Baildon and south Bradford (M606)	10% housing in Principal Towns (Ilkley and Keighley) and employment along the Airedale Corridor	(E Me	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)								
4. Safeguard and improve air, water	?	New housing in Holme Wood may be able to access existing public transport services (bus) and employment sites in the locality, including proposed new employment in this area. These aspects may help to reduce car use for short journeys and encourage use of more sustainable modes of transport. 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.												
and soil resources	?	New housing in Esholt may be able to access existing bus services in the locality. However, bus services are limited and there are no services / facilities or employment in the proximity. However, new employment is proposed in this area, and services / facilities could be provided as part of the new settlement, which would reduce the need to travel by car and the impact of car use upon local air quality.												



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KEY	Move away significantly	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Spatial Option 4: Dispersed Growth Points									
	65% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)		10% housing in Principal Towns (Ilkley and Keighley) and employment along the Airedale Corridor		20% housing in Local Growth Centres (Bingley, Burley in Wharfedale, Menston, Steeton with Eastburn, Silsden, Queensbury and Thornton)			5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)		
	?	New employment development to the south of Oakenshaw may be accessible using existing bus services. Notwithstanding this, given its proposed location on the outer ring road of Bradford by junction 26 of the M606, residents may choose to access employment in this area by car.								
4. Safeguard and improve air, water and soil resources		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.	-	There is the potential for new housing development in Ilkley and Keighley 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 Rivers Aire, Worth and Wharfe, including Green Belt land.	+	Queensbury is not located within the floodplain and there are no main watercourses in the proximity.		There is the potential for new development in Denholme, Burley, Cottingley, East Morton, Harden, Baildon, Addingham, 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. Addingham, Baildon, Cottingley, East Morton and Harden in particular are within or in close proximity to significant areas of floodplain.		
	-	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.				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.	-			



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

			Spatial Option 4: D	spersed	d Growth Points			
SA Objectives	Cit	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in mewood, Esholt / Iower Baildon and south Bradford (M606)	10% housing in Principal Towns (Ilkley and Keighley) and employment along the Airedale Corridor	(E Mo	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)		
		There is the potential for new housing in lower Baildon south of Otley Road 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.			There is the potential for new development in Menston, Steeton, Thornton, Silsden, Denholme, Burley and Cottingley to have an effect upon water quality and flood risk. Parts of these towns and / or the surrounding greenfield land lie within Flood Zones 2 and 3. Bingley, Burley, Menston, Silsden and Steeton in particular are within or in close proximity to significant areas of floodplain.			
Safeguard and improve air, water and soil resources	?	The Holme Wood area is not located within the floodplain. Notwithstanding this, there is the 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).						
	-	There is the potential for the development of a new settlement and employment in the Esholt area to have an effect upon water quality and flood risk. Land at Esholt lies adjacent to Flood Zones 2 and 3 associated with the River Aire.						



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

		Spatial Option 4: Dispersed Growth Points												
SA Objectives	Esholt. New emplo Holmewood, Esholt / I and south Bradfor		10% housing in Principal Towns (Ilkley and Keighley) and employment along the Airedale Corridor			housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)							
4. Cofee word and	-	There is the potential for new employment development to the south of Oakenshaw 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).												
Safeguard and improve air, water and soil resources	+	New housing development in Bradford city centre is likely to be on previously developed land.	?	Depending upon the location of new housing and employment in Ilkley 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. Similarly, land alongside the River Wharfe, to the north, east and west of Ilkley, is Grade 3.	?	Depending upon the location of new housing in Menston, Burley, Silsden and Steeton, there is the potential for development to result in the loss of Grade 3 (good to moderate) agricultural land surrounding these towns.	?	Depending upon the location of new development in Cottingley, Baildon, Addingham, 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.						



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

		Spatial Option 4: Dispersed Growth Points													
SA Objectives	Cit	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in mewood, Esholt / Iower Baildon and south Bradford (M606)	10% housing in Principal Towns (Ilkley and Keighley) and employment along the Airedale Corridor			nousing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	(A	5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)							
	+	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).			+	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.	+	New development in East Morton, Oxenhope, Haworth, Oakworth, Cullingworth and Denholme is unlikely to result in the loss of good quality agricultural land. Agricultural land surrounding these towns is graded as Grade 4.							
4. Safeguard and improve air, water and soil resources	+	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.													
	?	New development in 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.													



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

			Spatial Option 4: Di	spersed	I Growth Points		
SA Objectives	Cit	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in mewood, Esholt / lower Baildon and south Bradford (M606)	% housing in Principal Towns (Ilkley and Keighley) and Iployment along the Airedale Corridor	(E Me	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	(A	housing in Local Service Centres ddingham, Baildon, Cottingley, Cullingworth, Denholme, East ton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)
	-	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.					
Safeguard and improve air, water and soil resources	-	The development of a new settlement in Esholt may result in the loss of good quality agricultural land. The majority of land surrounding Esholt is classified as Grade 3 (good to moderate) land.					
	-	The development of new employment south of Oakenshaw 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.					



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KEY		Move away significantly	-	Move away marginally	+	Move towards marginally	+	Move to signific		0	Neutral	?	Unc	ertain		
SA Objectives	City	% housing in the y, including a nev Esholt. New emp mewood, Esholt and south Bradí	w settlem ployment / lower B	nent at t in Baildon	(II	Spati nousing in Princ kley and Keigh oyment along t Corridor	cipal To ley) an he Aire	owns d	20% housing in Local Growth Centres (Bingley, Burley in Wharfedale, Menston, Steeton with Eastburn, Silsden, Queensbury and Thornton)					5% housing in Local Service Centre (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth Oxenhope and Wilsden)		
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	?	There is the poten development in Br to have an effect u (e.g. disturbance, There are no desig conservation sites centre. Notwithsta brownfield land ca of habitats and spe be taken into cons	tial for new adford city pon biodiv oss of hab gnated natu within the nding this, n support a ecies, whice	v housing v centre versity bitat). ure city a range	h d e d D irr o V W W B K K F P	here is the potentiousing and employevelopment in Keigffect upon biodiver isturbance, loss of evelopment of this wolve the use of G f which are design vildlife Areas and croodland. There arradford Wildlife Areighley urban area eighley is within 51 ennine Moors SPASSI.	ment ghley to sity (e.g. habitat) area wireen Beated as comprise also see also see as with a.	have an ould elt, parts Bradford e ancient everal in the e South	- ]	develop Centres biodiver habitat) Wildlife / or SEC surroun Centres greenfie range o Burley i Pennine Bingley Thornto	is the potential for riment in the Local to have an effect sity (e.g. disturbar Areas, ancient wo Gls within and / or ding the Local Growth and the local Growth and can also so the local field land land land land land land land la	Growth upon nce, loss o al Bradford odland, ar in the area owth and upport a cies. e South C and SSS within 2km	d -	There is the developme Centres to biodiversity habitat). The Wildlife Are or SEGIs was urrounding Centres. But greenfield I range of he East Morto Pennine Me Haworth, Care within 2 Cottingley,	e potential for new nt in the Local Service have an effect upon (e.g. disturbance, loss of the are are several Bradford the sas, ancient woodland, and / vithin and / or in the area go the Local Service oth brownfield and and can also support a subitats and species. In is within 1km of the South the sors SPA, SAC and SSSI. Exenhope and Addingham of the South or SPA, SAC and SSSI. Exenhope and Addingham of the South or SPA, SAC and SSSI. Exenhope and Addingham of the South or SPA, SAC and SSSI. Exenhope and Addingham of the South or SPA, SAC and SSSI. Exenhope and Addingham of the STAC and Baildon are within 5km.	



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

	ı							<u> </u>	
				Spatial Option 4: Dis	persed	Growth Points			
SA Objectives	Cit	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in mewood, Esholt / lower Baildon and south Bradford (M606)	10% housing in Principal Towns (Ilkley and Keighley) and employment along the Airedale Corridor			nousing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)		
5. Conserve and enhance the internationally, nationally and leading and the collections of the collection of the collect		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 Green Belt, parts of which are designated as Bradford Wildlife Areas and comprise ancient woodland. Shipley is around 6.5km from the South Pennine Moors SPA, SAC and SSSI.		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. SPA and SAC.					
locally valued wildlife species and habitats	-	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.							



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K F Y	Move away significantly	Move away marginally +	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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			Spatial Option 4: Dis	persec	d Growth Points		
SA Objectives	Cit	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in Imewood, Esholt / Iower Baildon and south Bradford (M606)	% housing in Principal Towns (Ilkley and Keighley) and Iployment along the Airedale Corridor	(E Me	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	(A	housing in Local Service Centres addingham, Baildon, Cottingley, Cullingworth, Denholme, East ton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)
5. Conserve and	-	There is the potential for new housing development in lower Baildon to the south of Otley Road to have an effect upon biodiversity. Large parts of land south of Otley Road are designated as Bradford Wildlife Areas, ancient woodland and Green Belt.					
enhance the internationally, nationally and locally valued wildlife species and habitats		There is the potential for new development in the Holmewood 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.					



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KEY	Move away significantly	1	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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			Spatial Option 4: Di	spersed	I Growth Points		
SA Objectives	Cit	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in mewood, Esholt / lower Baildon and south Bradford (M606)	% housing in Principal Towns (Ilkley and Keighley) and aployment along the Airedale Corridor	(E Me	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	(A	housing in Local Service Centres ddingham, Baildon, Cottingley, Cullingworth, Denholme, East ton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)
5. Conserve and enhance the internationally, nationally and locally valued		There is the potential for the development of a new settlement and employment in the Esholt area to have an effect upon biodiversity (e.g. disturbance and loss of habitat). A significant part of land surrounding Esholt is woodland, all of which is designated as Bradford Wildlife Areas and most of which comprises ancient woodland (e.g. Spring and Jerrison Wood). The greenfield land may also be of biodiversity value.					
wildlife species and habitats	-	There is the potential for the development of new employment south of Oakenshaw 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.					



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KEY		Move away significantly		love away narginally	+	Move towards marginally	++	Move to		0	Neutral	?	Unce	ertain		
						Spati	al Optio	on 4: Dis	persed	Growth	Points					
SA Objectives	Cit	% housing in the y, including a nev Esholt. New emp mewood, Esholt and south Bradf	w settlemei bloyment ir / lower Bai	nt at า ildon	(1	housing in Prind Ikley and Keigh loyment along t Corridor	ley) and he Aired	i	(B Me	ingley, I	in Local Growt Burley in Whar Steeton with Ea eensbury and T	fedale, istburn,	(A	ddingham Cullingwor ton, Harde	Local Service Centre , Baildon, Cottingley rth, Denholme, East en, Haworth, Oakwort pe and Wilsden)	
6. Maintain and enhance the character of natural and man made landscapes	0	No significant effect assuming that any development in the be on previously developed.	new housing city centre v	g would	d N a k c o E til C r r n a u u	There are no landso lesignations covering lesignations covering lesignations covering lesignations the landscape character and country lesignations of the landscape character and openness. Development of the landscape of Keigo impact upon the landscape of place lesidents.	ng Keighl s, new ho evelopment result in the cluding ( tes positing acter of the yes an import yes a	nusing ont in the loss Green vely to ne area. oortant owl and racter to on the so likely enity	?	develop Local G effect up will dependent of that brood an opposition of townscat derelict However in these use of G Green E positive Green E role in p maintair and oped area sur also imp	the potential for rement on brownfiel rowth Centres to hoon the townscape and upon the scale of the development while development while the development with the development with the development with the development with the development of th	Id sites in have an e. The effect e and t. It is noted ent presents e the he re-use of s). Evelopment involve the cluding utes haracter. Important prawl and haracter ent in the ewns could al amenity	?	developme RUDP safe housing sit to have an The effect and nature noted that presents at the townsc	e potential for new ent on brownfield sites and eguarded land and Phase es in Local Service Centreffect upon the townscap will depend upon the scar of the development. It is brownfield development opportunity to enhance ape (e.g. through the resistes and buildings).	es pe. e



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K F Y	Move away significantly	Move away marginally +	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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			Spatial Option 4: Dis	persed	I Growth Points		
SA Objectives	City	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in mewood, Esholt / lower Baildon and south Bradford (M606)	% housing in Principal Towns (Ilkley and Keighley) and aployment along the Airedale Corridor	(E Me	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	<b>(</b> A)	housing in Local Service Centres addingham, Baildon, Cottingley, Cullingworth, Denholme, East rton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)
6. Maintain and enhance the character of natural and man made landscapes		Development in the Shipley area is likely to result in the loss of Green Belt, which contributes positively to the landscape character of the area. The Green Belt also plays an important role in preventing urban sprawl and maintaining countryside character and openness. Infill development on Green Belt land is also likely to impact upon the visual amenity and sense of place of neighbouring residents. 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.	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, which contributes positively to the landscape character of the area. The Green Belt also plays an important role in preventing urban sprawl and maintaining countryside character and openness. Development on the urban fringe is also likely to impact upon the visual amenity and sense of place of neighbouring residents.				



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KEY	Move away significantly	1	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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			Spatial Option 4: D	spersed	I Growth Points		
SA Objectives	Cit	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in mewood, Esholt / lower Baildon and south Bradford (M606)	10% housing in Principal Towns (Ilkley and Keighley) and employment along the Airedale Corridor	(E Me	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	<b>(</b> )	housing in Local Service Centres addingham, Baildon, Cottingley, Cullingworth, Denholme, East rton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)
6. Maintain and	-	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. Infill development on open space and greenspace is also likely to impact upon the visual amenity and sense of place of neighbouring residents.					
enhance the character of natural and man made landscapes	-	Development in lower Baildon south of Otley Road is likely to result in the loss of Green Belt and open space / greenspace, a large part of which contributes positively to the landscape character of the area. The Green Belt also plays an important role in preventing urban sprawl and maintaining countryside character and openness. Infill development is also likely to impact upon the visual amenity and sense of place of neighbouring residents.					



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KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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			Spatial Option 4: Dis	perse	d Growth Points		
SA Objectives	Cit	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in mewood, Esholt / lower Baildon and south Bradford (M606)	% housing in Principal Towns (Ilkley and Keighley) and aployment along the Airedale Corridor	(E Me	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	<b>(</b> A)	housing in Local Service Centres Addingham, Baildon, Cottingley, Cullingworth, Denholme, East rton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)
6. Maintain and enhance the character of natural and man made landscapes	-	New development in Holme Wood would result in the loss of Green Belt, a large part of which contributes positively to the landscape character of the area. The Green Belt also plays an important role in preventing urban sprawl and maintaining countryside character and openness. Infill development is also likely to impact upon the visual amenity and sense of place of residents in the surrounding area.					



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KEY	Move away significantly	1	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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			Spatial Option 4: Dis	spersec	l Growth Points			
SA Objectives	Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)		% housing in Principal Towns (Ilkley and Keighley) and aployment along the Airedale Corridor	(E Me	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)		
6. Maintain and enhance the character of natural and man made landscapes	-	The development of a new settlement and employment in the Esholt area would result in the loss of Green Belt, a large part of which is designated and contributes positively to the landscape character of the area. The Green Belt also plays an important role in preventing urban sprawl and maintaining countryside character and openness. Infill development is also likely to impact upon the visual amenity and sense of place of residents in the surrounding area. The Yeadon Brickworks and Railway Cutting geological SSSI is also in the proximity of Esholt.						
	?	The development of new employment south of Oakenshaw by Junction 26 of the M606 could impact upon the visual amenity and sense of place of neighbouring residents of Oakenshaw.						



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KEY		Move away _ Move away significantly _ Move away marginally			+ Move towards marginally ++ Move tow significa			Neutral /			Unce	ertain					
SA Objectives	City	% housing in the y, including a ne Esholt. New em mewood, Esholt and south Brad	w settle ployme / lower	ement at nt in Baildon	(I	Spati nousing in Prind Ikley and Keigh oyment along t Corridor	cipal To ley) an he Aire	owns d	20% housing in Local Growth Centres (Bingley, Burley in Wharfedale, Menston, Steeton with Eastburn, Silsden, Queensbury and Thornton)					5% housing in Local Service Centre (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth Oxenhope and Wilsden)			
7. Protect and enhance historic assets and their settings	-	There is the potent development in Brito have an effect thistoric and archall and their settings. Listed Buildings at Conservation Area centre. The potentiarchaeology shoul into consideration.	atial for ne adford ci upon cult eological There ar nd four as within tial for un ld also be	ew housing ty centre ural, assets re over 100 the city sknown	h constant of the constant of	There is the potentiousing and employevelopment in Keigffect upon cultural, rchaeological assettings. Keighley Tesignated Conservaere are a number suildings in the tow Rade II listed Airevan RUDP employm Aireworth Road). To inclinect effects of ne Saltaire World Heag. from traffic) and rchaeology should no consideration.	ment ghley to historic ets and the own Cer vation Ar of Lister n, include vorth Mil ent site he poter ew housi deritage d for unl	have an and heir ntre is a rea and d ling the I within ntial ing upon Site known	-	develop Centres Building setting of covering Bingley, new hot the Salt housing upon Hi Garden. building employr Grade II unknow	the potential for rement in the Local to have an effect is and upon the charge all or part of these there is also the pusing to indirectly is aire World Heritag in Menston could ghe Royds Historic. The Black Dyke is in the Brighousement site in Queer Listed. The potent archaeology to be as should also be ration.	Growth upon Listed aracter and reas e towns. In potential for mpact upon e Site. New impact Park and Will Road asbury are atial for pe present	-	There is the developme Centres to Buildings a setting of Call or part of exception of Harden, who Conservation is also the indirectly in World Herit unknown a	e potential for new housing in the Local Service have an effect upon List and upon the character a conservation Areas cove of these towns (with the of Denholme, Cottingley nich are not designated a on Areas). In Baildon, the potential for new housing npact upon the Saltaire tage Site. The potential is rchaeology to be present ould also be taken into	and and as nere ng to for nt in	



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K F Y	Move away significantly	Move away marginally +	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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	Spatial Option 4: Dispersed Growth Points												
SA Objectives	Cit	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in mewood, Esholt / lower Baildon and south Bradford (M606)	10% housing in Principal Towns (Ilkley and Keighley) and employment along the Airedale Corridor			housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	5% housing in Local Service Centre (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth Oxenhope and Wilsden)						
7. Protect and enhance historic	-	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 Saltaire World Heritage Site and Conservation Area its associated Listed Buildings. The potential for unknown archaeology should also be taken into consideration.	?	There is the potential for new housing development in Ilkley to have an effect upon the character and setting of the Ilkley, Middleton and Ben Rhydding Conservation Areas and Listed Buildings within the town. The potential for unknown archaeology should also be taken into consideration.									
assets and their settings	?	There is the potential for new housing development in the Canal Road Corridor to have an effect upon the Saltaire World Heritage Site at Shipley (e.g. effects upon the setting of Saltaire from increased traffic etc) and Listed Buildings in the Canal Road Corridor. The potential for unknown archaeology should also be taken into consideration.											



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KEY	Move away significantly	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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	Spatial Option 4: Dispersed Growth Points												
SA Objectives	Cit	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in Imewood, Esholt / Iower Baildon and south Bradford (M606)	10% housing in Principal Towns (Ilkley and Keighley) and employment along the Airedale Corridor			housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	<b>(</b> )	5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)					
7. Protect and enhance historic	?	There is the potential for new development in Baildon to the south of Otley Road to have an effect upon the Saltaire World Heritage Site at Shipley (e.g. effects upon the setting of Saltaire from increased traffic etc) and Listed Buildings in the Baildon area. The potential for unknown archaeology should also be taken into consideration.											
assets and their settings	?	There is the potential for the development of new housing and employment 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.											



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KEY	Move away significantly	1	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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			Spatial Option 4: Di	sperse	d Growth Points		
SA Objectives	Cit	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in Imewood, Esholt / Iower Baildon and south Bradford (M606)	10% housing in Principal Towns (Ilkley and Keighley) and employment along the Airedale Corridor	(I M	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	<b>(</b> A	housing in Local Service Centres addingham, Baildon, Cottingley, Cullingworth, Denholme, East ton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)
7. Protect and	?	There is the potential for the development of a new settlement and 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.					
enhance historic assets and their settings	+	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.					



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

				Spatial Option 4: Dispersed Growth Points									
SA Objectives	Cit	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in mewood, Esholt / lower Baildon and south Bradford (M606)	10% housing in Principal Towns (Ilkley and Keighley) and employment along the Airedale Corridor			housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	<b>(</b> A	5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)					
8. To provide the opportunity for everyone to live in quality housing	+	The development of new housing in the Sub Regional City should help to meet identified need in this area.  Notwithstanding this, there may be limited opportunities for the provision of suitable affordable housing and housing for larger families on smaller	+	The development of new housing in Ilkley and Keighley should contribute towards meeting identified need in these areas. Notwithstanding this, limiting housing development in these towns may exacerbate	+	The development of new housing in Local Growth Centres should help to meet identified need in these areas. Notwithstanding this, there would be a need to ensure that provision of	+	The development of new housing in Local Service Centres should help to meet identified need. Notwithstanding this, limiting housing development in					
which reflects individual needs, preferences and resources	-	sites in the city centre. Focusing the majority of housing in the Sub Regional City will also limit housing development in Principal Towns and Local Centres, where housing affordability is an issue.	-	affordability issues. There would be a need to ensure the provision of housing that meets local needs, specifically affordable housing requirements. Particularly given the high house prices in these areas.		housing that meets local needs, specifically affordable housing requirements. Particularly given that house prices are high in the more rural areas.		these towns may affect the viability of affordable housing provision in these areas and exacerbate affordability issues.					
9. Develop and maintain an	+	New housing in Bradford city centre is likely to be well located in relation to the public transport network, enabling access for everyone.	+	New housing in Keighley would be able to access existing public transport services (high frequency bus and rail).	+	New housing in Bingley, Queensbury, Steeton and Thornton would be able to access existing public transport services (rail and high frequency bus).	+	New housing in Cottingley, would be able to access existing public transport services (rail and high frequency bus route).					
integrated and efficient transport network which maximises access whilst minimising detrimental impacts	+	New housing in Shipley should be able to access existing public transport services (rail and high frequency bus services).	+	New housing in Ilkley would be able to access existing public transport services (bus and rail).  Notwithstanding this, Ilkley is not served by a high frequency bus route, which may discourage bus use.	-	There is limited public transport service provision (i.e. no high frequency bus services) in Burley in Wharfedale, Menston and Silsden.	-	There is limited public transport service provision (i.e. no high frequency bus services) in Addingham, Baildon, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden.					



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KEY

-- Move away significantly

-- Move away marginally

-- Move away marginally

-- Move towards significantly

-- Move towards significantly

-- Neutral

-- Ne

			Spatial Option 4: Di	spersed	I Growth Points			
SA Objectives	Cit	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in mewood, Esholt / lower Baildon and south Bradford (M606)	% housing in Principal Towns (Ilkley and Keighley) and aployment along the Airedale Corridor	(E Me	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)		
	+	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.						
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	+	New housing in lower Baildon south of Otley Road may be able to access existing public transport services (bus and rail). Notwithstanding this, Baildon is not served by a high frequency bus route and there are limited services / facilities south of Baildon. The railway line and road network also restrict access to the centre of Baildon.						
	?	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.						



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

				Spatial Option 4: Dis	persec	d Growth Points		
SA Objectives	Cit	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in mewood, Esholt / lower Baildon and south Bradford (M606)	10% housing in Principal Towns (Ilkley and Keighley) and employment along the Airedale Corridor			housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	( <i>A</i>	housing in Local Service Centres addingham, Baildon, Cottingley, Cullingworth, Denholme, East ton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)
9. Develop and maintain an	-	There is limited public transport service provision (i.e. no high frequency bus services) in Esholt.						
integrated and efficient transport network which maximises access whilst minimising detrimental impacts	-	New employment development to the south of Oakenshaw 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.						
10. Reduce congestion and pollution by	+	New housing in Bradford city centre would be well located in relation to public transport, the cycle network and services / facilities and employment. These aspects reduce the need to travel by car for short	+	New housing in Keighley may be able to access existing public transport services (bus and rail), the cycle network, local services / facilities and employment. These aspects should reduce the need to	+	New housing in Bingley may be able to access existing public transport services (bus and rail), the cycle network, local services / facilities and employment. These aspects should reduce the need to travel by car for		New housing in Cottingley may be able to access existing public transport services (rail and / or high frequency bus route), the cycle network, local services / facilities and employment. These aspects should reduce the need
increasing transport choice and by reducing the need to travel by lorry / car	?	journeys and encourage public transport use, walking and cycling. However, there is the potential for new housing in the city centre to exacerbate congestion, especially at peak times, which would need to be assessed.	?	travel by car for short journeys and encourage public transport use, walking and cycling. However, there is the potential for new housing to affect congestion levels, especially at peak times, which would need to be assessed.	?	short journeys and encourage public transport use, walking and cycling. However, there is the potential for new housing to affect congestion levels, especially at peak times, which would need to be assessed.	?	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. There is also the potential for new housing to affect congestion levels.



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KEY		Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move to signific		0	Neutral	?	Unc	ertain	
SA Objectives	City	% housing in the r, including a nev Esholt. New emp newood, Esholt and south Bradf	w settle bloyme / lower	ment at nt in Baildon	(I	Spati nousing in Prind Ikley and Keigh oyment along t Corridor	cipal To ley) an he Aire	d	20% h (B Me	ousing ingley, nston, (	in Local Growt Burley in Whar Steeton with Ea eensbury and T	fedale, stburn,	s (/	Addingham Cullingwor rton, Harde	Local Service Centres , Baildon, Cottingley, rth, Denholme, East en, Haworth, Oakworth, ppe and Wilsden)
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	?	New housing in Sh to access existing services (bus and network, local servemployment. Thes reduce the need to short journeys and transport use, walk However, there is new housing to excongestion, especiwhich would need	nipley mapublic trail), the rices / fale aspector travel be encouraking and the potel acerbate ially at p	ay be able ansport cycle cilities and ts help to yo car for age public cycling. nitial for eak times,	+ as s s s s r r r r r r r r r r r r r r	lew housing in Ilkle ccess existing pub ervices (bus and ra ervices / facilities at hese aspects help eed to travel by capurneys and encouransport use, walki dowever, Ilkley is nigh frequency bus lso the potential for ffect congestion let peak times, which e assessed.	lic trans ail), local and emp to reduce r for sho rage pul ng and co ot serve- route. T r new ho vels, esp	port loyment. ce the rt blic cycling. d by a here is busing to becially	?	with Earable to transpo frequen network employing reduce short journable transpo Howeve travel by services potential	using in Queensbustburn and Thornto access existing purt services (rail and cy bus route), the cy bus route), the cy bus route of the need to travel lurneys and encourn use, walking and cy car to access ceres elsewhere. There all for new housing tion levels.	on may be blic d / or high cycle acilities and the should by car for trage public d cycling. Have to tain a is also the	d -	New housing Cullingworth, Cull	ng in Addingham, Baildon, th, East Morton, Harden, Dakworth, Oxenhope and ay be able to access iblic transport services, local facilities and employment. ects help to reduce the tivel by car for certain and encourage public use, walking and cycling. These areas are not served quency bus services and ces / facilities provision and it is limited in these areas. may therefore have to trave access certain services / and employment elsewhere. So the potential for new affect congestion levels.



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KEY		Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move to signific		0	Neutral	?	Unce	ertain	
SA Objectives	City	% housing in the r, including a nev	w settle	ment at		Spati nousing in Princ lkley and Keigh	cipal To		20% h	ousing	n Points in Local Growt Burley in Whar		S (A	Addingham	Local Service Centres , Baildon, Cottingley,
	Holi	Esholt. New emp newood, Esholt and south Bradf	/ lower	Baildon		oyment along t Corridor	he Aire		Me	nston, S	Steeton with Ea eensbury and T	stburn,	Mai	rton, Harde	rth, Denholme, East en, Haworth, Oakworth, ope and Wilsden)
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	?	New housing in the Corridor may be all existing public tran and rail), the local employment. This reduce car travel for and encourage pul walking and cycling are limited services the Canal Road Comay therefore traves evices elsewhere also act as a barrier resulting in car use is also the potentiat to exacerbate cong Corridor, especially which would need	ble to accessor second to accessor second he could he could he cor short jubic transg. However, facilition of accessor second all for new gestion a y at peak	cess rvices (bus twork and lp to ourneys sport use, ver, there es along Residents to access 6037 may ess, tion, there v housing llong the c times,					-	Menstor access services employr reduce certain j public tr cycling. served l services provisio in these therefor access employr the pote	using in Burley in In and Silsden may existing public trars, local services / fment. These aspect the need to travel ligourneys and encoransport use, walking However, these aby high frequency is and local service in and employment areas. Residents the have to travel by certain services / fment elsewhere. The ential for new hous tion levels.	be able to asport acilities and tts help to by car for urage ng and reas are n bus s / facilities t is limited may car to acilities ar here is als	d ot d o		



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KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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			Spatial Option 4: Di	spersed Growth Points	
SA Objectives	Cit	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in mewood, Esholt / Iower Baildon and south Bradford (M606)	10% housing in Principal Towns (Ilkley and Keighley) and employment along the Airedale Corridor	20% housing in Local Growth Centres (Bingley, Burley in Wharfedale, Menston, Steeton with Eastburn, Silsden, Queensbury and Thornton)	5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	?	New housing in Baildon south of Otley Road may be able to access existing public transport services (bus and rail), the local cycle network and employment. Notwithstanding this, Baildon is not served by a high frequency bus route and there are limited services / facilities and employment south of Baildon. The railway line and road network also restrict access to the centre of Baildon. Residents may therefore travel by car to access services / facilities and employment elsewhere. There is also the potential for new housing to exacerbate congestion, especially at peak times, which would need to be assessed.			



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

			Spatial Option 4: Di	ispersed	I Growth Points			
SA Objectives	Cit	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in mewood, Esholt / Iower Baildon and south Bradford (M606)	10% housing in Principal Towns (Ilkley and Keighley) and employment along the Airedale Corridor	(B Me	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)		
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	?	New housing in Holme Wood may be able to access existing public transport services (bus) and employment sites in the locality, including proposed new employment in this area. These aspects may help to reduce car use for short journeys and encourage public transport use, walking and cycling.  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 There is also the potential for new development to affect congestion levels, especially at peak times, which would need to be considered.						



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KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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			Spatial Option 4: Dis	persec	I Growth Points		
SA Objectives	City	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in mewood, Esholt / Iower Baildon and south Bradford (M606)	% housing in Principal Towns (Ilkley and Keighley) and nployment along the Airedale Corridor	(E Me	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	<b>(</b> A	housing in Local Service Centres addingham, Baildon, Cottingley, Cullingworth, Denholme, East ton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	?	New housing in Esholt may be able to access existing bus services in the locality. However, bus services in this area are limited at present. There are no services / facilities or employment within the proximity of Esholt at present. Notwithstanding this, new employment is proposed in Esholt, and services / facilities could be provided as part of the settlement, which could reduce the need for car travel. There is also the potential for new development to affect congestion levels, especially at peak times, which would need to be considered.					



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KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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			Spatial Option 4: Dis	spersec	Growth Points			
SA Objectives	65% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)		% housing in Principal Towns (Ilkley and Keighley) and nployment along the Airedale Corridor	(E Me	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	5% housing in Local Service Centre (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakwortl Oxenhope and Wilsden)		
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	?	New employment development to the south of Oakenshaw 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. There is also the potential for new development to affect congestion levels, especially at peak times, which would need to be considered.						
11. Improve the quality of the built	+	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.	 New development in Ilkley and Keighley is likely to involve the development of greenfield land, including Green Belt.		New housing development in the Local Growth Centres will involve Green Belt releases.	+	This option proposes the development of brownfield sites.	
environment and make efficient use of land and buildings		New housing development in Shipley, the Canal Road Corridor, lower Baildon south of Otley Road, Holme Wood and Esholt is likely to involve the development of greenfield land, including Green Belt.						



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KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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				Spatial Option 4: Dis	perse	d Growth Points		
SA Objectives	City	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in mewood, Esholt / lower Baildon and south Bradford (M606)		% housing in Principal Towns (Ilkley and Keighley) and nployment along the Airedale Corridor	(E Me	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	(#	housing in Local Service Centres Addingham, Baildon, Cottingley, Cullingworth, Denholme, East rton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)
12. Improve the quality and range of services available within communities and connections to wider networks	+	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 to a range of services / facilities.	+	New housing in Keighley 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 to the Sub Regional City. 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).	+	New housing in Bingley may 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 and rail), which connect Bingley to the Sub Regional City. 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).	+	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. The effect of an increase in population on existing service provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand.



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KEY		Move away significantly	1	Move away marginally	+	Move towards marginally	++	Move to signific		0	Neutral	?	Unce	ertain	
SA Objectives	City	% housing in the ,, including a nev Esholt. New emp mewood, Esholt and south Bradf	w settle ploymer / lower	ment at nt in Baildon	(	Spati housing in Prind lkley and Keigh loyment along t Corridor	cipal To ley) an he Aire	d	20% h (Bi Mei	ousing ingley, nston, S	in Local Growi Burley in Whar Steeton with Ea eensbury and T	fedale, istburn,	S (A	Addingham Cullingwor rton, Harde	Local Service Centres , Baildon, Cottingley, th, Denholme, East n, Haworth, Oakworth, pe and Wilsden)
12. Improve the quality and range of services available within communities and connections to wider networks	+	New housing in St to services / faciliti area. Residents m access services vi transport network bus and rail), whic area to Bradford of service centres els Notwithstanding th increase in popula service provision r considered (i.e. wh sufficient capacity	nipley ma es in the ay also b a the pub (high frec h connec ity centre sewhere. sis, the el tion on e needs to nether the	by be able local be able to blic quency cts the e and effect of an existing be ere is	+	New housing in Ilkle access local service semployment and extransport services (Il he town, which conduction of the town, which conduction and the served by a high fresoute. The effect of population on existition or existition on existition on also need considered (i.e. whe sufficient capacity to	es / facilitisting pubus and innect Ilkles, Ilkley and incrending services to be either the	ties, ublic rail) in ey to the is not bus ase in ce	?	with Eas able to a facilities transpo frequen the town Notwiths facilities areas; r commul facilities increase service conside	using in Queensbustburn and Thornto access local services and the existing part network (rail and cy bus route), which is to the Sub Registanding this, serves provision is limite esidents may have the to access certains elsewhere. The ele in population on provision also neered (i.e. whether the capacity to meet	on may be ces / bublic d / or high ch connect onal City. ices / d in these e to n services effect of an existing eds to be here is	-	New housing Cullingworth Haworth, Company Wilsden may existing pullocal service these areas frequency in facilities programmes. Respect to travel to facilities else increase in	ng in Addingham, Baildon, h, East Morton, Harden, akworth, Oxenhope and ay be able to access olic transport services and es / facilities. However, s are not served by high bus services and services / byision is limited in these dents may therefore have access certain services / sewhere. The effect of an population on existing vision also needs to be



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KEY	Move away significantly	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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			Spatial Option 4: Dis	spersed	d Growth Points		
SA Objectives	Cit	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in mewood, Esholt / Iower Baildon and south Bradford (M606)	% housing in Principal Towns (Ilkley and Keighley) and aployment along the Airedale Corridor	(E Me	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	(A	housing in Local Service Centres addingham, Baildon, Cottingley, Cullingworth, Denholme, East ton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)
12. Improve the quality and range of services available within communities and connections to wider networks	?	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.  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).		+	New housing in Burley in Wharfedale, Menston and Silsden 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. The effect of an increase in population on existing service provision also needs to be considered.		



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KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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			Spatial Option 4: Dis	persed	I Growth Points		
SA Objectives	City	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in mewood, Esholt / Iower Baildon and south Bradford (M606)	10% housing in Principal Towns (Ilkley and Keighley) and employment along the Airedale Corridor	(E Me	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	(A	housing in Local Service Centres addingham, Baildon, Cottingley, Cullingworth, Denholme, East ton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)
12. Improve the quality and range of services available within communities and connections to wider networks	?	There are limited services / facilities in lower Baildon south of Otley Road. Residents may be able to access services via the public transport network. However, Baildon is not served by a high frequency bus route and the railway line and road network restrict access to the centre of Baildon. Residents may therefore have to travel to access services elsewhere. The effect of an increase in population on existing service provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).					



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KEY	Move away significantly	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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			Spatial Option	on 4: Disperse	d Growth Points		
SA Objectives	City	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in mewood, Esholt / Iower Baildon and south Bradford (M606)	10% housing in Principal To (Ilkley and Keighley) and employment along the Aire Corridor	d ( dale M	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, sden, Queensbury and Thornton)	<b>A</b> )	housing in Local Service Centres Addingham, Baildon, Cottingley, Cullingworth, Denholme, East rton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)
12. Improve the quality and range of services available within communities	?	There are limited services / facilities in the 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. 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 connections to wider networks	?	There are no services / facilities within the proximity of Esholt at present. The new settlement in Esholt may be able to access existing bus services in the locality, which connect the area to the rest of the Sub Regional City. However, bus services are limited at present. Notwithstanding this, services / facilities could be provided as part of the new settlement.					



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Move away Move away Move towards Move towards **KEY** 0 ? Neutral Uncertain significantly marginally marginally significantly

				Spatial Option 4: Dis	persec	d Growth Points				
SA Objectives	Cit	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in mewood, Esholt / lower Baildon and south Bradford (M606)	10% housing in Principal Towns (Ilkley and Keighley) and employment along the Airedale Corridor			housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	<b>(</b> A	5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)		
13. Provide social cohesion, encourage participation and improve the quality of all neighbourhoods	?	The potential effect of new development in the Sub Regional City upon this objective will depend upon the type and design of any new development.	?	The potential effect of new development in the Principal Towns upon this objective will depend upon the type and design of any new development.	?	The potential effect of new development in the Local Growth Centres upon this objective will depend upon the type and design of any new development.	?	The potential effect of new development in the Local Service Centres upon this objective will depend upon the type and design of any new development.		
14. Create good cultural, leisure and	?	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.	+	The Settlement Study indicates that there are a range of sports and recreation facilities in Keighley and Ilkley. Notwithstanding this, the effect of an increase in population on facilities provision needs to be considered.  It is unknown whether the		It is unknown whether new housing development in the Local Growth Centres would result in the loss of any open space or greenspace used		It is unknown whether the development of new housing in Local		
recreation activities available to all	-	The Settlement Study identified a lack of provision for children and teenagers, outdoor sporting facilities and community gardens in Bradford city centre. The effect of an increase in population on facilities provision also needs to be considered.	?	development of land around Keighley and Ilkley 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.	?	for leisure and recreation purposes. The potential loss of leisure and recreation space as a result of new housing needs to be considered.	?	Service Centres would result in the loss of cultural, leisure and recreation facilities and open spaces.		



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K F Y	Move away significantly	Move away marginally +	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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	Spatial Option 4: Dispersed Growth Points											
SA Objectives	Cit	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in mewood, Esholt / lower Baildon and south Bradford (M606)	10% housing in Principal Towns (Ilkley and Keighley) and employment along the Airedale Corridor	(I M	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, iden, Queensbury and Thornton)	( <i>A</i>	5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)					
	-	New housing development in Shipley would result in the loss of Green Belt, parts of which are used for leisure and recreation (e.g. such as Northcliffe Park).  Notwithstanding this, there are a		+	The Settlement Study indicates that there are outdoor sporting facilities, parks and gardens, provision for children and teenagers and community facilities in Bingley,  Queensbury, Thornton, Silsden and	+	The Settlement Study indicates that there are outdoor sporting facilities, parks and gardens, provision for children and teenagers and community facilities in Denholme, Burley, Oxenhope, Haworth and Wilsden.					
	+	range of sports and recreation facilities in Shipley. However, the effect of an increase in population on provision needs to be considered.		?	Burley. Notwithstanding this, the effect of an increase in population on facilities provision needs to be considered.	?	Notwithstanding this, the effect of an increase in population on facilities provision needs to be considered.					
14. Create good cultural, leisure and recreation activities available to all	?	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. The effect of an increase in population on facilities provision also needs to be considered.		-	The Settlement Study identifies a lack of parks and gardens, civic spaces and community facilities in Steeton. The effect of an increase in population on facilities provision also needs to be considered.	-	The Settlement Study identifies a lack of parks and gardens and / or community facilities in Menston, Baildon, Addingham, Cottingley and East Morton. There is also a lack of provision for children and teenagers in Addingham, Cottingley and East Morton, a lack of community gardens in Cottingley, Cullingworth and Harden, a lack of parks and gardens in Cullingworth, and a lack of community facilities in Harden. The effect of an increase in population on facilities provision also needs to be considered.					



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

	Spatial Option 4: Dispersed Growth Points										
SA Objectives	65% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)			% housing in Principal Towns (Ilkley and Keighley) and iployment along the Airedale Corridor	(E Me	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)				
14. Create good cultural, leisure and	?	New housing development in lower Baildon south of Otley Road may result in the loss of Green Belt used for leisure and recreation (e.g. Buck Wood). There are also limited parks and gardens and civic spaces in Baildon. The effect of an increase in population also needs to be considered.									
recreation activities available to all	?	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 along with the effect of an increase in population on leisure and recreation facility provision needs to be considered.									



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Move away Move away Move towards Move towards **KEY** 0 ? Neutral Uncertain significantly marginally marginally significantly

	Spatial Option 4: Dispersed Growth Points										
SA Objectives	65% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)			% housing in Principal Towns (Ilkley and Keighley) and aployment along the Airedale Corridor	20% housing in Local Growth Centres (Bingley, Burley in Wharfedale, Menston, Steeton with Eastburn, Silsden, Queensbury and Thornton)			5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth Oxenhope and Wilsden)			
14. Create good cultural, leisure and recreation activities available to all	?	The recreational value of land around Esholt and leisure and recreation facility provision in the area is unknown. The potential loss of leisure and recreation space in this area as a result of the development of a new settlement, along with the effect of an increase in population on leisure and recreation facility provision needs to be considered. There may be an opportunity to provide leisure and recreation facilities as part of the new settlement.									
	?	The recreational value of land to the south of Oakenshaw 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.									



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KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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				Spatial Option 4: Dis	perse	d Growth Points			
SA Objectives  65% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)		10% housing in Principal Towns (Ilkley and Keighley) and employment along the Airedale Corridor		20% housing in Local Growth Centres (Bingley, Burley in Wharfedale, Menston, Steeton with Eastburn, Silsden, Queensbury and Thornton)			5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)		
15. Improve safety and security for people and property	?	The potential effect of new development in the Sub Regional City upon this objective will depend upon the type and design of any new development.	?	The potential effect of new development in Keighley and Ilkley upon this objective will depend upon the type and design of any new development.	?	The potential effect of new development in the Local Growth Centres upon this objective will depend upon the type and design of any new development.	?	The potential effect of new development in the Local Service Centres upon this objective will depend upon the type and design of any new development.	
16. Provide the conditions and services to improve health and well-	-	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.	+	There are several doctors' surgeries, dental surgeries and pharmacies in Keighley and Ilkley. Notwithstanding this, the effect of an increase in population on existing	+	The Settlement Study indicates that there are more than one dental surgery, doctors' surgery and pharmacy in Bingley, Queensbury and Burley.  Notwithstanding this, the effect of an	+	The Settlement Study indicates that there are more than one dental surgery, doctors' surgery and pharmacy in Baildon.  Notwithstanding this, the effect of an	
being and reduce inequality to access and social care		The effect of an increase in population on existing healthcare provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).	?	healthcare provision needs to be considered (i.e. whether there is sufficient capacity to meet demand).		increase in population on existing healthcare provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).		increase in population on existing healthcare provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).	



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KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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		Spatial Option 4: Dispersed Growth Points											
SA Objectives	Cit	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in mewood, Esholt / Iower Baildon and south Bradford (M606)	10% housing in Principal Towns (Ilkley and Keighley) and employment along the Airedale Corridor	(E	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	<b>A</b> )	5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)						
	-	The Settlement Study highlights that access to healthcare facilities in Shipley is poor at present. The effect of an increase in population on existing healthcare provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).		+	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. It is also unknown whether these facilities have sufficient capacity to meet demand. The effect of an increase in population on existing healthcare	+	The Settlement Study indicates that there are dental surgeries, doctors' surgeries and pharmacies in Addingham, Cullingworth, Haworth and Cottingley. Notwithstanding this, each Local Service Centre typically has one doctor's and dental surgery. It is also unknown whether these facilities have sufficient capacity to meet demand. The effect of an						
16. Provide the conditions and services to improve		sufficient capacity to meet demand).		?	provision needs to be considered.		increase in population on existing provision needs to be considered.						
health and well- being and reduce inequality to access and social care		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.  The effect of an increase in population on existing healthcare provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).		?	The Settlement Study indicates that there is one dental surgery and doctor's surgery in Steeton and Thornton. However, it is unknown whether these facilities have sufficient capacity to meet demand. In addition, there are no pharmacies in these towns. The effect of an increase in population on existing healthcare provision also needs to be considered.	-	The Settlement Study indicates that there are no dental surgeries, doctors' surgeries or pharmacies in East Morton, Harden and Oxenhope. There are also no doctors' surgeries in Denholme, no dental surgeries in Steeton and no pharmacies in Wilsden. It is also unknown whether existing facilities have sufficient capacity to meet demand. The effect of an increase in population on existing healthcare provision needs to be considered.						



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

	Spatial Option 4: Dispersed Growth Points											
SA Objectives	Cit	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in mewood, Esholt / lower Baildon and south Bradford (M606)	10% housing in Principal Towns (Ilkley and Keighley) and employment along the Airedale Corridor	(E	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)						
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access	-	There are limited healthcare facilities in the proximity of south of Otley Road. The Settlement Study indicates that healthcare service provision in Baildon is good.  Notwithstanding this, access to healthcare facilities from south of Otley Road may be constrained by the rail and road network. The effect of an increase in population on existing healthcare provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).										
and social care	-	There are limited healthcare facilities in the proximity of Holme Wood. New housing in this area may therefore not have adequate access to healthcare. The effect of an increase in population on existing healthcare provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).										



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Move away Move away Move towards Move towards **KEY** 0 ? Neutral Uncertain significantly marginally marginally significantly

	Spatial Option 4: Dispersed Growth Points										
SA Objectives	65% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / Iower Baildon and south Bradford (M606)			% housing in Principal Towns (Ilkley and Keighley) and nployment along the Airedale Corridor	20% housing in Local Growth Centres (Bingley, Burley in Wharfedale, Menston, Steeton with Eastburn, Silsden, Queensbury and Thornton)			5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)			
16. Provide the conditions and services to improve health and wellbeing and reduce inequality to access and social care	1	There are no healthcare facilities in the Esholt area. The nearest facilities are in neighbouring Guiseley. The effect of an increase in population on existing healthcare provision in the wider surrounding area needs to be considered (i.e. whether there is sufficient capacity to meet demand).									
17. Promote education and training	-	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. The effect of an	+	There are 14 primary schools, three secondary schools and four further education facilities in Keighley. These facilities could be accessible from new housing development. Notwithstanding this, it is unknown	+	The Settlement Study indicates that there are one or more primary schools, a secondary school and a further education facility in Bingley and Queensbury. These facilities should be accessible from new	+	The Settlement Study indicates that there are one or more primary schools in Baildon, Denholme, Addingham, East Morton, Harden, Haworth, Oakworth and Wilsden. Cullingworth also has a secondary school.			
opportunities which build the skills and capacity of the population	+	increase in population on existing education provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand). Notwithstanding this, access to further education in the city centre is good.	?	whether these schools have capacity to meet demand. 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).	?	housing development. Notwithstanding this, it is unknown whether these schools have capacity to meet demand. The effect of an increase in population on existing education provision needs to be considered.	?	Notwithstanding this, it is unknown whether these schools have capacity to meet demand. The effect of an increase in population on existing education provision and access to secondary schools in surrounding areas needs to be considered.			



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K F Y	Move away significantly	Move away marginally +	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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	Spatial Option 4: Dispersed Growth Points											
SA Objectives	65% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)			% housing in Principal Towns (Ilkley and Keighley) and nployment along the Airedale Corridor	(E Me	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	(A	5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)				
	+	The Settlement Study indicates that there are six primary schools and one further education facility in Shipley. Notwithstanding this, it is unknown whether these schools have the capacity to meet demand.	+	There are four primary schools, one secondary school and one further education facility in Ilkley. These facilities could be accessible from new housing development.  Notwithstanding this, it is unknown	+	The Settlement Study indicates that there are one or more primary schools in Burley, Menston, Silsden and Steeton.  Notwithstanding this, it is unknown		The Settlement Study indicates that there is no primary school in Cottingley. Residents of new housing				
17. Promote education and training opportunities which build the skills and	?	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).	?	whether these schools have capacity to meet demand. 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).	?	whether these schools have capacity to meet demand. The effect of an increase in population on existing education provision and access to secondary schools in surrounding areas needs to be considered.		in Cottingley would therefore have to travel to access education facilities elsewhere.				
capacity of the population	-	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. The effect of an increase in population on existing education provision also needs to be considered (i.e. whether there is sufficient capacity to meet demand).										



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Move away Move away Move towards Move towards **KEY** 0 ? Neutral Uncertain significantly marginally marginally significantly

			Spatial Option 4: Di	spersed	Growth Points			
SA Objectives	Esholt. New employment in Holmewood, Esholt / Iower Baildon and south Bradford (M606)		% housing in Principal Towns (Ilkley and Keighley) and aployment along the Airedale Corridor	(E Me	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)		
17. Promote education and training opportunities which build the skills and	+	The Settlement Study indicates that primary and secondary school provision in North West Bradford is good. New housing in the Holme Wood area may therefore have adequate access to existing education provision.  Notwithstanding this, 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).						
capacity of the population	_	There are no schools in the Esholt area. The nearest facilities are in neighbouring Guiseley and Thackley. The effect of an increase in population on existing education provision in the wider surrounding area needs to be considered (i.e. whether there is sufficient capacity to meet demand).						



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KEY		Move away significantly		Move away marginally	+	Move towards marginally	Move to signific		0	Neutral	?	Unce	ertain
SA Objectives	City	% housing in the y, including a ne Esholt. New emp mewood, Esholt and south Bradi	w settlen ployment / lower B	nent at in Baildon	(	Spatial O housing in Principal (Ilkley and Keighley) bloyment along the A Corridor	and	20% l (B Me	nousing Bingley, enston, S	in Local Grow Burley in Whar Steeton with Ea eensbury and T	fedale, istburn,	(A	housing in Local Service Centres addingham, Baildon, Cottingley, Cullingworth, Denholme, East rton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)
18. Increase the number of high	++	New housing in Br would have acces employment in this would also be able employment oppo via the public trans	radford city s to existin s area. Res e to access rtunities el	centre g sidents s sewhere	++	New housing in Keighley have access to existing e in these areas, which have employment base. Residualso be able to access eropportunities in the Sub-City via the public transp This option also propose development of new empalong the Airedale Corrickeighley.	employment ve a large dents would mployment Regional port network. es the ployment	++	Silsden employr Resider access elsewhe network bus rout able to a employr	using in Steeton, I would be able to a ment in these area into would also be a temployment opposere via the public to (rail and / or high te). Residents would access proposed in ment developed all te Corridor.	access local as. able to rtunities ransport frequency ald also be new	++	New housing in lower Baildon should be able to access local employment in these areas along with new employment developed to meet local needs. In addition, new residents of Baildon should be able to access proposed new employment in North East Bradford. Residents would also be able to access employment elsewhere via the public transport network. However; the area is not served by high frequency buses.
number of high quality job opportunities suited to the needs of the local workforce	+	New housing in SI able to access to employment in this would also be able employment oppocity centre and els public transport ne	existing s area. Reset to access rtunities in sewhere via	sidents Bradford	+	New housing in Ilkley wo access to existing emplo this area. Residents wou able to access employme opportunities elsewhere public transport network. Notwithstanding this, no employment is proposed the new housing develop Ilkley. This could result ir of employment opportuni locality for new residents	oyment in ald also be ent via the new I alongside oment in a shortage ities in the	+	Thornto local em Resider access elsewher network services employr and resi to acces in the A	using in Queensbin would be able to apployment in these this would also be a semployment opposere via the public to (high frequency be). Notwithstandingment is limited in the idents would have see proposed new eigendale Corridor are ast and South East d.	o access e areas. able to rtunities ransport eus g this, nese areas to commute employment nd to the	++	New housing in East Morton should be able to access local employment in this area along with any new employment developed to meet local need. In addition, residents would also be able to access proposed new employment along the Airedale Corridor. However, employment is limited in East Morton and there is limited public transport service provision (i.e. no high frequency bus services). Residents may therefore have to travel by car to access employment.



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K F Y	Move away significantly	Move away marginally +	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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			Spatial Option 4: Dis	sperse	d Growth Points		
SA Objectives	City	% housing in the Sub Regional y, including a new settlement at Esholt. New employment in mewood, Esholt / lower Baildon and south Bradford (M606)	% housing in Principal Towns (Ilkley and Keighley) and nployment along the Airedale Corridor	(I M	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	<b>(</b> )	housing in Local Service Centres addingham, Baildon, Cottingley, Cullingworth, Denholme, East ton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	+	New housing in the Canal Road Corridor would have access to existing employment in this area. Residents would also be able to access employment opportunities in Bradford city centre and elsewhere via the public transport network.		+	New housing in Burley and Menston should be able to access local employment in these areas. However, employment is limited in these areas and there is limited public transport service provision (i.e. no high frequency bus services). Residents may therefore have to travel by car to access employment elsewhere. In addition, residents would have to commute to access proposed new employment in the Airedale Corridor and to the North East and South East of Bradford.	-	New housing in Denholme, Addingham, Cullingworth, Harden, Haworth, Oakworth, Oxenhope and Wilsden should be able to access local employment in these areas along with any new employment developed to meet local need. However, employment is limited and there is limited public transport service provision (i.e. no high frequency bus services). Residents may therefore have to travel by car to access employment elsewhere. In addition, residents would have to commute to access proposed new employment in the Airedale Corridor and to the North East and South East of Bradford.



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KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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			Spatial Option 4: Dis	spersec	I Growth Points			
SA Objectives	Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)		% housing in Principal Towns (Ilkley and Keighley) and aployment along the Airedale Corridor	(E Me	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)		
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	++	New housing in lower Baildon south of Otley Road area would have access to the proposed new employment in this area. Residents would also be able to access employment opportunities elsewhere via the public transport network. Although it is noted that currently there are limited bus services. Access to existing employment this area is constrained by the rail and road network.						
	++	New housing in the Holme Wood area would be able to access the proposed new employment in this area. Residents may also be able to access existing employment in the surrounding area via the public transport network.						



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KEY	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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				Spatial Option 4: Di	spersec	I Growth Points			
SA Objectives	65% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)			% housing in Principal Towns (Ilkley and Keighley) and nployment along the Airedale Corridor	(E Me	housing in Local Growth Centres Bingley, Burley in Wharfedale, enston, Steeton with Eastburn, den, Queensbury and Thornton)	5% housing in Local Service Centres (Addingham, Baildon, Cottingley, Cullingworth, Denholme, East Morton, Harden, Haworth, Oakworth Oxenhope and Wilsden)		
18. Increase the number of high	++	New housing in the Esholt area would have access to the proposed new employment in this area. Residents would also be able to access employment opportunities elsewhere via the public transport network. Although it is noted that currently there are limited bus services. There are no existing employment opportunities in the locality of Esholt at present.							
quality job opportunities suited to the needs of the local workforce	+	Focusing new employment development to the North East and South East of Bradford and along the Airedale Corridor by Keighley will increase employment provision in these areas. Notwithstanding this, employment in South and East Bradford may not be accessible to everyone, and focusing the majority of employment in these areas may limit employment development elsewhere.							



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KEY Move away significantly - Move away marginally + Move towards marginally + Move towards significantly 0 Neutral ? Uncertain
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			Spatial Option 4: Dispersed Growth Points								
SA Objectives	65% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)			% housing in Principal Towns (Ilkley and Keighley) and aployment along the Airedale Corridor	20% housing in Local Growth Centres (Bingley, Burley in Wharfedale, Menston, Steeton with Eastburn, Silsden, Queensbury and Thornton)			housing in Local Service Centres Addingham, Baildon, Cottingley, Cullingworth, Denholme, East rton, Harden, Haworth, Oakworth, Oxenhope and Wilsden)			
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	+	The development of new housing and employment in the Sub Regional City may help to encourage further inward investment into this area.  Notwithstanding this, employment to the North East and South East of Bradford may not be accessible to everyone, and focusing the majority of employment in these areas may limit employment development elsewhere, potentially affecting the viability of likley and the Local Service Centres, particularly those which are not in the proximity of the proposed employment areas.	+	The development of new housing in Keighley and Ilkley and the development of new employment along the Airedale Corridor by Keighley and Bingley may help to encourage further inward investment into these areas. Notwithstanding this, no employment development is proposed in Ilkley alongside new housing development, potentially affecting the viability of the town.	+	The development of new housing in the Local Growth Centres may help to encourage further inward investment into these areas. New housing in Silsden and Steeton should be able to access new proposed employment along the Airedale Corridor. Notwithstanding this, no employment development is proposed alongside new housing in Burley, Menston, Queensbury and Thornton, potentially affecting the viability of these towns.	+	The development of new housing in the Local Service Centres may help to encourage further inward investment into these areas. Notwithstanding this, limiting housing and employment development in Local Service Centres could potentially affect the viability of these towns, particularly those furthest from the Sub Regional City and proposed new employment development (e.g. such as Addingham, Haworth and Oxenhope).			



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