

City of Bradford Metropolitan District Council

Sustainability Appraisal of the Bradford Core Strategy

Issues and Options Appendices

March 2009



Entec

Creating the environment for business

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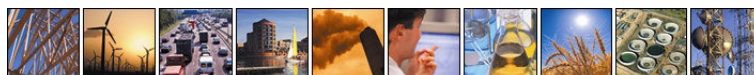
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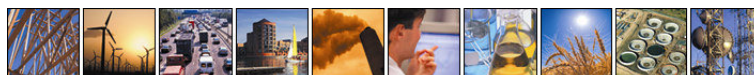
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List of Abbreviations

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



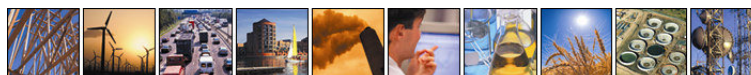
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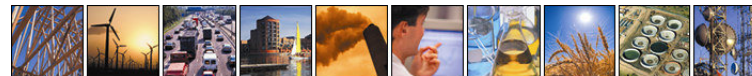
Appendix A Further Options Appraisal Tables



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
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SA Objectives	Options for ensuring that effective use is made of land and buildings				Options for achieving the correct balance of house building			
	Accept developments making use of previously developed land and buildings		Accept developments making use of Greenfield land		Adopt a market led approach to the release / development of land		Adopt 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.	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	Options for ensuring that effective use is made of land and buildings				Options for achieving the correct balance of house building			
	Accept developments making use of previously developed land and buildings		Accept developments making use of Greenfield land		Adopt a market led approach to the release / development of land		Adopt a plan led (site briefs etc) approach to the release / development of land	
4. Safeguard and improve air, water and soil resources	?	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.
	?	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.



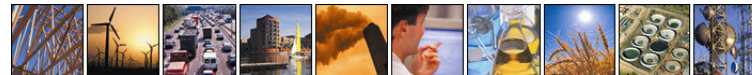
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SA Objectives	Options for ensuring that effective use is made of land and buildings				Options for achieving the correct balance of house building			
	Accept developments making use of previously developed land and buildings		Accept developments making use of Greenfield land		Adopt 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.	0	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 re-use of derelict sites and buildings).	-	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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SA Objectives	Options for ensuring that effective use is made of land and buildings				Options for achieving the correct balance of house building			
	Accept developments making use of previously developed land and buildings		Accept developments making use of Greenfield land		Adopt a market led approach to the release / development of land		Adopt 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.	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	?	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 certainty 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.



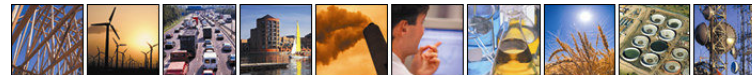
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SA Objectives	Options for ensuring that effective use is made of land and buildings				Options for achieving the correct balance of house building			
	Accept developments making use of previously developed land and buildings		Accept developments making use of Greenfield land		Adopt a market led approach to the release / development of land		Adopt 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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SA Objectives	Options for ensuring that effective use is made of land and buildings				Options for achieving the correct balance of house building			
	Accept developments making use of previously developed land and buildings		Accept developments making use of Greenfield land		Adopt 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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SA Objectives	Options for ensuring that effective use is made of land and buildings				Options for achieving the correct balance of house building			
	Accept developments making use of previously developed land and buildings		Accept developments making use of Greenfield land		Adopt a market led approach to the release / development of land		Adopt 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 well-being 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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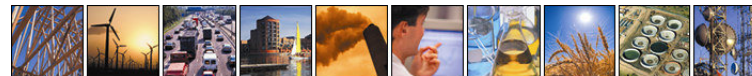
SA Objectives	Options for ensuring that effective use is made of land and buildings				Options for achieving the correct balance of house building			
	Accept developments making use of previously developed land and buildings		Accept developments making use of Greenfield land		Adopt a market led approach to the release / development of land		Adopt 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.



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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SA Objectives	Options for ensuring that dwellings are provided in the right places to meet local needs											
	Locate development close to key services		Locate development close to employment uses		Locate development close to public transport nodes		Locate development close to existing transport routes		Locate development close to greenspace / countryside		Promote mixed use developments	
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 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.



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 that dwellings are provided in the right places to meet local needs											
	Locate development close to key services		Locate development close to employment uses		Locate development close to public transport nodes		Locate development close to existing transport routes		Locate development close to greenspace / countryside		Promote 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.



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 that dwellings are provided in the right places to meet local needs											
	Locate development close to key services		Locate development close to employment uses		Locate development close to public transport nodes		Locate development close to existing transport routes		Locate development close to greenspace / countryside		Promote 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.



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 that dwellings are provided in the right places to meet local needs											
	Locate development close to key services		Locate development close to employment uses		Locate development close to public transport nodes		Locate development close to existing transport routes		Locate development close to greenspace / countryside		Promote 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.



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 that dwellings are provided in the right places to meet local needs											
	Locate development close to key services		Locate development close to employment uses		Locate development close to public transport nodes		Locate development close to existing transport routes		Locate development close to greenspace / countryside		Promote 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.



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 that dwellings are provided in the right places to meet local needs											
	Locate development close to key services		Locate development close to employment uses		Locate development close to public transport nodes		Locate development close to existing transport routes		Locate development close to greenspace / countryside		Promote 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 well-being 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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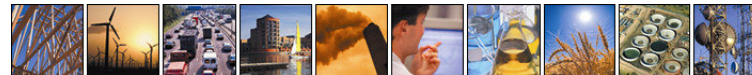
SA Objectives	Options for ensuring that dwellings are provided in the right places to meet local needs											
	Locate development close to key services		Locate development close to employment uses		Locate development close to public transport nodes		Locate development close to existing transport routes		Locate development close to greenspace / countryside		Promote 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.



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

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for meeting needs for affordable homes											
	Allocate specific sites for affordable housing		Require mixed use tenure sites, incorporating affordable housing, to be developed		Bring empty / existing housing stock back into use		Adopt a market need approach to the allocation of affordable housing		Adopt a district wide approach to the allocation of affordable housing		Use alternative mechanisms to deliver affordable housing (i.e. shared 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 re-used, 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
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SA Objectives	Options for meeting needs for affordable homes											
	Allocate specific sites for affordable housing		Require mixed use tenure sites, incorporating affordable housing, to be developed		Bring empty / existing housing stock back into use		Adopt a market need approach to the allocation of affordable housing		Adopt a district wide approach to the allocation of affordable housing		Use alternative mechanisms to deliver affordable housing (i.e. shared 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for meeting needs for affordable homes													
	Allocate specific sites for affordable housing		Require mixed use tenure sites, incorporating affordable housing, to be developed		Bring empty / existing housing stock back into use		Adopt a market need approach to the allocation of affordable housing		Adopt a district wide approach to the allocation of affordable housing		Use alternative mechanisms to deliver affordable housing (i.e. shared 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.	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	Options for meeting needs for affordable homes											
	Allocate specific sites for affordable housing		Require mixed use tenure sites, incorporating affordable housing, to be developed		Bring empty / existing housing stock back into use		Adopt a market need approach to the allocation of affordable housing		Adopt a district wide approach to the allocation of affordable housing		Use alternative mechanisms to deliver affordable housing (i.e. shared 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for meeting needs for affordable homes											
	Allocate specific sites for affordable housing		Require mixed use tenure sites, incorporating affordable housing, to be developed		Bring empty / existing housing stock back into use		Adopt a market need approach to the allocation of affordable housing		Adopt a district wide approach to the allocation of affordable housing		Use alternative mechanisms to deliver affordable housing (i.e. shared 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 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.	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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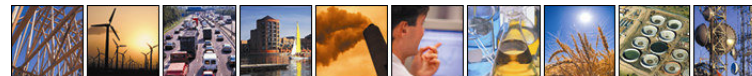
SA Objectives	Options for meeting needs for affordable homes											
	Allocate specific sites for affordable housing		Require mixed use tenure sites, incorporating affordable housing, to be developed		Bring empty / existing housing stock back into use		Adopt a market need approach to the allocation of affordable housing		Adopt a district wide approach to the allocation of affordable housing		Use alternative mechanisms to deliver affordable housing (i.e. shared 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.



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

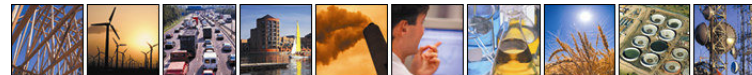
KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for meeting needs for affordable homes						Options for the development of housing on employment land					
	Retain the existing affordable housing threshold (>1ha or 15 dwellings)		Lower affordable housing threshold		Higher affordable housing threshold		Land and buildings allocated for employment use should continue to be protected from housing development		Land and buildings allocated for employment use that is surplus to requirements should be declassified		Develop mixed use sites on employment land comprising residential and employment	
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.	+	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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for meeting needs for affordable homes						Options for the development of housing on employment land							
	Retain the existing affordable housing threshold (>1ha or 15 dwellings)		Lower affordable housing threshold		Higher affordable housing threshold		Land and buildings allocated for employment use should continue to be protected from housing development		Land and buildings allocated for employment use that is surplus to requirements should be declassified		Develop mixed use sites on employment land comprising 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.	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.	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.	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.	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	Options for meeting needs for affordable homes						Options for the development of housing on employment land					
	Retain the existing affordable housing threshold (>1ha or 15 dwellings)		Lower affordable housing threshold		Higher affordable housing threshold		Land and buildings allocated for employment use should continue to be protected from housing development		Land and buildings allocated for employment use that is surplus to requirements should be declassified		Develop mixed use sites on employment land comprising 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for meeting needs for affordable homes						Options for the development of housing on employment land					
	Retain the existing affordable housing threshold (>1ha or 15 dwellings)		Lower affordable housing threshold		Higher affordable housing threshold		Land and buildings allocated for employment use should continue to be protected from housing development		Land and buildings allocated for employment use that is surplus to requirements should 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for meeting needs for affordable homes						Options for the development of housing on employment land					
	Retain the existing affordable housing threshold (>1ha or 15 dwellings)		Lower affordable housing threshold		Higher affordable housing threshold		Land and buildings allocated for employment use should continue to be protected from housing development		Land and buildings allocated for employment use that is surplus to requirements should be declassified		Develop mixed use sites on employment land comprising 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 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.	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
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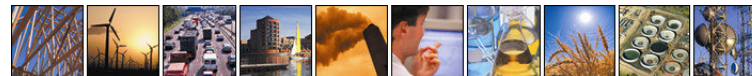
SA Objectives	Options for meeting needs for affordable homes					Options for the development of housing on employment land						
	Retain the existing affordable housing threshold (>1ha or 15 dwellings)		Lower affordable housing threshold		Higher affordable housing threshold	Land and buildings allocated for employment use should continue to be protected from housing development		Land and buildings allocated for employment use that is surplus to requirements should 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.



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	0	Neutral	?	Uncertain
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SA Objectives	Options for achieving the correct balance of new dwellings in terms of type and size							
	Promote lower density housing on targeted sites		Promote the existing housing density requirement (30 units per ha) on all sites		Promote high density housing (50 units per ha) on targeted sites		Promote high density housing (50 units per ha) on all sites	
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.



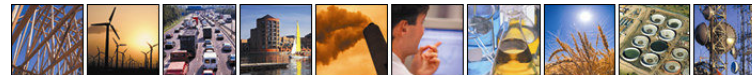
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SA Objectives	Options for achieving the correct balance of new dwellings in terms of type and size							
	Promote lower density housing on targeted sites		Promote the existing housing density requirement (30 units per ha) on all sites		Promote high density housing (50 units per ha) on targeted sites		Promote 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.



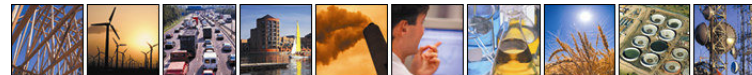
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SA Objectives	Options for achieving the correct balance of new dwellings in terms of type and size							
	Promote lower density housing on targeted sites		Promote the existing housing density requirement (30 units per ha) on all sites		Promote high density housing (50 units per ha) on targeted sites		Promote 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for achieving the correct balance of new dwellings in terms of type and size							
	Promote lower density housing on targeted sites		Promote the existing housing density requirement (30 units per ha) on all sites		Promote 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.	?	There is the potential for high density housing 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 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 all sites should help to ensure the effective use of land and buildings.	+	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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for achieving the correct balance of new dwellings in terms of type and size							
	Promote lower density housing on targeted sites		Promote the existing housing density requirement (30 units per ha) on all sites		Promote 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.	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 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
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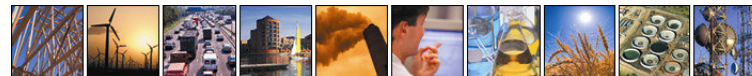
SA Objectives	Options for achieving the correct balance of new dwellings in terms of type and size							
	Promote lower density housing on targeted sites		Promote the existing housing density requirement (30 units per ha) on all sites		Promote high density housing (50 units per ha) on targeted sites		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.



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

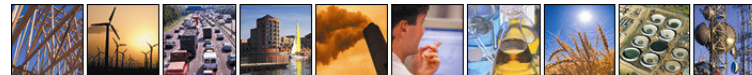
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SA Objectives	Options for the sustainability performance of dwellings					
	All new public and private housing to meet Building Regulations		All new public and private housing to meet a higher standard under the Code for Sustainable Homes		All new public and private housing to achieve the Lifetime Homes Standard	
1. Ensure the prudent and efficient use of energy and natural resources and the promotion of renewable energy	+	The Building Regulations set minimum energy performance requirements for existing and new buildings.	+	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 re-used, 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for the sustainability performance of dwellings					
	All new public and private housing to meet Building Regulations		All new public and private housing to meet a higher 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 ₂ Emission Rates) for existing and new buildings.	++	The Code for Sustainable Homes includes a mandatory element to limit emissions of CO ₂ 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.



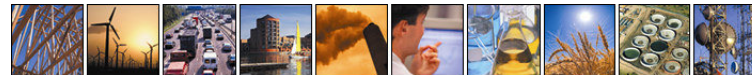
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SA Objectives	Options for the sustainability performance of dwellings					
	All new public and private housing to meet Building Regulations		All new public and private housing to meet a higher standard under the Code for Sustainable Homes		All new 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.	++	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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for the sustainability performance of dwellings					
	All new public and private housing to meet Building Regulations		All new public and private housing to meet a higher 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.



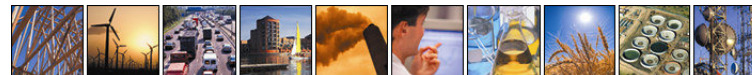
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SA Objectives	Options for the sustainability performance of dwellings					
	All new public and private housing to meet Building Regulations		All new public and private housing to meet a higher standard under the Code for Sustainable Homes		All new 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for the sustainability performance of dwellings					
	All new public and private housing to meet Building Regulations		All new public and private housing to meet a higher 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.	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.
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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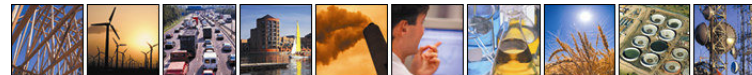
SA Objectives	Options for the sustainability performance of dwellings					
	All new public and private housing to meet Building Regulations		All new public and private housing to meet a higher standard under the Code for Sustainable Homes		All new public and private housing to achieve the Lifetime Homes 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.



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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SA Objectives	Options for ensuring there is the right amount of land allocated for employment use							
	Base land allocations on statistical employment forecasts		Base land allocations on past take up rates of employment land		Base land allocations on a market led approach		Base land allocations in line with the Employment Land Review	
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.
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
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SA Objectives	Options for ensuring there is the right amount of land allocated for employment use							
	Base land allocations on statistical employment forecasts		Base land allocations on past take up rates of employment land		Base land allocations on a market led approach		Base 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
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SA Objectives	Options for ensuring there is the right amount of land allocated for employment use							
	Base land allocations on statistical employment forecasts		Base land allocations on past take up rates of employment land		Base land allocations on a market led approach		Base 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
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SA Objectives	Options for ensuring there is the right amount of land allocated for employment use							
	Base land allocations on statistical employment forecasts		Base land allocations on past take up rates of employment land		Base land allocations on a market led approach		Base 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.	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 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.



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 there is the right amount of land allocated for employment use							
	Base land allocations on statistical employment forecasts		Base land allocations on past take up rates of employment land		Base land allocations on a market led approach		Base land allocations in line with the 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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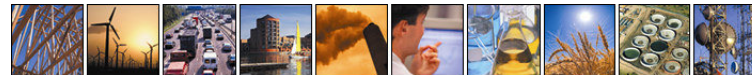
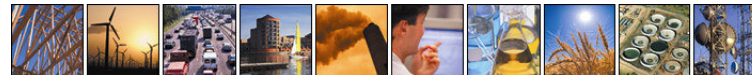


Table A8 SA of the options for allocating land for employment uses

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for allocating land for employment uses											
	Concentrate development in the city and town centres		Concentrate development on employment growth sites around the Bradford urban area		Concentrate development on employment growth sites around the Canal Road Corridor		Concentrate development in the existing areas of employment use		Concentrate development in deprived areas			
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	+	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 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.		



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for allocating land for employment uses									
	Concentrate development in the city and town centres		Concentrate development on employment growth sites around the Bradford urban area		Concentrate development on employment growth sites around the Canal Road Corridor		Concentrate development in the existing areas of employment use		Concentrate development in deprived areas	
4. Safeguard and improve air, water and soil resources	+	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.
	?	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 Aireedale 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for allocating land for employment uses									
	Concentrate development in the city and town centres		Concentrate development on employment growth sites around the Bradford urban area		Concentrate development on employment growth sites around the Canal Road Corridor		Concentrate 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.	-	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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for allocating land for employment uses									
	Concentrate development in the city and town centres		Concentrate development on employment growth sites around the Bradford urban area		Concentrate development on employment growth sites around the Canal Road Corridor		Concentrate development in the existing areas of employment use		Concentrate 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for allocating land for employment uses									
	Concentrate development in the city and town centres		Concentrate development on employment growth sites around the Bradford urban area		Concentrate development on employment growth sites around the Canal Road Corridor		Concentrate development in the existing areas of employment use		Concentrate development in deprived 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.	0	No significant effects are anticipated.
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	+	Employment in the city and town centres is likely to be accessible by public transport.	?	Depending upon its location, employment around the Bradford urban area may be accessible from the sub regional city area by public transport. However, employment around the Bradford urban area may not be accessible to residents elsewhere in the district without a car.	+	Employment around the Canal Road Corridor should be accessible from the sub regional city by public transport. However, employment in this location may not be accessible to residents elsewhere in the district without a car.	+	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, employment in this location may not be accessible to residents elsewhere in the district without a car.	+	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. However, employment in these locations may not be accessible to residents elsewhere in the district without a car.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for allocating land for employment uses									
	Concentrate development in the city and town centres		Concentrate development on employment growth sites around the Bradford urban area		Concentrate development on employment growth sites around the Canal Road Corridor		Concentrate development in the existing areas of employment use		Concentrate development in deprived areas	
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	+	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.	?	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.
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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for allocating land for employment uses									
	Concentrate development in the city and town centres		Concentrate development on employment growth sites around the Bradford urban area		Concentrate development on employment growth sites around the Canal Road Corridor		Concentrate development in the existing areas of employment use		Concentrate 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.	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 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.	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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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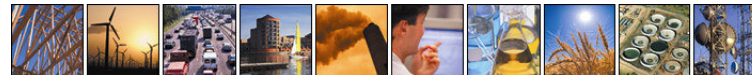
SA Objectives	Options for allocating land for employment uses									
	Concentrate development in the city and town centres		Concentrate development on employment growth sites around the Bradford urban area		Concentrate development on employment growth sites around the Canal Road Corridor		Concentrate development in the existing areas of employment use		Concentrate development in deprived areas	
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	+	Employment in the city and town centres is likely to be accessible by public transport and potentially also by walking and cycling, helping to ensure that employment opportunities are accessible to everyone.	?	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 to access employment around the urban area and employment need elsewhere may not be met.	+	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 to access employment in this area and employment need elsewhere may not be met.	+	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 to access employment in these areas.	++	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 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 respects the local character and needs of Bradford and the wider area	+	Employment development in the city and town centres would help to encourage further investment and growth in these areas, supporting the local economy.	+	Employment development around the Bradford urban area would help to encourage further investment and growth in Bradford city. However, concentrating employment development in this area could affect the viability of the other towns and villages in the District.	+	Employment development around the Canal Road Corridor would help to encourage further investment and growth in Bradford city. However, concentrating employment development in this area could affect the viability of the other towns and villages in the District.	+	Employment development in the existing areas of employment use would help to encourage further investment and growth in these areas. However, where there is little or no existing employment, employment needs may not be met.	+	Employment development in deprived areas would help to encourage further inward investment and growth in these areas. However, concentrating 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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SA Objectives	Options for protecting existing employment land and building stock											
	Protect sites and buildings in Bradford city 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 buildings in deprived areas		Protect sites and buildings in the villages		Do not protect any existing 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.
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
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SA Objectives	Options for protecting existing employment land and building stock											
	Protect sites and buildings in Bradford city 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 buildings in deprived areas		Protect sites and buildings in the villages		Do not protect any existing 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for protecting existing employment land and building stock											
	Protect sites and buildings in Bradford city 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 buildings in deprived areas		Protect sites and buildings in the villages		Do not protect any existing 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
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SA Objectives	Options for protecting existing employment land and building stock											
	Protect sites and buildings in Bradford city 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 buildings in deprived areas		Protect sites and buildings in the villages		Do not protect any existing 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 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.	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	Options for protecting existing employment land and building stock											
	Protect sites and buildings in Bradford city 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 buildings in deprived areas		Protect sites and buildings in the villages		Do not protect any existing 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.

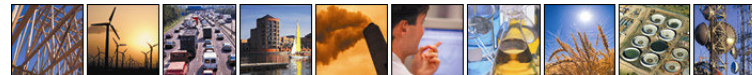
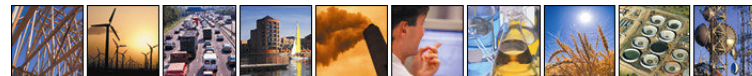


Table A10 SA of the options relating to the diversification of the economy and travel plan provision

KEY	- -	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options relating to the diversification of the economy				Options for the provision of travel plans					
	Support 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		Require all developments attracting large numbers of people to provide a travel plan		No new developments (regardless of size) to provide a travel plan	
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.
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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options relating to the diversification of the economy				Options for the provision of travel plans					
	Support 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		Require all developments attracting large numbers of people to provide a travel plan		No new developments (regardless of size) to provide 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options relating to the diversification of the economy				Options for the provision of travel plans					
	Support 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		Require all developments attracting large numbers of people to provide a travel plan		No new developments (regardless of size) to provide 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options relating to the diversification of the economy				Options for the provision of travel plans					
	Support 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		Require all developments attracting large numbers of people to provide a travel plan		No new developments (regardless of size) to provide 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options relating to the diversification of the economy				Options for the provision of travel plans					
	Support 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		Require all developments attracting large numbers of people 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 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.	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	Options relating to the diversification of the economy				Options for the provision of travel plans					
	Support 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		Require all developments attracting large numbers of people to provide a travel plan		No new developments (regardless of size) to provide 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.

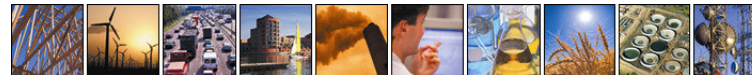
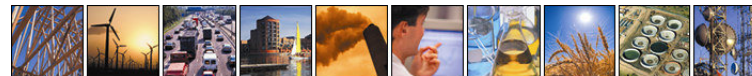


Table A11 SA of the options for enhancing accessibility to jobs, services and facilities

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options contributing to the enhancement of existing accessibility to jobs, services and facilities											
	Locate all new development attracting large numbers of people in the vicinity of public transport nodes		Locate all new development attracting large numbers of people in the vicinity of existing transport routes		Increase road capacity to accommodate traffic generated by new development attracting large numbers of people		Increase existing public transport capacity to support new development		Provide new public transport infrastructure to support new development (e.g. tram and light rail)		Provide new road capacity to accommodate traffic generated by new development attracting large numbers of people	
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 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	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options contributing to the enhancement of existing accessibility to jobs, services and facilities											
	Locate all new development attracting large numbers of people in the vicinity of public transport nodes		Locate all new development attracting large numbers of people in the vicinity of existing transport routes		Increase road capacity to accommodate traffic generated by new development attracting large numbers of people		Increase existing public transport capacity to support new development		Provide new public transport infrastructure to support new development (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 improve air, water and soil resources	+	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.	-	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.
	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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options contributing to the enhancement of existing accessibility to jobs, services and facilities											
	Locate all new development attracting large numbers of people in the vicinity of public transport nodes		Locate all new development attracting large numbers of people in the vicinity of existing transport routes		Increase road capacity to accommodate traffic generated by new development attracting large numbers of people		Increase existing public transport capacity to support new development		Provide new public transport infrastructure to support new development (e.g. tram and light rail)		Provide new road capacity to accommodate traffic generated by new development attracting large 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options contributing to the enhancement of existing accessibility to jobs, services and facilities											
	Locate all new development attracting large numbers of people in the vicinity of public transport nodes		Locate all new development attracting large numbers of people in the vicinity of existing transport routes		Increase road capacity to accommodate traffic generated by new development attracting large numbers of people		Increase existing public transport capacity to support new development		Provide new public transport infrastructure to support new development (e.g. tram and light rail)		Provide new road capacity to accommodate traffic generated by new development attracting large numbers of people	
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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options contributing to the enhancement of existing accessibility to jobs, services and facilities											
	Locate all new development attracting large numbers of people in the vicinity of public transport nodes		Locate all new development attracting large numbers of people in the vicinity of existing transport routes		Increase road capacity to accommodate traffic generated by new development attracting large numbers of people		Increase existing public transport capacity to support new development		Provide new public transport infrastructure to support new development (e.g. tram and light rail)		Provide new road capacity to accommodate traffic generated by new development attracting large 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options contributing to the enhancement of existing accessibility to jobs, services and facilities											
	Locate all new development attracting large numbers of people in the vicinity of public transport nodes		Locate all new development attracting large numbers of people in the vicinity of existing transport routes		Increase road capacity to accommodate traffic generated by new development attracting large numbers of people		Increase existing public transport capacity to support new development		Provide new public transport infrastructure to support new development (e.g. tram and light rail)		Provide new road capacity to accommodate traffic generated by new development attracting large 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 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.	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
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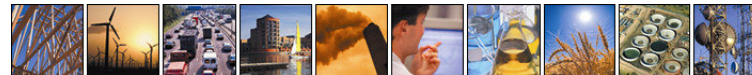
SA Objectives	Options contributing to the enhancement of existing accessibility to jobs, services and facilities											
	Locate all new development attracting large numbers of people in the vicinity of public transport nodes		Locate all new development attracting large numbers of people in the vicinity of existing transport routes		Increase road capacity to accommodate traffic generated by new development attracting large numbers of people		Increase existing public transport capacity to support new development		Provide new public transport infrastructure to support new development (e.g. tram and light rail)		Provide new road capacity to accommodate traffic generated by new development attracting large 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.



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

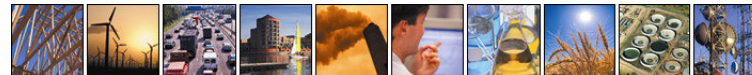
KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for enhancing accessibility to jobs, services and facilities							
	All new developments to meet 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 accessibility for cyclists, pedestrians, the disabled and public transport		Continue with the existing approach of negotiating improvements in accessibility for cyclists, pedestrians, the disabled and public transport	
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.	+	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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for enhancing accessibility to jobs, services and facilities							
	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 accessibility for cyclists, pedestrians, the disabled and public transport		Continue with the existing approach of negotiating improvements in accessibility for cyclists, pedestrians, 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
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SA Objectives	Options for enhancing accessibility to jobs, services and facilities							
	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 accessibility for cyclists, pedestrians, the disabled and public transport		Continue with the existing approach of negotiating improvements in accessibility for cyclists, pedestrians, 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for enhancing accessibility to jobs, services and facilities							
	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 accessibility for cyclists, pedestrians, the disabled and public transport		Continue with the existing approach of negotiating improvements in accessibility for cyclists, pedestrians, 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for enhancing accessibility to jobs, services and facilities							
	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 accessibility for cyclists, pedestrians, the disabled and public transport		Continue with the existing approach of negotiating improvements in accessibility for cyclists, pedestrians, 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 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.	+	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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SA Objectives	Options for enhancing accessibility to jobs, services and facilities							
	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 accessibility for cyclists, pedestrians, the 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.

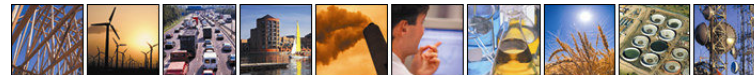
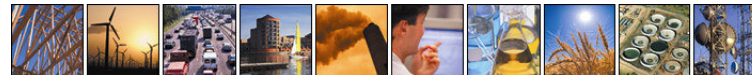


Table A13 SA of the options for influencing the level of car use and road congestion

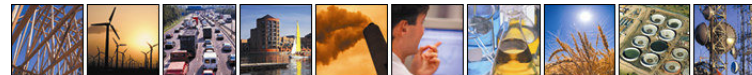
KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for influencing the level of car use and road congestion							
	Protect and enhance train and 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	
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	+	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.



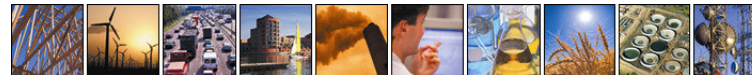
KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for influencing the level of car use and road congestion							
	Protect and enhance train and 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	
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.



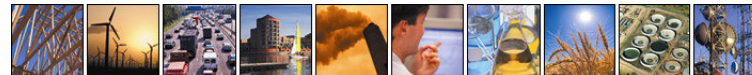
KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for influencing the level of car use and road congestion							
	Protect and enhance train and 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
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SA Objectives	Options for influencing the level of car use and road congestion							
	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 well-being 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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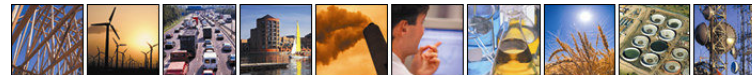
SA Objectives	Options for influencing the level of car use and road congestion							
	Protect and enhance train and bus routes		Protect and enhance (direct, safer) cycle and footpath networks, including green infrastructure routes		Protect and enhance long distance cycle and footpath networks, including 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.



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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SA Objectives	Options for influencing the level of car use and road congestion							
	Limit car parking provision in town centres		Limit car parking provision in new development		Support other means of demand management (e.g. Park and Ride, car clubs etc)		No limitations on car parking	
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	+	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.
4. 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.



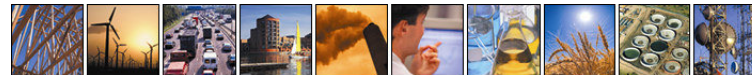
KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for influencing the level of car use and road congestion							
	Limit car parking provision in town centres		Limit car parking provision in new development		Support other means of demand management (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.



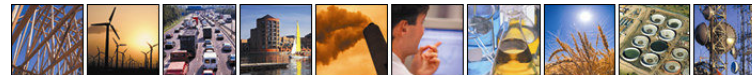
KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for influencing the level of car use and road congestion							
	Limit car parking provision in town centres		Limit car parking provision in new development		Support other means of demand management (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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for influencing the level of car use and road congestion							
	Limit car parking provision in town centres		Limit car parking provision in new development		Support other means of demand management (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 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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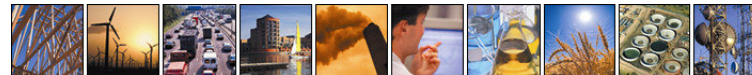
SA Objectives	Options for influencing the level of car use and road congestion							
	Limit car parking provision in town centres		Limit car parking provision in new development		Support other means of demand management (e.g. Park and Ride, car clubs etc)		No limitations on car parking	
17. Promote 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.	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	+	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.	0	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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SA Objectives	Options for improving road safety					
	Concentrate on making provision for car traffic within and in the vicinity of new developments (existing highway design policies)		Concentrate on ensuring safety, within and in the vicinity of new developments, for cyclists and pedestrians (strengthen highway design policies)		Require financial contributions from developers to improve safety on existing roads affected by new development	
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	-	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.
4. 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.



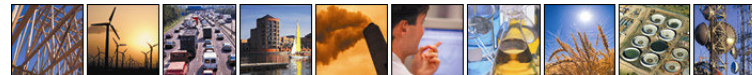
KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for improving road safety					
	Concentrate on making provision for car traffic within and in the vicinity of new developments (existing highway design policies)		Concentrate on ensuring safety, within and in the vicinity of new developments, for cyclists and pedestrians (strengthen highway design policies)		Require financial contributions from developers to improve 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.	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.
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
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SA Objectives	Options for improving road safety					
	Concentrate on making provision for car traffic within and in the vicinity of new developments (existing highway design policies)	Concentrate on ensuring safety, within and in the vicinity of new developments, for cyclists and pedestrians (strengthen highway design policies)	Concentrate on ensuring safety, within and in the vicinity of new developments, for cyclists and pedestrians (strengthen highway design policies)	Concentrate on ensuring safety, within and in the vicinity of new developments, for cyclists and pedestrians (strengthen highway design policies)	Require financial contributions from developers to improve 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.	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
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SA Objectives	Options for improving road safety					
	Concentrate on making provision for car traffic within and in the vicinity of new developments (existing highway design policies)		Concentrate on ensuring safety, within and in the vicinity of new developments, for cyclists and pedestrians (strengthen highway design policies)		Require financial contributions from developers to improve 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.	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.
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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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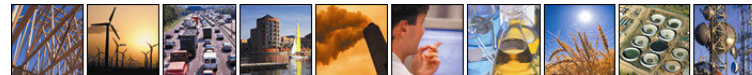
SA Objectives	Options for improving road safety					
	Concentrate on making provision for car traffic within and in the vicinity of new developments (existing highway design policies)		Concentrate on ensuring safety, within and in the vicinity of new developments, for cyclists and pedestrians (strengthen highway design policies)		Require financial contributions from developers to improve 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.	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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SA Objectives	Options for supporting economic activity and regeneration efforts					
	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 business destinations, including the city and town centres, industrial and regeneration areas, and Leeds Bradford Airport by improvements to the Strategic Highway Network		Require financial contributions from all development to improve public transport / the Strategic Highway Network	
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	+	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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SA Objectives	Options for supporting economic activity and regeneration efforts															
	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 business destinations, including the city and town centres, industrial and regeneration areas, and Leeds Bradford Airport by improvements to the Strategic Highway Network				Require financial contributions from all development to improve public transport / the Strategic Highway Network							
4. Safeguard and improve air, water and soil resources	+	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.		
	0	No significant effects are anticipated.			?	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.						



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for supporting economic activity and regeneration efforts					
	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 business destinations, including the city and town centres, industrial and regeneration areas, and Leeds 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for supporting economic activity and regeneration efforts											
	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 business destinations, including the city and town centres, industrial and regeneration areas, and Leeds 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.		



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for supporting economic activity and regeneration efforts					
	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 business destinations, including the city and town centres, industrial and regeneration areas, and Leeds 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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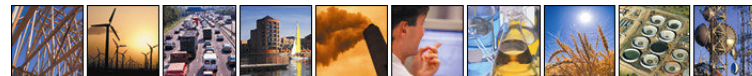
SA Objectives	Options for supporting economic activity and regeneration efforts					
	Ensure a high level of accessibility to key business destinations, including the city centre and town centres, industrial and regeneration areas, and Leeds Bradford Airport by improvements to public transport		Ensure a high level of accessibility to key business destinations, including the city and town centres, industrial and regeneration areas, and Leeds 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.



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

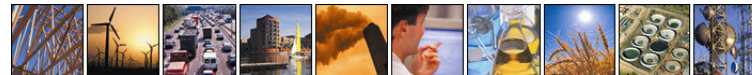
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SA Objectives	Options for supporting the sustainable movement of freight							
	Support the movement of freight by rail		Make provision for lorry parks in appropriate locations		Adopt demand management measures (e.g. lorry lanes, restricted access etc)		Require financial contributions from employment related development to support capacity improvements for HGVs on the Strategic Highway Network	
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	+	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.



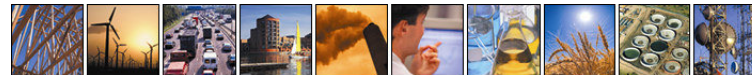
KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for supporting the sustainable movement of freight							
	Support the movement of freight by rail		Make 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	
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.



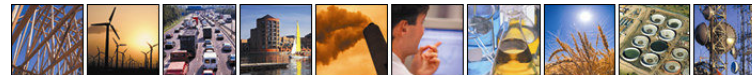
KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for supporting the sustainable movement of freight							
	Support the movement of freight by rail		Make 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	
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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for supporting the sustainable movement of freight							
	Support the movement of freight by rail		Make 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	
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
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SA Objectives	Options for supporting the sustainable movement of freight							
	Support the movement of freight by rail		Make 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	
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
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SA Objectives	Options for supporting the sustainable movement of freight							
	Support the movement of freight by rail		Make 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.

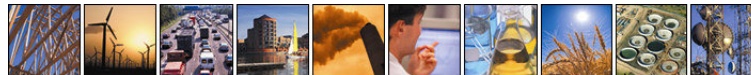
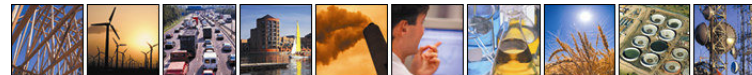


Table A18 SA of the options for ensuring accessibility to education and healthcare

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					
	Locate healthcare / education in the city and town centres (large centralised facilities)		Locate 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.
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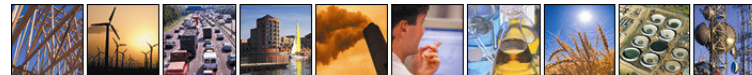
KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for ensuring new and existing healthcare and education facilities are accessible, well served by public transport and promote social inclusion					
	Locate healthcare / education in the city and town centres (large centralised facilities)		Locate healthcare / education in the vicinity of residential areas (very dispersed facilities)		Locate healthcare / education in the vicinity of the district centres (dispersed facilities)	
4. Safeguard and improve air, water and soil resources	+	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.
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	?	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.



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					
	Locate healthcare / education in the city and town centres (large centralised facilities)		Locate healthcare / education in the vicinity of residential areas (very dispersed facilities)		Locate 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.



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					
	Locate healthcare / education in the city and town centres (large centralised facilities)		Locate healthcare / education in the vicinity of residential areas (very dispersed facilities)		Locate healthcare / education in the vicinity of the 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.



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					
	Locate healthcare / education in the city and town centres (large centralised facilities)		Locate healthcare / education in the vicinity of residential areas (very dispersed facilities)		Locate 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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SA Objectives	Options for ensuring new and existing healthcare and education facilities are accessible, well served by public transport and promote social inclusion					
	Locate healthcare / education in the city and town centres (large centralised facilities)		Locate healthcare / education in the vicinity of residential areas (very dispersed facilities)		Locate healthcare / education in the vicinity of the district centres (dispersed facilities)	
16. Provide the conditions and services to improve health and well-being 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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SA Objectives	Options for ensuring new and existing healthcare and education facilities are accessible, well served by public transport and promote social inclusion					
	Locate healthcare / education in the city and town centres (large centralised facilities)		Locate healthcare / education in the vicinity of residential areas (very dispersed facilities)		Locate healthcare / education in the vicinity of the 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.

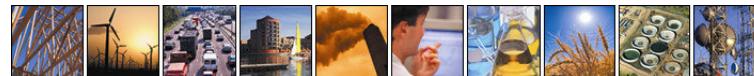
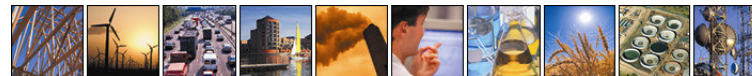


Table A19 SA of the options for ensuring accessibility to healthcare and education

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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											
	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			
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 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.	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	Options for ensuring new and existing healthcare and education facilities are accessible, well served by public transport and promote social inclusion									
	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	
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
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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									
	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.



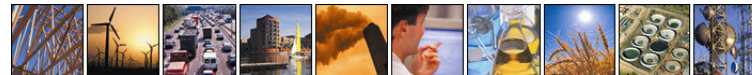
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SA Objectives	Options for ensuring new and existing healthcare and education facilities are accessible, well served by public transport and promote social inclusion									
	Locate healthcare / education facilities in the vicinity of public transport 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	
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
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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											
	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			
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 well-being 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).	-	
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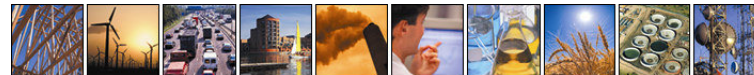
SA Objectives	Options for ensuring new and existing healthcare and education facilities are accessible, well served by public transport and promote social inclusion									
	Locate healthcare / education facilities in the vicinity of public transport nodes		Locate healthcare / education facilities in 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	
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

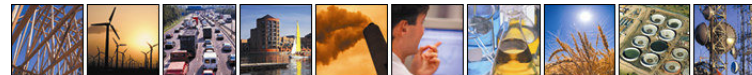
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SA Objectives	Options for ensuring that all communities have access to a high quality green space							
	Protect and enhance all greenspace		Enable greenspace which is surplus to requirements to be re-designated		Enables greenspace which has low value and function to be re-designated		Develop green networks within the urban areas linking to the open countryside	
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	0	Neutral	?	Uncertain
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SA Objectives	Options for ensuring that all communities have access to a high quality green space							
	Protect and enhance all greenspace		Enable greenspace which is surplus to requirements to be re-designated		Enables greenspace which has low value and function to be re-designated		Develop green networks within the urban 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 re-designation). 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.



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 that all communities have access to a high quality green space							
	Protect and enhance all greenspace		Enable greenspace which is surplus to requirements to be re-designated		Enables greenspace which has low value and function to be re-designated		Develop green networks within the urban 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 re-designation).	+	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.



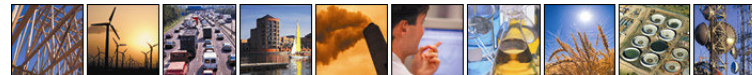
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SA Objectives	Options for ensuring that all communities have access to a high quality green space							
	Protect and enhance all greenspace		Enable greenspace which is surplus to requirements to be re-designated		Enables greenspace which has low value and function to be re-designated		Develop green networks within the urban areas linking to the open 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
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SA Objectives	Options for ensuring that all communities have access to a high quality green space							
	Protect and enhance all greenspace		Enable greenspace which is surplus to requirements to be re-designated		Enables 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
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SA Objectives	Options for ensuring that all communities have access to a high quality green space							
	Protect and enhance all greenspace		Enable greenspace which is surplus to requirements to be re-designated		Enables greenspace which has low value and function to be re-designated		Develop green networks within the urban areas linking to the open countryside	
16. Provide the conditions and services to improve health and well-being 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.

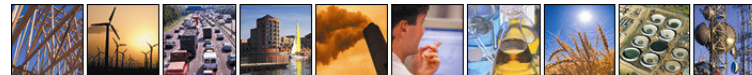
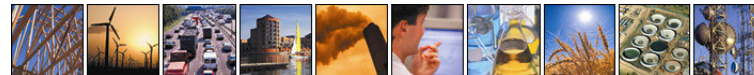


Table A21 SA of the options for ensuring access to greenspace and sports and recreation facilities

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SA Objectives	Options for ensuring that all communities have access to a high quality greenspace and sports and recreation facilities							
	Require all development to provide for open space, sport and recreation in line with the open space assessment etc		Require only housing development to provide for open space, sport and recreation in line with the open space assessment etc		Require education and healthcare development to provide for open space, sport and recreation in line with 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.



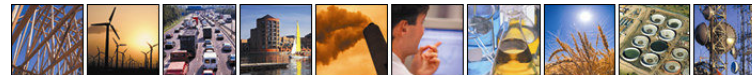
KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for ensuring that all communities have access to a high quality greenspace and sports and recreation facilities							
	Require all development to provide for open space, sport and recreation in line with the open space assessment etc		Require only housing development to provide for open space, sport and recreation in line with the open space assessment etc		Require education and healthcare development to provide for open space, sport and recreation in line with the open space assessment etc		Do not require any provision for open 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.



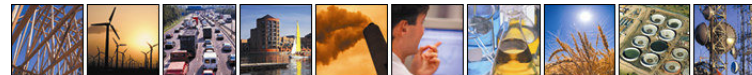
KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for ensuring that all communities have access to a high quality greenspace and sports and recreation facilities							
	Require all development to provide for open space, sport and recreation in line with the open space assessment etc		Require only housing development to provide for open space, sport and recreation in line with the open space assessment etc		Require education and healthcare development to provide for open space, sport and recreation in line with 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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SA Objectives	Options for ensuring that all communities have access to a high quality greenspace and sports and recreation facilities							
	Require all development to provide for open space, sport and recreation in line with the open space assessment etc		Require only housing development to provide for open space, sport and recreation in line with the open space assessment etc		Require education and healthcare development to provide for open space, sport and recreation in line with the open space assessment etc		Do not require any provision for open 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.



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 that all communities have access to a high quality greenspace and sports and recreation facilities							
	Require all development to provide for open space, sport and recreation in line with the open space assessment etc		Require only housing development to provide for open space, sport and recreation in line with the open space assessment etc		Require education and healthcare development to provide for open space, sport and recreation in line with the open space assessment etc		Do not require any provision for open 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 well-being 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 away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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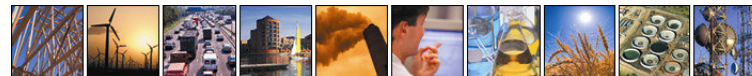
SA Objectives	Options for ensuring that all communities have access to a high quality greenspace and sports and recreation facilities							
	Require all development to provide for open space, sport and recreation in line with the open space assessment etc	Require only housing development to provide for open space, sport and recreation in line with the open space assessment etc	Require education and healthcare development to provide for open space, sport and recreation in line with the open space assessment etc	Do not require any provision for open space, sport and recreation				
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	+	The provision of open space, sport and recreation should contribute towards making the District and more attractive and desirable place to live and work.	+	The provision of open space, sport and recreation should contribute towards making the District and more attractive and desirable place to live and work.	+	The provision of open space, sport and recreation should contribute towards making the District and more attractive and desirable place to live and work.	?	Not requiring any provision for open space, sport and recreation may mean that deficiencies in provision may not be addressed, potentially affecting the desirability of certain areas in the District where there is a deficiency as a place to live and work.



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

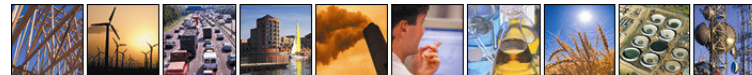
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SA Objectives	Options for ensuring that all communities have access to a high quality greenspace and sport and recreation facilities				Options for ensuring all sections of the community have access to retail provision					
	Require contributions for open space, sport and recreation to be made on site		Enable contributions for open space, sport and recreation to be made off site		Retain existing hierarchy of retail centres – Bradford city centre, four town centres, 7 district centres and 40 local centres		Amend the retail hierarchy by re-designating local centres to higher order status		Allow small scale retail provision outside of the hierarchy to meet more localised need in communities	
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.
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	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for ensuring that all communities have access to a high quality greenspace and sport and recreation facilities				Options for ensuring all sections of the community have access to retail provision					
	Require contributions for open space, sport and recreation to be made on site		Enable contributions for open space, sport and recreation to be made off site		Retain existing hierarchy of retail centres – Bradford city centre, four town centres, 7 district centres and 40 local centres		Amend the retail hierarchy by re-designating local centres to higher order status		Allow small scale retail provision outside of the hierarchy 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.



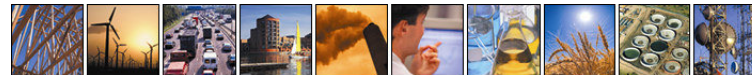
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SA Objectives	Options for ensuring that all communities have access to a high quality greenspace and sport and recreation facilities				Options for ensuring all sections of the community have access to retail provision					
	Require contributions for open space, sport and recreation to be made on site		Enable contributions for open space, sport and recreation to be made off site		Retain existing hierarchy of retail centres – Bradford city centre, four town centres, 7 district centres and 40 local centres		Amend the retail hierarchy by re-designating local centres to higher order status		Allow small scale retail provision outside of the hierarchy 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	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for ensuring that all communities have access to a high quality greenspace and sport and recreation facilities				Options for ensuring all sections of the community have access to retail provision					
	Require contributions for open space, sport and recreation to be made on site		Enable contributions for open space, sport and recreation to be made off site		Retain existing hierarchy of retail centres – Bradford city centre, four town centres, 7 district centres and 40 local centres		Amend the retail hierarchy by re-designating local centres to higher order status		Allow small scale retail provision outside of the hierarchy 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
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SA Objectives	Options for ensuring that all communities have access to a high quality greenspace and sport and recreation facilities				Options for ensuring all sections of the community have access to retail provision					
	Require contributions for open space, sport and recreation to be made on site		Enable contributions for open space, sport and recreation to be made off site		Retain existing hierarchy of retail centres – Bradford city centre, four town centres, 7 district centres and 40 local centres		Amend the retail hierarchy by re-designating local centres to higher order status		Allow small scale retail provision outside of the hierarchy 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 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.	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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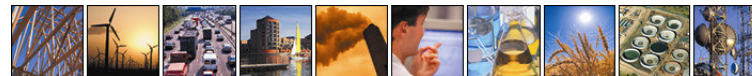
SA Objectives	Options for ensuring that all communities have access to a high quality greenspace and sport and recreation facilities				Options for ensuring all sections of the community have access to retail provision					
	Require contributions for open space, sport and recreation to be made on site		Enable contributions for open space, sport and recreation to be made off site		Retain existing hierarchy of retail centres – Bradford city centre, four town centres, 7 district centres and 40 local centres		Amend the retail hierarchy by re-designating local centres to higher order status		Allow small scale retail provision outside of the hierarchy to meet more localised need in communities	
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	?	The requirement for open space, sport and recreation provision to be provided on site may affect the economic viability of certain development schemes.	0	No significant effects are anticipated.	0	No significant effects are anticipated.	+	Re-designating local centres would allow increased retail provision in these areas, helping to increase the vitality and viability of these areas.	+	Allowing small scale retail provision outside in the smaller towns and villages may help to increase the vitality and viability of these areas.



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	?	Uncertain
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SA Objectives	Options for ensuring all sections of the community have access to retail provision				Options for ensuring all sections of the community have access to local community and cultural facilities				
	Protect existing shops in small villages and communities		Do not protect existing shops in small villages and communities		Locate local community / cultural facilities in the city centre / town centres (large centralised facilities)		Locate local community / cultural facilities in the vicinity of residential areas (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.	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.



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 all sections of the community have access to retail provision				Options for ensuring all sections of the community have access to local community and cultural facilities			
	Protect existing shops in small villages and communities		Do not protect existing shops in small villages and communities		Locate local community / cultural facilities in the city centre / town centres (large centralised facilities)		Locate local community / cultural facilities in the vicinity of residential areas (dispersed facilities)	
4. Safeguard and improve air, water and soil resources	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 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.	+	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 its impact upon local air quality.
	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 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.



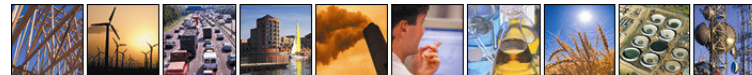
KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for ensuring all sections of the community have access to retail provision				Options for ensuring all sections of the community have access to local community and cultural facilities			
	Protect existing shops in small villages and communities		Do not protect existing shops in small villages and communities		Locate local community / cultural facilities in the city centre / town centres (large centralised facilities)		Locate local community / cultural facilities 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 SEGs 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 SEGs 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).



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 all sections of the community have access to retail provision				Options for ensuring all sections of the community have access to local community and cultural facilities			
	Protect existing shops in small villages and communities		Do not protect existing shops in small villages and communities		Locate local community / cultural facilities in the city centre / town centres (large centralised facilities)		Locate local community / cultural facilities 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 be 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
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SA Objectives	Options for ensuring all sections of the community have access to retail provision				Options for ensuring all sections of the community have access to local community and cultural facilities			
	Protect existing shops in small villages and communities		Do not protect existing shops in small villages and communities		Locate local community / cultural facilities in the city centre / town centres (large centralised facilities)		Locate local community / cultural facilities 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.



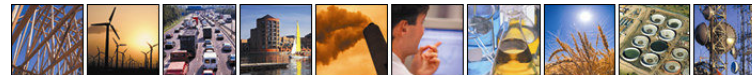
KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for ensuring all sections of the community have access to retail provision				Options for ensuring all sections of the community have access to local community and cultural facilities			
	Protect existing shops in small villages and communities		Do not protect existing shops in small villages and communities		Locate local community / cultural facilities in the city centre / town centres (large centralised facilities)		Locate local community / cultural facilities 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.



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 all sections of the community have access to retail provision				Options for ensuring all sections of the community have access to local community and cultural facilities			
	Protect existing shops in small villages and communities		Do not protect existing shops in small villages and communities		Locate local community / cultural facilities in the city centre / town centres (large centralised facilities)		Locate local community / cultural facilities 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 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.



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 all sections of the community have access to retail provision				Options for ensuring all sections of the community have access to local community and cultural facilities			
	Protect existing shops in small villages and communities		Do not protect existing shops in small villages and communities		Locate local community / cultural facilities in the city centre / town centres (large centralised facilities)		Locate local community / cultural facilities 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.

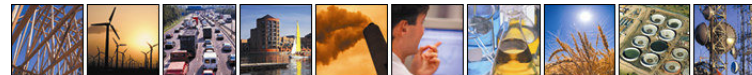
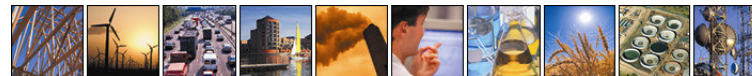


Table A24 SA of the options for ensuring accessibility to local community and cultural facilities

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 all sections of the community have access to local community and cultural facilities											
	Locate local community / cultural facilities in the vicinity of public transport nodes		Locate local community / cultural facilities in the vicinity of existing transport routes		Promote mixed use developments		Protect existing local community / cultural facilities from loss in all locations		Protect existing local community / cultural facilities from loss in small villages and communities		Do not protect existing local 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	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for ensuring all sections of the community have access to local community and cultural facilities											
	Locate local community / cultural facilities in the vicinity of public transport nodes		Locate local community / cultural facilities in the vicinity of existing transport routes		Promote mixed use developments		Protect existing local community / cultural facilities from loss in all locations		Protect existing local community / cultural facilities from loss in small villages and communities		Do not protect existing local 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.



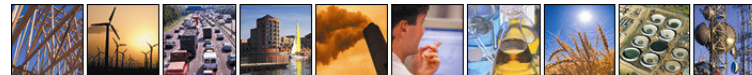
KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for ensuring all sections of the community have access to local community and cultural facilities											
	Locate local community / cultural facilities in the vicinity of public transport nodes		Locate local community / cultural facilities in the vicinity of existing transport routes		Promote mixed use developments		Protect existing local community / cultural facilities from loss in all locations		Protect existing local community / cultural facilities from loss in small villages and communities		Do not protect existing local 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.



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 all sections of the community have access to local community and cultural facilities											
	Locate local community / cultural facilities in the vicinity of public transport nodes		Locate local community / cultural facilities in the vicinity of existing transport routes		Promote mixed use developments		Protect existing local community / cultural facilities from loss in all locations		Protect existing local community / cultural facilities from loss in small villages and communities		Do not protect existing local 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	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for ensuring all sections of the community have access to local community and cultural facilities											
	Locate local community / cultural facilities in the vicinity of public transport nodes		Locate local community / cultural facilities in the vicinity of existing transport routes		Promote mixed use developments		Protect existing local community / cultural facilities from loss in all locations		Protect existing local community / cultural facilities from loss in small villages and communities		Do not protect existing local community / cultural 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.	--	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.



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 all sections of the community have access to local community and cultural facilities											
	Locate local community / cultural facilities in the vicinity of public transport nodes		Locate local community / cultural facilities in the vicinity of existing transport routes		Promote mixed use developments		Protect existing local community / cultural facilities from loss in all locations		Protect existing local community / cultural facilities from loss in small villages and communities		Do not protect existing local community / cultural facilities	
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.	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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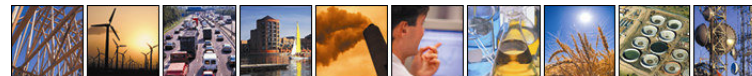
SA Objectives	Options for ensuring all sections of the community have access to local community and cultural facilities											
	Locate local community / cultural facilities in the vicinity of public transport nodes		Locate local community / cultural facilities in the vicinity of existing transport routes		Promote mixed use developments		Protect existing local community / cultural facilities from loss in all locations		Protect existing local community / cultural facilities from loss in small villages and communities		Do not protect existing local community / cultural 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.	-	Affording no protection to shops in small villages and communities may result in their loss, which would impact negatively upon local / rural economies.



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
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SA Objectives	Options for protecting water resources and quality				Options for protecting air quality			
	Require all new development to incorporate water efficiency measures in accordance with BREEAM etc		Do not permit development in Groundwater Source Protection Zones		Require all new development to minimise greenhouse gas emissions in accordance with BREEAM etc		Do not permit developments which increase traffic levels within Air Quality Management Areas	
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.	++	This option should help to reduce greenhouse gas emissions from new developments.	0	No significant effects are anticipated.
4. 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
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SA Objectives	Options for protecting water resources and quality				Options for protecting air quality			
	Require all new development to incorporate water efficiency measures in accordance with BREEAM etc		Do not permit development in Groundwater Source Protection Zones		Require all new development to minimise greenhouse gas emissions in 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
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SA Objectives	Options for protecting water resources and quality				Options for protecting air quality			
	Require all new development to incorporate water efficiency measures in accordance with BREEAM etc		Do not permit development in Groundwater Source Protection Zones		Require all new development to minimise greenhouse gas emissions in 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
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SA Objectives	Options for protecting water resources and quality				Options for protecting air quality			
	Require all new development to incorporate water efficiency measures in accordance with BREEAM etc		Do not permit development in Groundwater Source Protection Zones		Require all new development to minimise greenhouse gas emissions in 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 well-being 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
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SA Objectives	Options for protecting water resources and quality				Options for protecting air quality			
	Require all new development to incorporate water efficiency measures in accordance with BREEM etc		Do not permit development in Groundwater Source Protection Zones		Require all new development to minimise greenhouse gas emissions in accordance with BREEM 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.

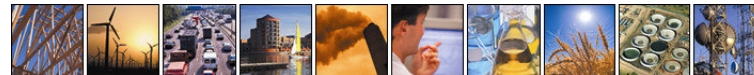
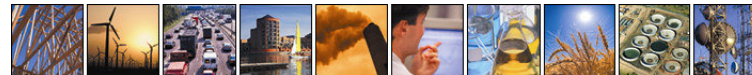


Table A26 SA of the options for protecting biodiversity resources

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for protecting biodiversity resources							
	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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SA Objectives	Options for protecting biodiversity resources							
	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	
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.



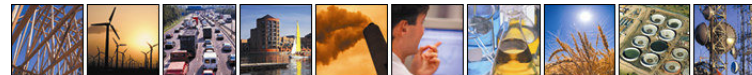
KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for protecting biodiversity resources							
	Sites of international and national importance for 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	
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
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SA Objectives	Options for protecting biodiversity resources							
	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	
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
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SA Objectives	Options for protecting biodiversity resources							
	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	
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 protection 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 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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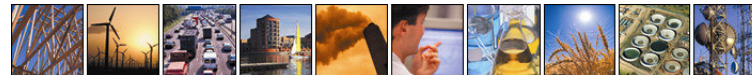
SA Objectives	Options for protecting biodiversity resources							
	Sites of international and national importance for nature conservation value (i.e. the South Pennine Moors SPA and SAC, the three SSSI, ancient woodland) and protected species (e.g. bats)		Sites of regional and district importance for nature conservation value (i.e. Bradford Wildlife Areas, SEGI and RIGS)		Watercourses (river and canal corridors)		Overall biodiversity resource	
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 protection 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

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for biodiversity enhancement					
	Key habitats and species identified in the UK Biodiversity Action Plan		Regional priorities for habitat restoration and creation (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	
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	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	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for biodiversity enhancement					
	Key habitats and species identified in the UK Biodiversity Action Plan		Regional priorities for habitat restoration and creation (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	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for biodiversity enhancement					
	Key habitats and species identified in the UK Biodiversity Action Plan		Regional priorities for habitat restoration and creation (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
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SA Objectives	Options for biodiversity enhancement					
	Key habitats and species identified in the UK Biodiversity Action Plan		Regional priorities for habitat restoration and creation (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 heathland). 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 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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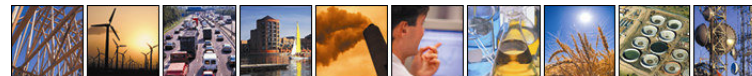
SA Objectives	Options for biodiversity enhancement					
	Key habitats and species identified in the UK Biodiversity Action Plan		Regional priorities for habitat restoration and creation (e.g. upland heath, floodplain habitat and woodlands)		Key habitats and species identified in Bradford's Local Biodiversity 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.



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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SA Objectives	Options for protecting landscape character					
	Protecting landscapes with strong historic and cultural associations		Protecting all landscapes in accordance with the Landscape Character Assessment		Protecting all landscapes with biodiversity links	
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	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
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SA Objectives	Options for protecting landscape character					
	Protecting landscapes with strong historic and cultural associations		Protecting 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.



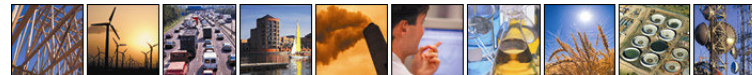
KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for protecting landscape character					
	Protecting landscapes with strong historic and cultural associations		Protecting 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
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SA Objectives	Options for protecting landscape character					
	Protecting landscapes with strong historic and cultural associations		Protecting 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 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.
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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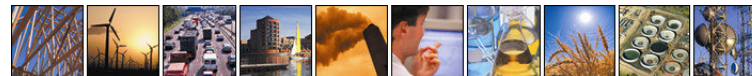
SA Objectives	Options for protecting landscape character					
	Protecting landscapes with strong historic and cultural associations		Protecting all landscapes in accordance with the Landscape Character Assessment		Protecting all landscapes with biodiversity links	
19. Support investment and enterprise 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.



Table A29 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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SA Objectives	Options for protecting landscape character									
	Enhancing landscapes with strong historic and cultural associations		Enhancing derelict and despoiled urban fringe landscapes		Enhancing landscapes with strong biodiversity links		Enhancing landscapes in the vicinity of development		Enhancing landscapes associated with green infrastructure	
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.
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
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SA Objectives	Options for protecting landscape character									
	Enhancing landscapes with strong historic and cultural associations		Enhancing derelict and despoiled urban fringe landscapes		Enhancing landscapes with strong biodiversity links		Enhancing landscapes in the vicinity of development		Enhancing landscapes associated 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
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SA Objectives	Options for protecting landscape character									
	Enhancing landscapes with strong historic and cultural associations		Enhancing derelict and spoiled urban fringe landscapes		Enhancing landscapes with strong biodiversity links		Enhancing landscapes in the vicinity 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.



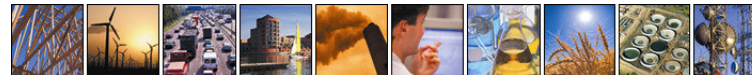
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SA Objectives	Options for protecting landscape character									
	Enhancing landscapes with strong historic and cultural associations		Enhancing derelict and spoiled urban fringe landscapes		Enhancing landscapes with strong biodiversity links		Enhancing landscapes in the vicinity of development		Enhancing landscapes associated 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
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SA Objectives	Options for protecting landscape character									
	Enhancing landscapes with strong historic and cultural associations		Enhancing derelict and spoiled urban fringe landscapes		Enhancing landscapes with strong biodiversity links		Enhancing landscapes in the vicinity 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 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.	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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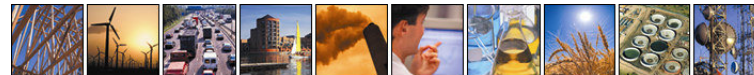
SA Objectives	Options for protecting landscape character									
	Enhancing landscapes with strong historic and cultural associations		Enhancing derelict and despoiled urban fringe landscapes		Enhancing landscapes with strong biodiversity links		Enhancing landscapes in the vicinity of development		Enhancing 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.



Table A30 SA of the options for protecting heritage assets

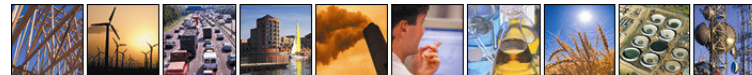
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SA Objectives	Options for protecting heritage assets							
	Sites of international and national built heritage importance		Built heritage assets that attract visitors to the district		Sites of district built heritage importance based on the results of the Conservation Area Assessment / Listed Buildings at Risk Surveys		Relax the rules regarding the re-use of Listed Buildings to enable re-development	
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	0	Neutral	?	Uncertain
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SA Objectives	Options for protecting heritage assets							
	Sites of international and national built heritage importance		Built heritage assets that attract visitors to the district		Sites of district built heritage importance based on the results of the Conservation Area Assessment / Listed Buildings at Risk Surveys		Relax the rules regarding the re-use of Listed Buildings to enable re-development	
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.



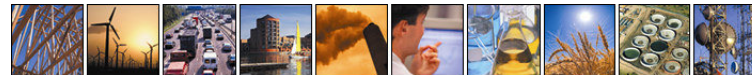
KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for protecting heritage assets							
	Sites of international and national built heritage importance		Built heritage assets that attract visitors to the district		Sites of district built heritage importance based on the results of the Conservation Area Assessment / Listed Buildings at Risk Surveys		Relax the rules regarding the re-use of Listed Buildings to enable re-development	
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
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SA Objectives	Options for protecting heritage assets							
	Sites of international and national built heritage importance		Built heritage assets that attract visitors to the district		Sites of district built heritage importance based on the results of the Conservation Area Assessment / Listed Buildings at Risk Surveys		Relax the rules regarding the re-use of Listed Buildings to enable re-development	
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
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SA Objectives	Options for protecting heritage assets							
	Sites of international and national built heritage importance		Built heritage assets that attract visitors to the district		Sites of district built heritage importance based on the results of the Conservation Area Assessment / Listed 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
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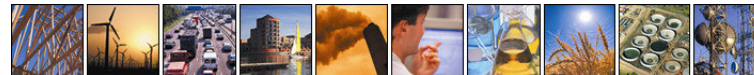
SA Objectives	Options for protecting heritage assets							
	Sites of international and national built heritage importance		Built heritage assets that attract visitors to the district		Sites of district built heritage importance based on the results of the Conservation Area Assessment / Listed Buildings at Risk Surveys		Relax the rules regarding the re-use of Listed Buildings to enable re-development	
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 re-use of Listed Buildings, creating further opportunities for regeneration in urban areas.



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

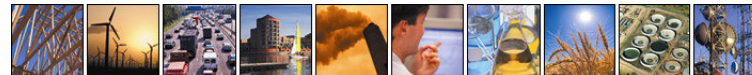
KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for achieving high standards of design for new development							
	Promoting new development that respects and reflects its context		Promoting the highest standards of innovation and design in new development (limited reference to context)		District wide detailed design criteria that all developments must accord with		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.	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
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SA Objectives	Options for achieving high standards of design for new development							
	Promoting new development that respects and reflects its context		Promoting the highest standards of innovation and design in new development (limited reference to context)		District wide detailed design criteria that 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 its 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
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SA Objectives	Options for achieving high standards of design for new development							
	Promoting new development that respects and reflects its context		Promoting the highest standards of innovation and design in new development (limited reference to context)		District wide detailed design criteria that 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
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SA Objectives	Options for achieving high standards of design for new development							
	Promoting new development that respects and reflects its context		Promoting the highest standards of innovation and design in new development (limited reference to context)		District wide detailed design criteria that 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
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SA Objectives	Options for achieving high standards of design for new development							
	Promoting new development that respects and reflects its context		Promoting the highest standards of innovation and design in new development (limited reference to context)		District wide detailed design criteria that 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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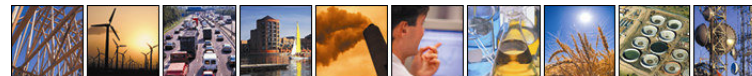
SA Objectives	Options for achieving high standards of design for new development							
	Promoting new development that respects and reflects its context		Promoting the highest standards of innovation and design in new development (limited reference to context)		District wide detailed design criteria that all developments must accord with		Detailed design criteria for specific areas (e.g. Conservation Areas) where particularly high standards of design are required	
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	+	Ensuring new development respects and reflects its local context should help to ensure that the desirability of the surrounding area is maintained.	+	Innovative landmark developments can be desirable places to live and work.	+	Setting detailed design criteria that all new developments must accord should help to ensure that developments meet minimum standards for sustainable design and construction.	+	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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SA Objectives	Options for addressing sustainable design				
	Market led approach to the implementation of sustainable design, so high standards may not be achieved unless developer led		Plan (District wide) approach to the implementation of high standards of sustainable design (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 re-used, 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 ₂ 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.



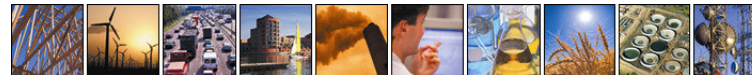
KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for addressing sustainable design					
	Market led approach to the implementation of sustainable design, so high standards may not be achieved unless developer led		Plan (District wide) approach to the implementation of high standards of sustainable design (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)	
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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SA Objectives	Options for addressing sustainable design					
	Market led approach to the implementation of sustainable design, so high standards may not be achieved unless developer led		Plan (District wide) approach to the implementation of high standards of sustainable design (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.



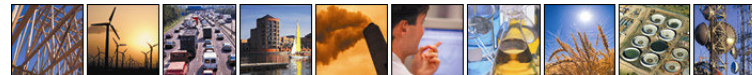
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SA Objectives	Options for addressing sustainable design					
	Market led approach to the implementation of sustainable design, so high standards may not be achieved unless developer led		Plan (District wide) approach to the implementation of high standards of sustainable design (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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for addressing sustainable design					
	Market led approach to the implementation of sustainable design, so high standards may not be achieved unless developer led		Plan (District wide) approach to the implementation of high standards of sustainable design (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 well-being 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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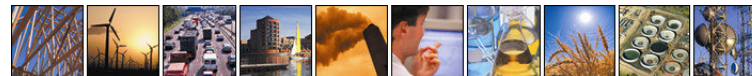
SA Objectives	Options for addressing sustainable design		
	Market led approach to the implementation of sustainable design, so high standards may not be achieved unless developer led	Plan (District wide) approach to the implementation of high standards of sustainable design (e.g. BREEAM and green infrastructure)	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	<p>+</p> <p>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.</p>	<p>+</p> <p>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.</p>	<p>+</p> <p>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.</p> <p>?</p> <p>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.</p>



Table A33 SA of the options for renewable energy sources

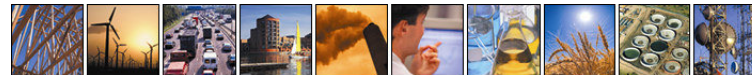
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SA Objectives	Options for renewable energy sources									
	Support the development of renewable energy sources, allowing local targets from the RSS to be fulfilled		Promote the development of renewable energy sources, enabling higher targets to be met		All new developments to incorporate the provision of on-site renewable energy		All new developments to contribute to the provision of off-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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SA Objectives	Options for renewable energy sources									
	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		All new developments to incorporate the provision of on-site renewable energy		All new developments to contribute to the provision of off-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 improve air, water and soil resources	+	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.
	?	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	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for renewable energy sources									
	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		All new developments to incorporate the provision of on-site renewable energy		All new developments to contribute to the provision of off-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.



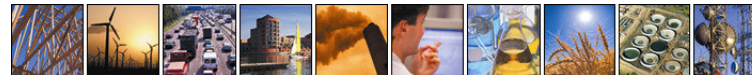
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SA Objectives	Options for renewable energy sources									
	Support the development of renewable energy sources, allowing local targets from the RSS to be fulfilled		Promote the development of renewable energy sources, enabling higher targets to be met		All new developments to incorporate the provision of on-site renewable energy		All new developments to contribute to the provision of off-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	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for renewable energy sources									
	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		All new developments to incorporate the provision of on-site renewable energy		All new developments to contribute to the provision of off-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	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for renewable energy sources									
	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		All new developments to incorporate the provision of on-site renewable energy		All new developments to contribute to the provision of off-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 well-being 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).



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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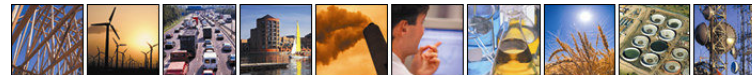
SA Objectives	Options for renewable energy sources										
	Support the development of renewable energy sources, allowing local targets from the RSS to be fulfilled		Promote the development of renewable energy sources, enabling higher targets to be met		All new developments to incorporate the provision of on-site renewable energy		All new developments to contribute to the provision of off-site renewable energy		Support the development of wind turbines in appropriate locations		
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	+	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.	
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	+	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 of smaller private development schemes.	?	+	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 the feasibility of schemes.	+	Wind turbine developments may create employment opportunities and benefit the local economy. There may also be cost savings associated with renewable energy.



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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SA Objectives	Options for regeneration and flood risk							
	Do not allow development in the floodplain		Permit development in the floodplain subject to the adoption of flood mitigation / drainage measures on site		Permit development in the floodplain subject to the adoption of flood mitigation / drainage measures off site		Require all new developments to incorporate or contribute to flood mitigation / drainage measures	
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	+	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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for regeneration and flood risk							
	Do not allow development in the floodplain		Permit development in the floodplain subject to the adoption of flood mitigation / drainage measures on site		Permit development in the floodplain subject to the adoption of flood mitigation / drainage measures off site		Require all new developments to incorporate or contribute to flood mitigation / 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
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SA Objectives	Options for regeneration and flood risk							
	Do not allow development in the floodplain		Permit development in the floodplain subject to the adoption of flood mitigation / drainage measures on site		Permit development in the floodplain subject to the adoption of flood mitigation / 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
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SA Objectives	Options for regeneration and flood risk							
	Do not allow development in the floodplain		Permit development in the floodplain subject to the adoption of flood mitigation / drainage measures on site		Permit development in the floodplain subject to the adoption of flood mitigation / drainage measures off site		Require all new developments to incorporate or contribute to flood mitigation / 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
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SA Objectives	Options for regeneration and flood risk							
	Do not allow development in the floodplain		Permit development in the floodplain subject to the adoption of flood mitigation / drainage measures on site		Permit development in the floodplain subject to the adoption of flood mitigation / 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 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
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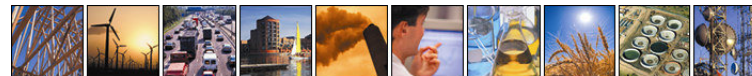
SA Objectives	Options for regeneration and flood risk			
	Do not allow development in the floodplain	Permit development in the floodplain subject to the adoption of flood mitigation / drainage measures on site	Permit development in the floodplain subject to the adoption of flood mitigation / drainage measures off site	Require all new developments to incorporate or contribute to flood mitigation / drainage measures
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	<p>+</p> <p>Prohibiting development in the floodplain would help to prevent any increase in flood risk, which can impact upon the local economy (e.g. damage to infrastructure).</p>	<p>+</p> <p>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, 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.</p> <p>-</p>	<p>+</p> <p>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, 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.</p> <p>-</p>	<p>+</p> <p>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, 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.</p> <p>-</p>



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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SA Objectives	Options for aggregates provision					
	Restrict further extraction of primary aggregates / blockstone		Permit the extraction of primary aggregates in conjunction with blockstone extraction		Market led approach to the extraction of primary aggregates / blockstone	
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	+	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).
4. 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
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SA Objectives	Options for aggregates provision					
	Restrict further extraction of primary aggregates / blockstone		Permit the extraction of primary aggregates in conjunction with blockstone extraction		Market 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.	?	Depending 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.



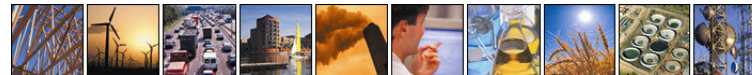
KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Options for aggregates provision					
	Restrict further extraction of primary aggregates / blockstone		Permit the extraction of primary aggregates in conjunction with blockstone extraction		Market led approach to the extraction of primary aggregates / blockstone	
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	+	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	0	Neutral	?	Uncertain
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SA Objectives	Options for aggregates provision					
	Restrict further extraction of primary aggregates / blockstone		Permit the extraction of primary aggregates in conjunction with blockstone extraction		Market led approach to the extraction of primary aggregates / blockstone	
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.	?	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.	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.	?	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.	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	Options for aggregates provision					
	Restrict further extraction of primary aggregates / blockstone		Permit 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.



Appendix B Spatial Options Appraisal Tables

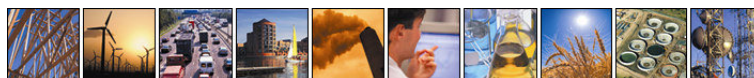
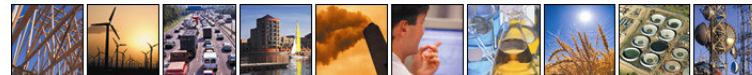


Table B36 Appraisal of Spatial Option 1: RSS Settlement Hierarchy Option

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



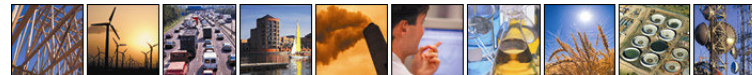
KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Spatial Option 1: RSS Settlement Hierarchy Option					
	65% housing in the Sub Regional City and employment in existing zones and South and East Bradford		30% housing in Principal Towns (Ilkley and Keighley) and employment in existing zones and Keighley		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 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 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Spatial 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		5% housing in Local Centres and employment to meet local needs / promote sustainability	
4. 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.
	?	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.				



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Spatial 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		5% housing in Local Centres and employment to meet local needs / promote sustainability	
4. Safeguard and 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.				
	-	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, Wilsden, Steeton and East Morton lie within Flood Zones 2 and 3.
	-	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.	-	Baildon, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Thornton are in the proximity of watercourses and their associated floodplain.
	-	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.				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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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4. Safeguard and improve air, water and soil resources	+	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 result in the loss of good quality agricultural land.
	+	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).	?	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.		
	+	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.				



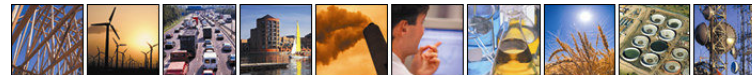
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4. Safeguard and improve air, water and soil resources	?	New housing development in East Bradford may result in the loss of good quality agricultural land. Part of the Green Belt on the eastern fringe of Bradford is classified as Grade 3 (good to moderate) land.				
5. Conserve and enhance the 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 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.
	-	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 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.	--			



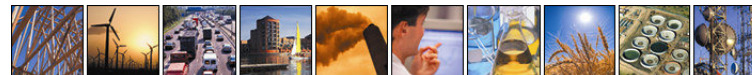
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	65% housing in the Sub Regional City and employment in existing zones and South and East Bradford		30% housing in Principal Towns (Ilkley and Keighley) and employment in existing zones and Keighley		5% housing in Local Centres and employment to meet local needs / promote sustainability	
5. Conserve and enhance the internationally, 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 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 re-use of derelict sites and buildings).



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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.		
	-	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.				



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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. 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.				
	--	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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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 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 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 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 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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7. Protect and enhance historic assets and their settings	?	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 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.
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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 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.
	+	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.
	+	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 barrier to access.				



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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, 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.
	?		?			
	+	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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10. Reduce 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 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.				



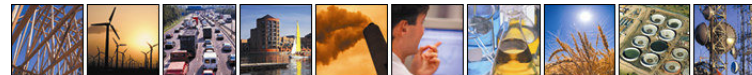
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10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	?	New housing in East Bradford may be able to access existing public transport services (bus and rail) and employment. Notwithstanding 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.
	--	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.				



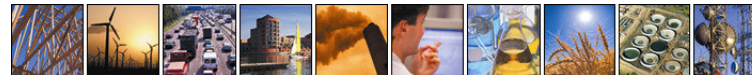
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12. Improve the quality and range of services available within communities and connections to wider networks	+	New housing in Bradford city centre would be well located in relation to services / facilities and public transport. Residents should therefore be able to access to a range of services / facilities.	+	New housing in Keighley may be able to access local services / facilities, 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).
					-	
	+	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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SA Objectives	Spatial 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				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 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.				-	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).					
	?	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).				?	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).					
	-	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
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SA Objectives	Spatial 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		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.	?	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.
	-	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.	+			



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



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Spatial 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		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 well-being 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Spatial 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		5% housing in Local Centres and employment to meet local needs / promote sustainability	
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	-	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.
	--	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).				



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Spatial 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		5% housing in Local Centres and employment to meet local needs / promote sustainability	
16. Provide the conditions and services to improve health and well-being 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).				
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 would 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 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 unknown whether these schools have capacity to meet demand. The effect of an increase in population on existing education provision needs to be considered.
	+				?	
	+	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 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 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 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 in Addingham, Baildon, Burley in Wharfedale, Denholme, East Morton, Harden, Haworth, Menston, Oakworth, Silsden, Steeton with Eastburn, Thornton and Wilsden. Notwithstanding 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
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SA Objectives	Spatial 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		5% housing in Local Centres and employment to meet local needs / promote sustainability		
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 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Spatial 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		5% housing in Local Centres and employment to meet local needs / promote sustainability	
18. Increase the 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 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.
	+	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.				



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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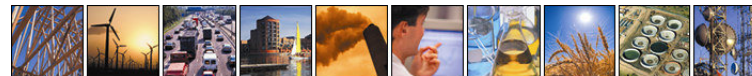
SA Objectives	Spatial Option 1: RSS Settlement Hierarchy Option					
	65% housing in the Sub Regional City and employment in existing zones and South and East Bradford		30% housing in Principal Towns (Ilkley and Keighley) and employment in existing zones and Keighley		5% housing in Local Centres and employment to meet local needs / promote sustainability	
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	++	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.				
	--	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 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 Ilkley and the Local 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 in 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 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 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).
	-		-		-	



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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SA Objectives	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		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	
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.



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



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



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	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				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 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 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.			
	-	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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SA Objectives	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				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 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 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.			
	?	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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SA Objectives	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		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 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, 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 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.
	-	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 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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SA Objectives	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		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 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 in Ilkley, Keighley and Bingley, there is the potential for development to result in the loss of Grade 3 (good to moderate) agricultural land.	+	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, 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.
	+	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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SA Objectives	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		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 improve air, water and soil resources	?	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.				
	?	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.



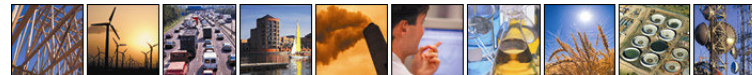
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SA Objectives	Spatial Option 2: Continuation of the RUDP Strategy					
	50% housing in the Sub Regional City and employment in existing zones, South and East Bradford and the Airedale Corridor		30% housing in Principal Towns (Ilkley, Keighley and Bingley)		20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon	
5. Conserve and enhance the 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.	-	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.		
	?	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.	--	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.		
	-	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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SA Objectives	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				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			
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 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).						
	--	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.						



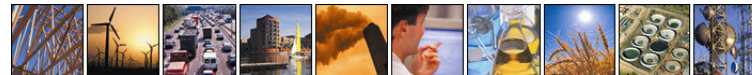
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SA Objectives	Spatial Option 2: Continuation of the RUDP Strategy					
	50% housing in the Sub Regional City and employment in existing zones, South and East Bradford and the Airedale Corridor		30% housing in Principal Towns (Ilkley, Keighley and Bingley)		20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon	
6. Maintain and enhance the character of natural and man made landscapes	-	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.		
	--	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.				



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SA Objectives	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		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	
6. Maintain and enhance the 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.				
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 Brighthouse 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.



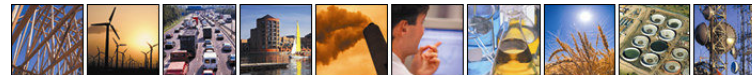
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SA Objectives	Spatial Option 2: Continuation of the RUDP Strategy					
	50% housing in the Sub Regional City and employment in existing zones, South and East Bradford and the Airedale Corridor		30% housing in Principal Towns (Ilkley, Keighley and Bingley)		20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon	
7. Protect and enhance historic assets and their settings	-	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.
	?	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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SA Objectives	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		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	
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 development would take place.
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.



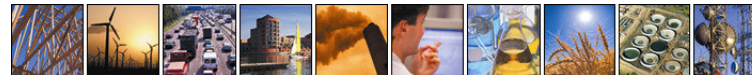
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SA Objectives	Spatial Option 2: Continuation of the RUDP Strategy					
	50% housing in the Sub Regional City and employment in existing zones, South and East Bradford and the Airedale Corridor		30% housing in Principal Towns (Ilkley, Keighley and Bingley)		20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon	
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	+	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.				



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	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		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	
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 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.
	?		?			
	+	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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SA Objectives	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				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					
10. Reduce 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 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.	
	?	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.	



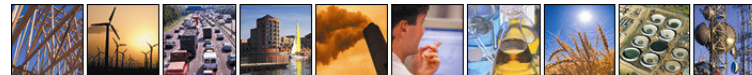
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SA Objectives	Spatial Option 2: Continuation of the RUDP Strategy					
	50% housing in the Sub Regional City and employment in existing zones, South and East Bradford and the Airedale Corridor		30% housing in Principal Towns (Ilkley, Keighley and Bingley)		20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon	
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.
	--	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.			-	



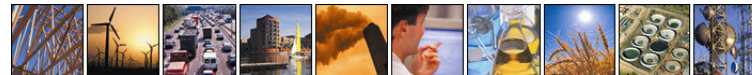
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SA Objectives	Spatial Option 2: Continuation of the RUDP Strategy					
	50% housing in the Sub Regional City and employment in existing zones, South and East Bradford and the Airedale Corridor		30% housing in Principal Towns (Ilkley, Keighley and Bingley)		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 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 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.
	+	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.



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



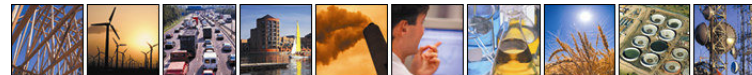
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SA Objectives	Spatial Option 2: Continuation of the RUDP Strategy											
	50% housing in the Sub Regional City and employment in existing zones, South and East Bradford and the Airedale Corridor				30% housing in Principal Towns (Ilkley, Keighley and Bingley)				20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon			
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. 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.	
	+									?		
	?	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.
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	?	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.										-



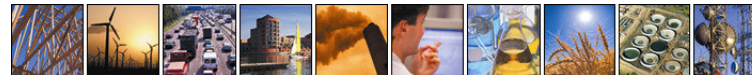
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SA Objectives	Spatial Option 2: Continuation of the RUDP Strategy					
	50% housing in the Sub Regional City and employment in existing zones, South and East Bradford and the Airedale Corridor		30% housing in Principal Towns (Ilkley, Keighley and Bingley)		20% housing in Local Service Centres, concentrated in Queensbury, Menston, Steeton, Thornton, Silsden, Denholme, Burley and Baildon	
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 well-being 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 Ilkley, 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	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				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			
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	-	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.		
	--	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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SA Objectives	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				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			
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	-	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.	
	-	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).										
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, 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 where development would be concentrated.	
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SA Objectives	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		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	
17. Promote education and training opportunities which 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. 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 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 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 in Baildon, Burley, Denholme, Menston, Silsden and Steeton. Notwithstanding 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. It is noted that these towns are five of the Local Service Centres where development would be concentrated.
			?		?	
	-	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 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 in Addingham, East Morton, Harden, Haworth, Oakworth and Wilsden. Cullingworth also has a secondary school. Notwithstanding 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. 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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	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		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 opportunities suited to the needs of the local workforce	++	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.
	+	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.



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



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	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				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 opportunities suited to the needs of the local workforce													+	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 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.
													-	
18. Increase the number of high quality job opportunities suited to the needs of the local workforce													+	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 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.
													-	



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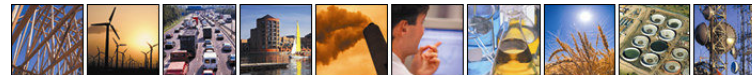
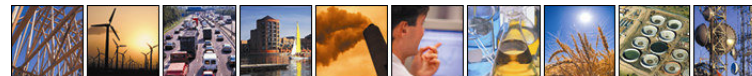


Table B3 Appraisal of Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City

KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City					
	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	
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 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).



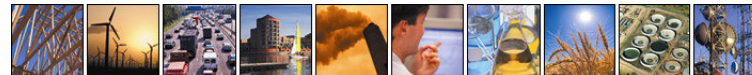
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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City														
	70% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (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 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 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.			
	?	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.			



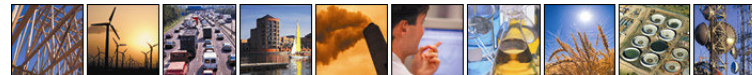
KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City					
	70% housing in the 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 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 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.				



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City					
	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 effects	?	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.				
	?	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.



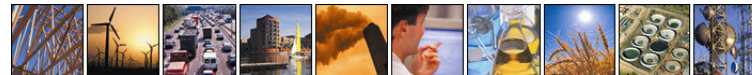
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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City														
	70% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (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						
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 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 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 in these areas, residents may have to travel by car to access certain services / facilities and employment elsewhere.			
	?	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 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.			



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City					
	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	
4. Safeguard and improve air, water and soil resources	?	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.				
	?	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.				



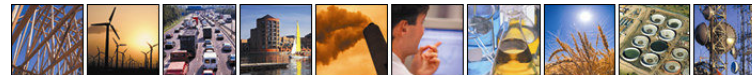
KEY	--	-	+	++	0	?
	Move away significantly	Move away marginally	Move towards marginally	Move towards significantly	Neutral	Uncertain

SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City					
	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	
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 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 area upon the water quality of springs surrounding the town and upon flood risk elsewhere.
	-	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 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 / 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.
	+	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).				



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City					
	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	
4. Safeguard and improve air, water and soil resources	-	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.				
	-	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).				
	+	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).				



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City					
	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	
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.				
	-	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.				



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City					
	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.		



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City				
	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 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.			
	-	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 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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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City											
	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 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.										
	-	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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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City				
	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 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.	
	-	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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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City			
	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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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City				
	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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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City					
	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 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.		



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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City				
	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 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 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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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City					
	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 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.				
	+	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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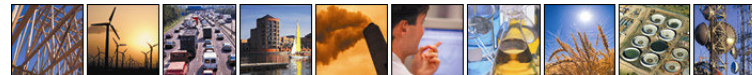
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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City					
	70% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)		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	
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 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).
	+	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.
	+	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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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City					
	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	
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	-	There is limited public transport service provision (i.e. no high frequency bus services) in Esholt.				
	-	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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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City														
	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 congestion and pollution by 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 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.			
	?					?									
	?	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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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City											
	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 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.										
	?	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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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City					
	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	
11. Improve the quality of the built environment and make efficient use of land and buildings	+	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.
	--	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).



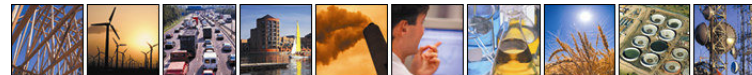
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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City														
	70% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (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						
12. Improve the quality and range of 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. 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).			
	-	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.									+	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.			
	?	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).									-				



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City											
	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			
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).										
	?											
	-	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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KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City														
	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 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 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.				+	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.			
	-	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.				?	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.				+				
	-	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.			
	+										?				



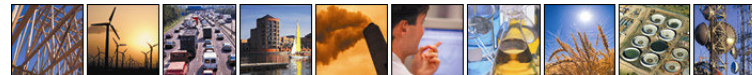
KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City					
	70% housing in the 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	?	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.
	-					
	?	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.				



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City					
	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 well-being 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 and 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 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 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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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City												
	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				
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	-	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, 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.		
	--	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).											



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City					
	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	
16. Provide the conditions and services to improve health and well-being and reduce inequality to access 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).				
	-	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).	+	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, access to further education in the city centre is good.	?		?	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.



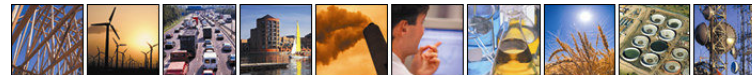
KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City											
	70% housing 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			
17. Promote education and training opportunities which build the skills and capacity of the population	+	The Settlement Study indicates that primary school provision in Shipley is good. Notwithstanding this, there is no secondary school in the area. 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 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 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 in Baildon, Burley, Denholme, Menston, Silsden, Steeton, Addingham, East Morton, Harden, Haworth, Oakworth and Wilsden. Cullingworth also has a secondary school. 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.						
	?		?		?							
	-	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).										



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City					
	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	
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 number of high quality job opportunities suited to the needs of the local workforce	++	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.
	+	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.



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City												
	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				
18. Increase the 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 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.		
	+	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.		



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City												
	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				
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	++	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.		
	++	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.		



KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Spatial Option 3: Focused Growth Points around the Bradford Sub Regional City											
	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			
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.			+	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.			+	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).		
	-	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.			?	Notwithstanding this, no employment development is proposed in Ilkley alongside new housing development, potentially affecting the viability of the town.			--			

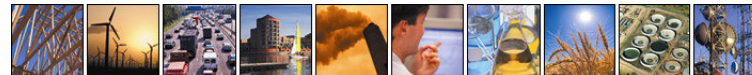
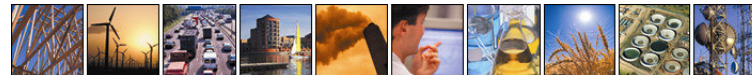


Table B4 Appraisal of Spatial Option 4: Dispersed Growth Points

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



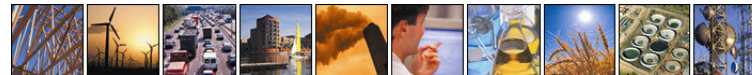
KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Spatial Option 4: Dispersed Growth Points							
	65% housing in the Sub Regional City, including a new 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)				
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).	?	New housing in Cottingley may be able to access existing public transport services (high frequency bus), the cycle network, and local services / facilities and employment. 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, residents may therefore have to travel by car to access certain services / facilities and employment elsewhere.



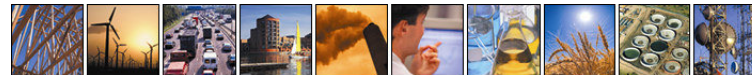
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SA Objectives	Spatial Option 4: Dispersed Growth Points							
	65% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)	10% housing in Principal Towns (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)				
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 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.	?	New housing in Addingham, Baildon, 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.



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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)
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.



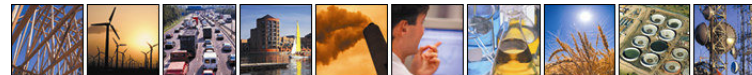
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SA Objectives	Spatial Option 4: Dispersed Growth Points							
	65% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)		10% housing in Principal Towns (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)	
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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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)	
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.						



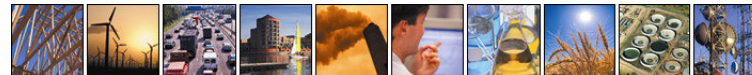
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SA Objectives	Spatial Option 4: Dispersed Growth Points							
	65% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)		10% housing in Principal Towns (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)	
3. Reduce the district's impact on climate change and vulnerability to its effects	?	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.						
	?	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.						



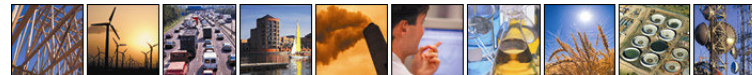
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SA Objectives	Spatial Option 4: Dispersed Growth Points			
	65% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)	10% housing in Principal Towns (Ilkley 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)
4. Safeguard and improve air, water and soil resources	<p>+</p> <p>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.</p>	<p>+</p> <p>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.</p>	<p>+</p> <p>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.</p>	<p>?</p> <p>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.</p>



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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)				
4. Safeguard and improve air, water and soil resources	+	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 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 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 the effect of car travel upon local air quality. 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.	?	New housing in Addingham, Baildon, 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.



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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)
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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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)	
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.						



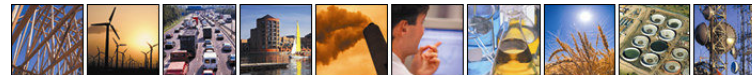
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SA Objectives	Spatial Option 4: Dispersed Growth Points							
	65% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)		10% housing in Principal Towns (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)	
4. Safeguard and improve air, water and soil resources	?	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.						
	?	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.						



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)	
4. Safeguard and improve air, water and soil resources	?	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.						
	-	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 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 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. 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.	-	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.



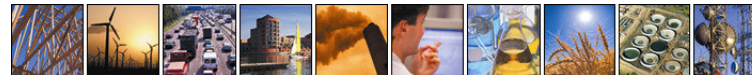
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SA Objectives	Spatial Option 4: Dispersed Growth Points							
	65% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)		10% housing in Principal Towns (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)	
4. Safeguard and improve air, water and soil resources	-	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.		
	?	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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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)	
4. Safeguard and improve air, water and soil resources	-	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).						
	+	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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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)	
4. Safeguard and 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 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.
	+	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.						



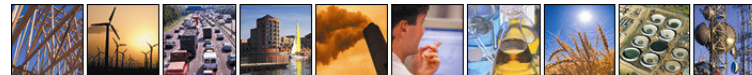
KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Spatial Option 4: Dispersed Growth Points							
	65% housing in the Sub Regional City, including a new 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)	
4. Safeguard and improve 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.						



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)				
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.	-	There is the potential for new housing development in the Local Growth 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 Growth Centres. Both brownfield and greenfield land can also support a range of habitats and species. Burley is within 1km of the South Pennine Moors SPA, SAC and SSSI. Bingley and Menston are within 2km. Thornton, Queensbury, Steeton and Silsden are within 5km.	-	There is the potential for new 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. Both brownfield and greenfield land can also support a range of habitats and species. East Morton is within 1km of the South Pennine Moors SPA, SAC and SSSI. Haworth, Oxenhope and Addingham are within 2km. Wilsden, Denholme, Cottingley, Cullingworth, Harden, Oakworth and Baildon are within 5km.



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)	
5. Conserve and enhance the 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. 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.				
	-	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.						



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)	
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	-	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.						
	-	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.						



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)	
5. Conserve and enhance the internationally, nationally and locally valued wildlife species and habitats	--	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.						
	-	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.						



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)					
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 Growth 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). However, new housing development in these towns may also involve the use of Greenfield land, including Green Belt, which contributes positively to landscape character. Green Belt also plays an important role in preventing urban sprawl and maintaining countryside character and openness. Development in the area surrounding these towns could also impact upon the visual amenity and sense of place of neighbouring residents.	-	There is the potential for new development on brownfield sites and RUDP safeguarded land and Phase 2 housing 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).	?



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)
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.		



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)	
6. Maintain and enhance the character of natural and man made landscapes	-	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.						
	-	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.						



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)	
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.						



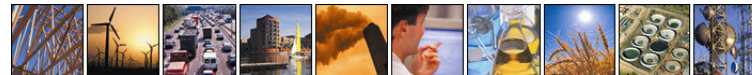
KEY	--	Move away significantly	-	Move away marginally	+	Move towards marginally	++	Move towards significantly	0	Neutral	?	Uncertain
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SA Objectives	Spatial Option 4: Dispersed Growth Points							
	65% housing in the Sub Regional City, including a new 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)	
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.						



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)
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 Growth Centres to have an effect upon Listed Buildings and upon the character and setting of Conservation Areas covering all or part of these towns. In 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 Brighthouse 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 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, there is also the potential for new housing to indirectly impact upon the Saltaire World Heritage Site. The potential for unknown archaeology to be present in all areas should also be taken into consideration.



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)	
7. Protect and enhance historic assets and their settings	-	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.				
	?	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.						



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)	
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.						



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)	
7. Protect and enhance historic assets and their settings	?	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.						
	+	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.						



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

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)	
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 Towns and Local Centres, where housing affordability is an issue.	+	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 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.	+	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 housing that meets local needs, specifically affordable housing requirements. Particularly given that house prices are high in the more rural areas.	+	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.
	-		-		-		--	
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 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).
	+	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.



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)	
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	+	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.						
	+	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.						



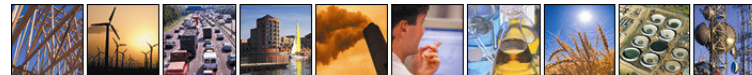
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SA Objectives	Spatial Option 4: Dispersed Growth Points							
	65% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)		10% housing in Principal Towns (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)	
9. Develop and maintain an integrated and efficient transport network which maximises access whilst minimising detrimental impacts	-	There is limited public transport service provision (i.e. no high frequency bus services) in Esholt.						
	-	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.	?	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 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.
	?		?		?			



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

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)
10. Reduce congestion and pollution by increasing transport choice and by reducing the need to travel by lorry / car	<p>+</p> <p>?</p> <p>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.</p>	<p>+</p> <p>?</p> <p>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.</p>	<p>?</p> <p>New housing in 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.</p>	<p>-</p> <p>New housing in Addingham, Baildon, 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 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.</p>



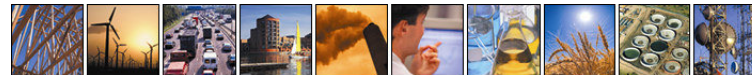
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SA Objectives	Spatial Option 4: Dispersed Growth Points			
	65% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)	10% housing in Principal Towns (Ilkley 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)
10. Reduce 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 Burley in Wharfedale, 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.	



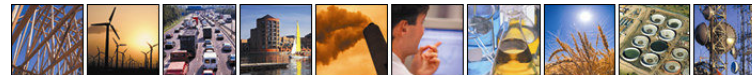
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SA Objectives	Spatial Option 4: Dispersed Growth Points							
	65% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)	10% housing in Principal Towns (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)				
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.						



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)	
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.						



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)	
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.						



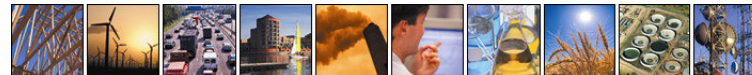
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SA Objectives	Spatial Option 4: Dispersed Growth Points							
	65% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)		10% housing in Principal Towns (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)	
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 environment and make efficient use of land and buildings	+	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.
	--	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.						



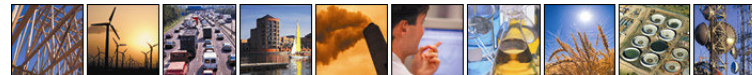
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SA Objectives	Spatial Option 4: Dispersed Growth Points								
	65% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)	10% housing in Principal Towns (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)					
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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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)
12. Improve the quality and range of services available within communities and connections to wider networks	<p>+</p> <p>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).</p>	<p>+</p> <p>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).</p>	<p>+</p> <p>New housing in Queensbury, Steeton with Eastburn and Thornton may 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).</p>	<p>-</p> <p>New housing in Addingham, Baildon, Cullingworth, East Morton, Harden, Haworth, Oakworth, Oxenhope 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.</p>



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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)
12. Improve the quality and range of services available within communities and connections to wider networks	<p>-</p> <p>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.</p> <p>?</p> <p>The effect of an increase in population on existing service provision needs to be considered (i.e. whether there is sufficient capacity to meet demand).</p>			<p>+</p> <p>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.</p> <p>-</p>



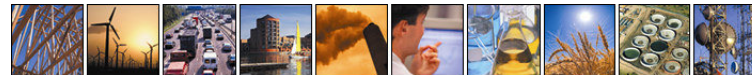
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SA Objectives	Spatial Option 4: Dispersed Growth Points							
	65% housing in the Sub Regional City, including a new settlement at Esholt. New employment in Holmewood, Esholt / lower Baildon and south Bradford (M606)		10% housing in Principal Towns (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)	
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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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)	
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 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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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)	
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 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 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 new housing development in the Local Growth Centres would result in the loss of any open space or greenspace used for leisure and recreation purposes. The potential loss of leisure and recreation space as a result of new housing needs to be considered.	?	It is unknown whether the development of new housing in Local Service Centres would result in the loss of cultural, leisure and recreation facilities and open spaces.
	-	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.	?	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.				



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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)		
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. such as Northcliffe Park). Notwithstanding this, there are a range of sports and recreation facilities in Shipley. However, the effect of an increase in population on 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 and Burley. Notwithstanding this, 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 Denholme, Burley, Oxenhope, Haworth and Wilsden. Notwithstanding this, 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.										
	-					-	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.			



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)	
14. Create good cultural, leisure and recreation activities available to all	?	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.						
	?	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.						



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)	
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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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)	
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-being 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 and 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 more than one dental surgery, doctors' surgery and pharmacy in Bingley, Queensbury and Burley. Notwithstanding this, 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 more than one dental surgery, doctors' surgery and pharmacy in Baildon. Notwithstanding this, 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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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)	
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	-	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 provision needs to be considered.	+	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 provision needs to be considered.
	--	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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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)	
16. Provide the conditions and services to improve health and well-being and reduce inequality to access and social care	-	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).						
	-	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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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)		
16. Provide the conditions and services to improve health and well-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.		+	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. 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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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)	
17. Promote education and training opportunities which build the skills and capacity of the population	+	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 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 in Burley, Menston, Silsden and Steeton. 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.	-	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 effect of an increase in population on existing education provision and access to secondary schools in surroundings areas needs to be considered (i.e. whether there is sufficient capacity to meet demand).	?		?			
	-	The 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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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)	
17. Promote education and training opportunities which build the skills and capacity of the population	+	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).						
	-	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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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)	
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 these areas, which have 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 along the Airedale Corridor by Keighley.	++	New housing in Steeton, Bingley and Silsden 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). Residents would also be able to access proposed new employment developed along the Airedale Corridor.	++	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.
	+	New housing in Shipley would be able to 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 Ilkley would have access to existing employment in this area. Residents would 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 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 (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.	++	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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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)							
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.		<table border="1"> <tr> <td>+</td> <td rowspan="2">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.</td> </tr> <tr> <td>-</td> </tr> </table>	+	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.	-	<table border="1"> <tr> <td>+</td> <td rowspan="2">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.</td> </tr> <tr> <td>-</td> </tr> </table>	+	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.	-
+	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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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)	
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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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)	
18. Increase the number of high quality job opportunities suited to the needs of the local workforce	++	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.						
	+	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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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)
19. Support investment and enterprise that respects the local character and needs of Bradford and the wider area	<p>+</p> <p>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 Ilkley and the Local Service Centres, particularly those which are not in the proximity of the proposed employment areas.</p> <p>-</p>	<p>+</p> <p>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.</p> <p>-</p>	<p>+</p> <p>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.</p> <p>-</p>	<p>+</p> <p>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).</p> <p>--</p>



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