

**BIDDULPH TOWN CENTRE
AREA ACTION PLAN:
SUSTAINABILITY APPRAISAL REPORT**

February 2007

CONTENTS

PART I – Non Technical Summary

1.0	INTRODUCTION	3
2.0	SUSTAINABILITY APPRAISAL SCOPING REPORT FOR BIDDULPH TOWN CENTRE AAP	3
3.0	THE SPATIAL OBJECTIVES OF THE AAP	3
4.0	SUSTAINABILITY APPRAISAL OF OPTIONS	4
5.0	ASSESSMENT OF OPTIONS	4
6.0	SUSTAINABILITY APPRAISAL OF THE PREFERRED OPTION	5
7.0	SUSTAINABILITY EFFECTS OF THE SUBMISSION VERSION OF THE AAP	6
8.0	THE NEXT STAGES	7

PART II – Sustainability Appraisal Report

Section A	HOW INITIAL OPTIONS WERE CHOSEN AND OTHER OPTIONS CONSIDERED	9
Section B	SUSTAINABILITY APPRAISAL OBJECTIVES	10
Section C	SUMMARY OF IMPACT OF OPTIONS ON SUSTAINABILITY	11
Section D	SELECTION OF THE PREFERRED OPTION - SUMMARY	13
Section E	SUMMARY OF KEY COMPONENTS OF THE PREFERRED OPTION	14
Section F	SUMMARY OF IMPACT OF THE PREFERRED OPTION ON SUSTAINABILITY	15
Section G	SUMMARY OF POLICIES OF THE SUBMISSION VERSION OF THE AAP	16
Section H	ASSESSMENT OF POLICIES OF THE SUBMISSION VERSION OF THE AAP AGAINST SA OBJECTIVES	21
Section I	COMPATIBILITY OF POLICIES OF THE SUBMISSION VERSION OF THE AAP WITH EACH OTHER	26
Section J	ASSESSMENT OF THE POLICIES OF THE SUBMISSION VERSION OF THE AAP – CUMULATIVE EFFECT	28
Section K	SUSTAINABILITY APPRAISAL OF BIDDULPH TOWN CENTRE AAP – PROBLEMS ENCOUNTERED/ISSUES IDENTIFIED	59
Section L	EQUALITY IMPACT ASSESSMENT OF THE SUBMISSION VERSION OF THE AAP	61
Section M	SIGN-POSTING TO INFORMATION REQUIRED BY THE SEA DIRECTIVE	62
Section N	QUALITY ASSURANCE CHECK	64
Section O	MONITORING IMPLEMENTATION OF THE BIDDULPH TOWN CENTRE AAP -	65

BIDDULPH TOWN CENTRE AREA ACTION PLAN - SUSTAINABILITY APPRAISAL REPORT

PART I – Non-technical summary

1.0 INTRODUCTION

- 1.1 The Biddulph AAP was adopted on 22nd February 2007. The AAP will be used as a tool to inform the development and delivery of key regeneration projects in the Biddulph Town Centre area. In particular, it will help to support projects seeking funding through the Market Towns Initiative (MTI) and other sources, which link closely with the Plan, to meet common social, environmental or economic objectives. As part of this, in line with both the Planning and Compulsory Purchase Act 2004 and European Directive 2001/42/EC, Sustainability Appraisals have been undertaken at each stage as an integral part of the AAP production process. The purpose of the SA is to highlight the environmental and socio-economic impacts of policies and proposals in the Plan.
- 1.2 This document is the final Sustainability Appraisal Report. It includes a comparison of effects of the initial Options and Preferred Option followed by an appraisal of the effects of the Submission version of the Plan on sustainability. Key officers and outside bodies have been closely involved with preparation of the Sustainability Appraisals, and assessments for the Biddulph Town Centre Area Action Plan have been undertaken jointly with the Council's Sustainable Development Manager and Local Strategic Partnership Manager.

2.0 SUSTAINABILITY APPRAISAL SCOPING REPORT FOR BIDDULPH TOWN CENTRE AAP

- 2.1 As part of the AAP – Pre-Production stage, the District Council has published a *Sustainability Appraisal Scoping Report for Biddulph Town Centre AAP*. This forms the key document in the first stage of the SA. The Scoping Report helps to set the context of the Area Action Plan, define its objectives, establish the baseline, and decide on the scope and level of detail required of the Sustainability Appraisal, to ensure that sustainability concerns will be taken into account throughout production of the Plan. Also developed within this is a SA Framework, which is central to the SA process. Consisting of Sustainability Objectives and Indicators, this provides a way in which sustainability effects can be described, analysed and compared.

3.0 THE SPATIAL OBJECTIVES OF THE AAP

- 3.1 Six key spatial objectives have been identified for the AAP, which set out desired outcomes the Council will aim to achieve through implementation of the Plan.

Spatial Objective 1:

A local shopping centre that attracts residents from all parts of Biddulph, as well as visitors from outside the town;

Spatial Objective 2:

A sustainable mix of retail, service, community and residential uses;

Spatial Objective 3:

Improved local employment opportunities;

Spatial Objective 4:

A high quality, well designed, safe and integrated centre for all users and residents;

Spatial Objective 5:

A centre accessible by a choice of transport modes;

Spatial Objective 6:

A locally distinctive town centre where environmental and heritage assets are maximised.

4.0 SUSTAINABILITY APPRAISAL OF OPTIONS

- 4.1 Four Options were generated in response to issues identified during the evidence gathering stage of the AAP. These looked at approaches that the Council could take in working to meet the Plan's Spatial Objectives.

Option 1: Environmental and Highway Improvements to Wider High Street Area

Option 2: New Supermarket on Bypass and Consolidate the Town Centre

Option 3: New Supermarket on Somerfield Site and Consolidate Centre

Option 4: Consolidated Centre, Supermarket on Somerfield Site, New Road Through Somerfield Site and Pedestrianisation of High Street Between Wharf Road and Station Road

- 4.2 An explanation of how these Options were devised, and other Options considered is provided in Part II - Section A.

5.0 ASSESSMENT OF OPTIONS

- 5.1 Each Option was assessed against the Council's seventeen Sustainability Appraisal Objectives (see Part II - Section B). The likely effects of the Options assessed against these were recorded as being positive, negative, having no significant effect, dependent on implementation or having an unknown impact. An indication of predicted effects was also provided, where they were recorded as being negative. The likely significant effects of the Options on sustainability were also determined over time - in the short, medium and long-term, along with cumulative impacts of implementing the Option and possible mitigation measures, where appropriate.
- 5.2 The findings of the SA of the Options helped to identify which Option did not perform well and could be discarded, or where changes should be made to ensure that negative impacts are minimised and positive impacts enhanced.

Outcome of the SA of Options

- 5.3 A summary of the impact the four Options were likely to have on sustainability is provided in Part II - Section C.
- 5.4 The findings indicated that Option 4 performed better overall in sustainability terms. Although this Option is likely to generate negative impacts in the short to medium-term, the cumulative impact of its key components allow more positive social, economic and environmental effects to be sustained in the medium to long-term.
- 5.5 The merits of each of the four Options were appraised against ten criteria - including social, environmental and economic considerations, and findings of the Sustainability Appraisal. The outcome of this helped to inform the selection of the Preferred Option (see summary provided in Part II - Section D).
- 5.6 Option 4 was subsequently selected as the Preferred Option – to be subject to further assessment. There were no significant changes required resulting from the SA of this Option.

6.0 SUSTAINABILITY APPRAISAL OF THE PREFERRED OPTION

- 6.1 In response to comments received at the Initial Options stage - including representations regarding Option 4; and further analysis into various elements of the scheme, a number of changes were made to form the Preferred Option.
- 6.2 A summary of the key components of the Preferred Option, is shown in Part II - Section E. The likely effects of the Preferred Option was assessed against Sustainability Appraisal Objectives - recorded as being positive, negative, having no significant effect, dependent on implementation or having an unknown impact. An indication of predicted effects is also provided, where they are recorded as being negative.
- 6.3 The cumulative effects of the Preferred Option were assessed in greater detail, against SA Objectives and Indicators, paying particular attention to the impacts its implementation may have on the baseline situation, the likelihood of effects occurring, and the scale and nature of the impacts predicted over time, with possible mitigation measures, where appropriate. The findings of the assessment (Part II - Section F) informed on the need to reconsider or alter particular parts of the proposal in the interest of sustainability.

Outcome of Sustainability Appraisal of the Preferred Option

- 6.4 A summary of the impact the Preferred Option is likely to have on sustainability is provided in Part II - Section F.
- 6.5 Findings of the SA of the Preferred Option indicated that overall - in the medium to long term - there are significant permanent positive benefits to be gained from development of the Preferred Option in relation to social, environmental and economic impacts on sustainability. Although there are negative impacts - largely associated with new development west of the bypass and redevelopment of land to the north of Wharf Road - many of these effects may be minimised through policy, or represent only temporary disruptions whilst mitigation measures are enforced and/or other proposals take shape to help balance these.
- 6.6 Recommendations made through the SA of the Preferred Option and an initial analysis

of policy considerations were used to inform the development of policies incorporated into the Submission version of the AAP.

7.0 SUSTAINABILITY EFFECTS OF THE SUBMISSION VERSION OF THE AAP

- 7.1 Nineteen policies were formulated as part of the Submission version of the Biddulph Town Centre Area Action Plan. A summary of these is shown in Part II - Section G. An assessment of these policies against Sustainability Appraisal Objectives and compatibility of these components with each other can be found in Part II – Section H and I, respectively. These tables highlight how individual policies of the Submission version are likely to impact on sustainability.
- 7.2 The cumulative effects of the Submission version were also assessed in detail, against SA Objectives and Indicators, paying particular attention to the impacts its implementation may have on the baseline situation. The likelihood of effects occurring, and the scale and nature of the impacts predicted over time were also determined, to enable the significance of the impacts to be weighed in relation to each other. The findings of the assessment (Part II - Section J) informed the need to alter particular parts of policies to maximise positive impacts and reduce negative effects in the interest of sustainability.

Outcome of Sustainability Appraisal of the Submission Version of the AAP

- 7.3 The findings of the SA of the Submission version indicated that overall, new proposals delivered through the Plan would contribute permanent positive social, economic and environmental impacts on sustainability, and allow for further growth and enhancement of Biddulph Town Centre. Introduction of a wider range of uses and general improvements, including transport, public realm and site specific enhancements and developments, are likely to provide additional jobs for local people and attract an increased number of visitors to help sustain and add to the vibrancy of the town centre economy.
- 7.4 Negative impacts, largely resulting from development of the Bypass site and demolitions of and disruption to existing businesses on the Wharf Road site, will be offset to a certain extent by social and economic gains and overall improvement of the quality of the town centre environment.
- 7.5 It must be ensured that new developments are compatible with other new and existing uses and complementary in design and layout to the town centre environment. Strict attention to detail is required to ensure that potentially harming effects are prevented/minimised and positive effects enhanced.
- 7.6 Sustainable construction techniques and maximisation of energy efficiency, in particular through greater attention to building layout and design, should be incorporated into all new developments.
- 7.7 Details of preparation of the SA Scoping Report and subsequent SAs, including problems encountered and issues identified to-date, are detailed in Part II - Section K. Also, Sections L, M and N provide: an Equality Impact Assessment; Sign-posting - on how the SA has helped to meet requirements of the SEA; and a Quality Assurance check respectively.

8.0 The Examination & Inspector's Report

- 8.1 Both the *Biddulph Town Centre Area Action Plan (AAP) – Submission Version* and

Sustainability Appraisal (SA) of the Submission Version were submitted to the Secretary of State and a second 6-week formal consultation period was undertaken between 30th January and 13th March 2006. Representations made during this period were taken forward to the examination.

- 8.2 The independent Examination was held in held in October/November 2006. It tested the soundness of the AAP. It also considered whether the SA report was taken into account in production of the Plan and whether requirements of the Strategic Environmental Assessment (SEA) Directive have been met.
 - 8.3 Following the Examination in January 2007, the Inspector produced a Report concluding that the plan is sound subject to minor amendments being made which are binding upon the District Council. The amendments were made and the AAP was adopted as a Development Plan Document, forming part of the Local Development Framework on 22nd February 2007.
 - 8.4 The Inspector did not make any significant changes that impact on the content or outcome of the SA and therefore it has not been necessary to revisit the SA of the Submission Version and make any amendments.
 - 8.5 Part II – Section O details how the AAP will be implemented, including links other plans and programmes and proposals for monitoring.
-

PART II

- SECTION A** How Initial Options were chosen and other options considered
- SECTION B** Sustainability Appraisal Objectives
- SECTION C** Summary of Impact of Options on Sustainability
- SECTION D** Selection of the Preferred Option - Summary
- SECTION E** Summary of components of the Preferred Option
- SECTION F** Summary of Sustainability Impact of the Preferred Option on Sustainability
- SECTION G** Summary of Policies of the Submission Version
- SECTION H** Assessment of Components of the AAP Policies against SA Objectives
- SECTION I** Compatibility of Policies of the Submission Version with Each Other
- SECTION J** Assessment of the Policies of the Submission Version – Cumulative Effects
- SECTION K** Sustainability Appraisal of Biddulph Town Centre AAP Problems Encountered/Issues Identified
- SECTION L** Equality Impact Assessment of the Submission Version of the AAP
- SECTION M** Sign-posting on how the SA has met the requirements of the SEA
- SECTION N** Quality Assurance Check
- SECTION O** Implementation of the Biddulph Town Centre AAP

SECTION A – HOW INITIAL OPTIONS WERE CHOSEN AND OTHER OPTIONS CONSIDERED

The initial consultation and survey work undertaken at earlier stages of the Plan process identified a range of issues and development options that should be addressed through the AAP. An *Issues and Options Report* was then produced to discuss the range of strategic and site specific options for the regeneration and redevelopment of Biddulph Town Centre. Through this, four Options were generated:

- **Option 1:** Environmental and highway improvements to wider High Street area
- **Option 2:** New supermarket on bypass and consolidate the Town Centre
- **Option 3:** New supermarket on Somerfield site and consolidate centre
- **Option 4:** Consolidated centre, supermarket on Somerfield site, new road through Somerfield site and pedestrianisation of High Street between Wharf Road and Station Road

The Options were led by the identification of potential key development sites and consideration of how these could be linked together to meet the Plan's Spatial Objectives.

Option 1 was developed as a scheme to build on previous proposals for the area – set out in a report produced by *Nicol, Jones and Lomax*. This was a more basic scheme based on environmental and transport proposals, rather than major development proposals.

It was recognised that for major change, a key catalyst was required. A new supermarket was therefore included in Options 2, 3 and 4.

Option 2 was drawn up in the light of the existing Local Plan allocation for employment and retail uses on land – west of the bypass, as well as known developer interest in retail development on this site.

Options 3 and 4 were derived in response to the need to consider alternative sites for a supermarket that would be located within, rather than on the edge, of the town centre – adhering to the provisions of Planning Policy Statement 6 "Planning for Town Centres". Although Options 3 and 4 offer similar programmes of change, the significant difference is that Option 4 also explores opportunities for pedestrianisation in the Town Centre.

Alternative sites for a supermarket in the town centre were considered, though none were of a sufficient size to attract significant developer interest or allow development of a supermarket of the size required to have the catalytic effects desired.

In developing the Options, a number of development opportunity sites were identified, including:

- Library and former market site
- Main car park
- Land to rear of properties on High Street/Tunstall Road
- Wharf Road gateway
- The Labour Club
- Somerfield and retail units fronting High Street
- Walley Street/Rupert Street area
- Land at Telephone Exchange/Meadows Way (Bypass)
- Sites to the north of Wharf Road

Each of the four Options drew on a combination of different proposals on these sites - including highway, transport, environmental, townscape and gateway improvements; and new community, retail, residential and employment developments - to form cohesive schemes with aim of assisting the regeneration of Biddulph Town Centre.

SECTION B – SUSTAINABILITY APPRAISAL OBJECTIVES

SA OBJECTIVES		
SOCIAL	SA 1	To improve the quality of where people work and live, and minimise risks and nuisances
	SA 2	To eliminate social exclusion by promoting, maintaining and improving facilities, services and opportunities for all and access to them
	SA 3	To minimise opportunities for crime and reduce the fear of crime
	SA 4	To ensure adequate quality and provision of a range of house types to meet local needs in appropriate locations, and maintain and improve the local housing stock and provision of affordable/social housing
	SA 5	To direct development to more sustainable locations and reduce the need to travel
	SA 6	To strengthen transport links between rural areas and towns, and improve conditions for walking, cycling and travel by public transport
ENVIRONMENT	SA 7	To identify, conserve and enhance biodiversity sites and to maximise opportunities for achieving Biodiversity Action Plan targets
	SA 8	To protect and enhance key habitats and species
	SA 9	To reduce contamination, regenerate degraded environments and maintain soil resources and quality
	SA 10	To promote efficient use of resources
	SA 11	To reduce energy consumption and waste production, and facilitate renewable energy
	SA 12	To reduce flood risk, protect and enhance water resources and environmental assets, and reduce contributions and vulnerability to climate change
	SA 13	To protect and enhance the character of the landscape and townscape, historic assets, and maintain and strengthen local distinctiveness and sense of place
	SA 14	To encourage further development of tourism and culture
ECONOMIC	SA 15	To safeguard the vitality and viability of the District's towns and villages, and create and sustain a vibrant rural economy
	SA 16	To strengthen, modernise and diversify the District economy, and promote sustainable economic growth
	SA 17	To encourage and support a high and stable level of employment and variety of jobs to meet local employment needs

SECTION C - SUMMARY OF IMPACT OF OPTIONS ON SUSTAINABILITY

Option 1: Environmental and Highway Improvements to Wider High Street Area

Option 1 proposes least change to the town centre. Environmental and highway improvements are proposed on a much-reduced scale and development is clearly focused towards the High Street.

This option performs relatively well in the short and medium term, with negative impacts largely related to the proposed employment and/or non-food retail and/or food retail development on greenfield land west of the bypass. However, this option does not offer a holistic approach towards development of the town centre. Its positive impacts are more restricted in the long-term as minimal economic and physical growth is catered for and there are limited improvements to attract locals, businesses and visitors alike.

Option 2: New Supermarket on Bypass and Consolidate the Town Centre

Option 2 proposes a new large supermarket away from the town centre area. Improvements to the highway and environment, and development of more town centre uses are also proposed.

This option does not perform as well as the other options in terms of sustainability, with a key focus towards development on a greenfield site. Although the site is located close to the town centre and will help to direct some of the additional traffic that this high-user development may generate away from the centre, new uses may subsequently begin to focus on this site and attract retailers and users away from the town's core. A larger supermarket in the town centre may draw back local residents who currently travel out to neighbouring centres.

Option 3: New Supermarket on Somerfield Site and Consolidate Centre

Option 3 proposes a new medium-sized supermarket within a newly identified town centre core. Significant change will be brought about by proposed redevelopment of land to the north of Wharf Road, highway and environmental improvements and new town centre uses.

Although this option creates relatively high negative impacts in the short-term, largely brought about by the demolition of existing uses, redevelopment will allow significant improvements to the quality of the town centre environment. This will open up the centre to include the Wharf Road area and allow more efficient use of land. A larger supermarket in the town centre may attract more linked trips and also draw back local residents who currently travel out to neighbouring centres. A medium-sized supermarket will, however, take up a large area land, which may otherwise be used for other town centre uses. A supermarket of this size may also dominate the townscape and have a negative impact on the character and distinctiveness of the area.

Option 4: Consolidated Centre, Supermarket on Somerfield Site, New Road Through Somerfield Site and Pedestrianisation of High Street Between Wharf Road and Station Road

Option 4 proposes a new medium-sized (smaller than Option 3) supermarket within a newly identified town centre core. Significant change will be brought about by proposed redevelopment of land to the north of Wharf Road, highway and environmental improvements and new town centre uses.

As with Option 3, this Option creates relatively high negative impacts in the short-term, largely brought about by the demolition of existing uses. However, redevelopment will allow significant improvements to the quality of the town centre environment. This will open up the centre to include the Wharf Road area and allow more efficient use of land. A medium-sized (smaller than Option 3) supermarket will enable a number of other types of development to also locate on this site, improving the balance of the town centre. This will enhance local distinctiveness and attract other retailers and businesses to locate in the town centre area. The proposed link road through the site may also help to improve traffic flow.

Overall Finding:

Option 4 performs better overall in sustainability terms. Whilst it is accepted that there are negative impacts in the short to medium-term, the cumulative impact of its key components allow more positive social, economic and environmental effects to be sustained in the medium to long-term.

SECTION D – SELECTION OF THE PREFERRED OPTION - SUMMARY

The criteria against which the options have been assessed are as follows:

- **Criterion 1 – Contribution to Overall Vision** - Relative merits of Options are evaluated in relation to the 'Vision' for Biddulph Town Centre, stemming from Spatial Objectives identified for the AAP (See Section 3.0). Further details on this can be found in the *Preferred Option Report* [www.staffsmoorlands.gov.uk/consultation].
- **Criterion 2 – Sustainability** – The evaluation draws strongly upon findings of the ongoing Sustainability Appraisal.
- **Criteria 3 – Relationship to Community Strategy** – The Options have been assessed in relation to the Staffordshire Moorland's Community Strategy.
- **Criterion 4 – Relationship with Structure Plan, Regional Spatial Strategy and National Guidance.**
- **Criterion 5 – Economic Benefits** – An appraisal has been undertaken on the economic benefits which would result from the Options.
- **Criterion 6 – Public Support** – Based upon the community consultation which was undertaken.
- **Criterion 7 – Urban Design** – The relative merits of the four Options in terms of design quality and public realm.
- **Criterion 8 – Cost and Deliverability** – An appraisal of the overall deliverability and cost implications of the four Options.
- **Criterion 9 – Social and Cultural Benefits** – The relative merits of the Options in terms of delivering social and community facilities.
- **Criterion 10 – Transport and Movement** – The merits of individual Options in terms of all modes of travel (including pedestrians, cyclists, public transport and private transport).

The following table provides a summary of the overall evaluation of each of the four Options against the ten criteria.

	Option 1	Option 2	Option 3	Option 4
Criterion 1 – Contribution to Overall Vision	+	++	+++	+++
Criterion 2 – Sustainability	+	+	++	+++
Criterion 3 – Relationship to Community Strategy	+	++	++	+++
Criterion 4 – Relationship with Structure Plan, Regional Spatial Strategy and National Guidance	+	+	+++	+++
Criterion 5 – Economic Outputs	+	++	+++	++
Criterion 6 – Public Support	+	+	++	+++
Criterion 7 – Urban Design	+	+	++	+++
Criterion 8 – Cost and Deliverability	+++	+++	++	+
Criterion 9 – Social and Cultural Benefits	+	++	++	+++
Criterion 10 – Transport and Movement	++	++	++	+++

Conclusion: Out of the four Options, Option 4 performs best overall though would require most public sector commitment and funding, in particular to deliver pedestrianisation proposals.

SECTION E – SUMMARY OF KEY COMPONENTS OF THE PREFERRED OPTION

The Preferred Option seeks the consolidation of key town centre uses, creation of a strong town centre core including a new supermarket and retail units and identification of appropriate uses for areas and development sites adjoining the consolidated town centre.

Key components of the Preferred Option include:

- C1. Wharf Road Site – New supermarket/Landscaping – Screening/allow awareness of presence of supermarket/New supermarket car park – town centre links, clear signage/lighting
- C2. New Library – Meeting rooms/Stronger links to other community facilities – Biddulph Connect and Town Hall
- C3. Small non-food retail units fronting Wharf Road/High Street/Station Road - allow expansions/accommodate those businesses displaced by redevelopment
- C4. Existing Library site, Former market and adjoining land – High density residential development – Accessed from High Street. Windows onto car park – natural surveillance
- C5. Bypass site – Employment/non-food retail – (Some existing residential development immediately adjoining) 'Enterprise Centre' – Mix of studio workshops, offices, and R&D units. DIY non-food etc – demonstrate not harm vitality/viability of Town Centre. Redevelopment of former depot site – to the north of the site
- C6. Walley Street – new small employment premises. High density residential infilling
- C7. High Street (Roberts Bakery Block) – Refurbish existing units/shop fronts
- C8. 77 Tunstall Road – Brought back into use – residential development – not compete with town centre/77 Tunstall Road gateway/War memorial gateway
- C9. Pedestrianisation (High Street (King Street to Station Road) and Wharf Road(Yew Tree to High Street, in front of Town Hall) – Paving/street furniture/planting/lighting
- C10. Civic space in front of town hall – remodel existing space – incorporate within wider public realm created through pedestrianisation. Stronger landscaping, additional street furniture - seating/lighting etc. Enable small regular market
- C11. Wharf Road gateway – Key gateway building – Town centre use (possible residential on upper floors)/public art/signage/landscaping
- C12. John Street – one way traffic/on-street parking/landscaping/public realm features. Reinforce residential nature of area/discourage through traffic/Increase width of pavement/tree planting
- C13. Kwik Save car park and Bypass site – improve town centre links
- C14. Traffic improvements – one way streets along High Street (Cross Street to Station Road), John Street (King Street to Congleton Road), and John Street (Gunn Street to Well Street)
- C15. Traffic improvements – on street parking along High Street (Cross Street to Station Road), John Street (King Street to Congleton Road), and John Street (Gunn Street to Well Street)
- C16. Wharf Road - transport interchange/Transport improvements – Bus facilities/cycle routes/cycle facilities/taxi facilities
- C17. Tunstall Road/Colliers Way junction gateway and Bypass/Congleton Road junction gateway – improvements
- C18. Outside of town centre – High density residential development

SECTION F - SUMMARY OF SUSTAINABILITY IMPACT OF THE PREFERRED OPTION ON SUSTAINABILITY

SA Objectives	Short Term (less than 1 year)	Med Term (1-5 years)	Long Term (5 years or more)	Summary of Appraisal
Social	+/-	+/-	+	Development of the Preferred Option will generate additional services and facilities, reduce the need to travel and significantly improve the physical environment bringing permanent positive social impacts on sustainability in Biddulph and neighbouring areas in the short, medium and in particular - over long term. Negative impacts are largely generated through proposed development west of the bypass, though effects of this is likely to be less significant in the long term.
Environment	+/-	+/-	+	Considerable permanent positive impacts will be gained - including enhancement of the character of the townscape of Biddulph town centre and strengthening of local distinctiveness will be generated in the medium to long term. Negative impacts largely result from loss of soil quality/greenfield land through development west of the bypass.
Economic	+	+	+	There are overall permanent positive economic impacts on sustainability in the short, medium and long term. Development of the Preferred Option will bring greater retail trade, businesses and associated jobs to Biddulph. These will be maintained and strengthened through additional demand created by users to the improved town centre.

+ = Positive - = Negative

N.B. Different components within an Option may generate varying impacts. This is indicated by '/'

CONCLUSIONS

Overall - in the medium to long term - there are significant permanent positive benefits to be gained from development of the Preferred Option in relation to social, environmental and economic impacts on sustainability. Although there are negative impacts - largely associated with new development west of the bypass and redevelopment of land to the north of Wharf Road - many of these effects may be minimised through policy, or represent only temporary disruptions whilst mitigation measures are enforced and/or other proposals take shape to help balance these.

Policies will need to be developed to assist implementation of proposals, reduce negative impacts and promote positive effects of the Preferred Option. Appraisals will need to be undertaken as an iterative process - in drawing up these policies and also once they have been defined - to determine the impact they will have on sustainability.

SECTION G - SUMMARY OF POLICIES OF THE SUBMISSION VERSION OF THE AAP

STRATEGIC POLICIES

Policy STRAT1: Consolidated Town Centre

Consolidate Town Centre into a Primary Shopping Area, comprising of:

- Primary Frontages: primarily for class A1 (retail) uses. Other use classes only permitted where not create concentration of non-shopping uses and result in unacceptable change in the retail character of the immediate area or have an adverse effect on vitality or viability of town centre.
- Secondary Frontages: for class A1 (retail) and other town centre uses. Other use classes permitted where contribute to vitality or viability of town centre and not harm amenity of local residents.

Change of use to residential at ground floor level not permitted.

Policy STRAT2: Outside the Primary Shopping Area

In Town Centre outside of primary shopping area:

- a) Retail - conversion to residential that contribute to local housing need.
 - b) Small infill - residential unless identified for other uses - normally high-density and contribute to local and affordable housing need.
 - c) Larger sites - mixed-use - do not undermine vitality and viability of main shopping area.
 - non food-based retail
 - include job opportunities for local people
-

Policy STRAT3: Upper Floors in the Primary Shopping Area

Upper floors above shops – conversion to other town centre and residential uses - where increase stock of affordable housing.

Policy STRAT4: Pedestrianisation

Pedestrianisation or part-pedestrianisation of town centre core – well integrated with existing public space in front of Town Hall. Attractive usable area capable of holding civic events, including markets.

Policy STRAT5: Developer Contributions

Appropriate new developments within town centre contribute towards cost of delivering public infrastructure and public art in town centre.

Policy STRAT6: Environmental Best Practice

All development designed so as to incorporate best environmental practice and sustainable construction techniques appropriate to the type and size of development. New development should be supported by site waste management plans. Design that can secure opportunities for sustainable waste management e.g. kerbside recycling and community recycling will be encouraged.

DEVELOPMENT SITE POLICIES

Policy DS1: Wharf Road Site

Comprehensive redevelopment of site - to include:

- Supermarket - up to 4,500 sq m gross;
- Car park - 400-500 spaces;
- Cycle parking facilities;
- 6-8 retail units - 100 - 300 sq m;
- Landmark gateway building at Wharf Road/bypass junction;
- Landscaping along the bypass boundary; and
- Quality links from car park into town centre core.

New library - if current library site is redeveloped.

Retain Royal Oak Public House. If demonstrated not viable - demolition necessary.

Retain Memorial Garden. If demonstrated not viable - equivalent replacement provided elsewhere in town centre core.

Retain existing open space where possible - otherwise equivalent re-provision provided preferably within the site - otherwise elsewhere in town centre.

Transport Assessment including the requirement for sustainable transport measures and S106 contributions to wider improvements to town centre also required – including improved recycling facilities.

Policy DS2: Bypass Site

Comprehensive development scheme for whole site to include:

a) Employment:

- Enterprise Centre - 15-20 units - 15 - 30 sq m;
- Up to 10 trade counter units - 300 to 550 sq m; and
- Up to 10 purpose built industrial/warehouse units - 50-200 sq m.

b) Non-food retail uses - demonstrate suitable location, sequentially and not harm vitality or viability of town centre:

- DIY store - up to 2,500 sq m gross; and
- Non-food retail units, including bulky goods - 5 to 10 units - 300 to 1,200 sq m
- level of non-food retail development not to exceed 9,836m² (gross)

c) Leisure uses - secondary to uses above and demonstrated suitable location, sequentially.

Landscaping to mitigate impact on surrounding rural areas and residential properties. Development of the site may be phased.

Well signed, illuminated pedestrian and cycle links from site to town centre and cycle link to Biddulph Valley Way.

Transport Assessment including the requirement for sustainable transport measures and assessment of the impact on features of nature conservation value.

Provision of S106 contributions for improving cycle and pedestrian links from the site into primary shopping area.

Policy DS3: Library Site and Adjoining Land

a) High density (40-75 dwellings per hectare) residential - comprehensive design to include:

- Access from High Street;
- Landscaping along boundary with existing car park; and
- Quality design, in relation to neighbouring residential.

b) Land north west of library (currently car park), suitable for residential if:

- need demonstrated; and
- no more suitable sites for residential in town centre.

Transport Assessment required. Applications to accord with adopted Council policy.

Policy DS4: Walley Street Area

Refurbishment of employment premises or replacement with suitable employment premises where design or use will improve impact on amenity of neighbouring existing and potential future residential. Residential development may be acceptable where this helps to bring forward an employment development, including Live/Work units. Overall quantities of residential/employment land should not alter significantly in this area.

Policy DS5: Nos 2-32 High Street

Refurbishment of properties. Where structural assessments demonstrate refurbishment not viable, new development appropriate where:

- provides at least same level of retail floorspace on ground floor;
- retains same building line and height as existing premises; and
- in keeping with style of existing premises on High Street between Station Road and John Street

Policy DS6: 77 Tunstall Road

Conversion of existing property or new residential property on site.

Consideration given to three storey property if high quality design, with regard to style of neighbouring properties, and not negatively impact on amenity of adjoining residential.

Policy DS7: Open Land between Walley Street Area and Bypass

Designation of land between the Bypass and Walley Street Area as Visual Open Space.

Retention of the land's open and undeveloped appearance.

Enhancement of amenity value through improved planting and management.

PUBLIC REALM POLICIES

Policy PR1: Footpath Improvements

Improvement of:

- a) footpath between Wharf Road and High Street / Well Street junction (via redeveloped existing library site);
- b) footpath between Co-op supermarket and JD Wetherspoons;
- c) footpath cutting through the main Council car park (adjacent to the free standing retail store) connecting Wharf Road and High Street with Bypass Site via Diamond Close. A pedestrian crossing to be provided on this footpath across bypass;
- d) footpath from bypass site, crossing bypass over southern part of Wharf Road roundabout and along Wharf Road; and
- e) footpath from residential properties to west of the bypass into new supermarket car park
- f) Improved hard landscaping, lighting, sight lines and signage.

c) and d) to be implemented as part of development of bypass site.

e) to encourage movement to supermarket and rest of town centre - implemented as part of development of Wharf Road site and be completed before opening of supermarket.

Policy PR2: Bypass

Developments adjoining bypass designed to provide positive impact. Where not possible to provide an 'active frontage' onto bypass - quality landscaping along edge as part of any new development.

Quality landscaping, including semi-mature trees at:

- Tunstall Road/Bypass Junction; and
- Bypass/Congleton Road Junction.

Signage installed at both junctions to encourage visitors to access the town centre via Wharf Road; and encourage through traffic to use bypass.

Policy PR3: Town Centre Gateways

Quality buildings, public realm, landscaping, and signposting at:

- Wharf Road/bypass junction
- High Street: at the War Memorial
- High Street/Well Street junction

TRANSPORT POLICIES

Policy T1: Traffic Management Proposals

Traffic management measures such as one-way flows to some streets or parts of streets, and pedestrianisation or partial pedestrianisation of part of High Street in front of Town Hall.

Establish convenient interchange point with quality waiting and information facilities, linked to cycle parking facilities and taxi rank.

Policy T2: Cycle Routes

Cycle routes:

- Wharf Road: connecting Biddulph Valley Way to Biddulph town centre; and
- North-south link: John Street – Well Street – Highfield Road West – Lawton Street – Kingfield Road – Leisure Centre – Thames Drive

Cycle lanes along cycle routes, where carriageway width permits. Cycleway and cycle parking signage along routes.

Policy T3: Cycle Facilities

Cycle parking facilities near to bus facilities, as part of transport interchange.

Cycle parking required as part of supermarket development and Bypass site

Policy T4: Taxi Facilities

Taxi rank – Well lit/designed to ensure safety, provided with bus facilities, otherwise, within town centre core (primary frontages) where not have negative impact on neighbouring occupiers.

POLICIES OF THE SUBMISSION VERSION OF THE AAP - IN BRIEF

- STRAT1:** Consolidated Town Centre
- STRAT2:** Outside the Primary Shopping Area
- STRAT3:** Upper Floors in Primary Shopping Area
- STRAT4:** Pedestrianisation
- STRAT5:** Developer Contributions
- STRAT6:** Environmental Best Practice
- DS1:** Wharf Road Site
- DS2:** Bypass Site
- DS3:** Library Site and Adjoining Land
- DS4:** Walley Street Area
- DS5:** Nos 2-32 High Street
- DS6:** 77 Tunstall Road
- DS7:** Open Land between Walley Street Area and Bypass
- PR1:** Footpath Improvements
- PR2:** Bypass
- PR3:** Town Centre Gateways
- T1:** Traffic Management Proposals
- T2:** Cycle Routes
- T3:** Cycle Facilities
- T4:** Taxi Facilities

SECTION H – ASSESSMENT OF POLICIES OF THE SUBMISSION VERSION OF THE AAP AGAINST SA OBJECTIVES

+ = Positive

- = Negative

0 = Neutral (no significant positive or negative effects)

I/ = Impact dependent on how implemented

? = Impact unknown

SA Objective	Component																			
	STRAT 1	STRAT 2	STRAT 3	STRAT 4	STRAT 5	STRAT 6	DS1	DS2	DS3	DS4	DS5	DS6	DS7	PR1	PR2	PR3	T1	T2	T3	T4
SA 1. To improve the quality of where people work and live, and minimise risks and nuisances	+	+	0	+	+	0	+	- Loss of land designated as Visual Open Space	+	+	+	+	0/+	+	+	+	+	+	+	+
SA 2. To eliminate social exclusion by promoting, maintaining and improving facilities, services and opportunities for all and access to them	+	0	+	I/+ Dependent on viability of market	+	0	+	+	I/+ Dependent on provision of community facility	0	0	0	I/+ Dependent on whether public access is enabled	+	0	0	+	+	+	0
SA 3. To minimise opportunities for crime and reduce the fear of crime	0	+	+	+	+	0	0	0	+	0	0	0	0	0	0	0	+	0	+	+

<p>SA 4. To ensure adequate quality and provision of a range of house types to meet local needs in appropriate locations, and maintain and improve the local housing stock and provision of affordable/ social housing</p>	0	+	+	0	0	0	0/-	0	+	+	+	+	0	0	0	0	0	0	0	0
			Where residential proposed				Loss of a small number of residential units/flats above shops													
<p>SA 5. To direct development to more sustainable locations and reduce the need to travel</p>	+	+	+	0	0	0	+	+	+	+	0	0	0	0	0	0	0	0	0	0
								Close to town centre. Development on some brownfield land - Largely greenfield land												
<p>SA 6. To strengthen transport links between rural areas and towns, and improve conditions for walking, cycling and travel by public transport</p>	0	0	0	+	+	0	0	+/+	0	0	0	0	0	+	0	0	+	+	+	+
								Dependent on links proposed												

Environment	SA 7. To identify, conserve and enhance biodiversity sites and to maximise opportunities for achieving Biodiversity Action Plan targets	0	0	0	0	I/+ Dependent on proposals implemented	0	0	- Loss of countryside	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SA 8. To protect and enhance key habitats and species	0	0	0	0	0	0	0	- Presence of badger setts in the centre and north west of the site	0	0	0	0	?/+ Presence of key habitats and species unknown	0	0	0	0	0	0	0	0	0
	SA 9. To reduce contamination, regenerate degraded environments and maintain soil resources and quality	0	+	0	0	0	0	0	? Presence of contamination unknown + Improve existing environment - Loss of soil resources and quality through development	0	+	0	0	0	0	0	0	0	0	0	0	0	0
	SA 10. To promote efficient use of resources	0	+	+	0	0	+	+	+	+	+	I/+ Brownfield site I/- Possible demolition of existing buildings in use	I/+ Brownfield site I/- Possible demolition of existing building in use	0	0	0	0	0	0	0	0	0	0
							Use of brownfield land - Demolition of existing buildings in use	Use of some brownfield land - Largely greenfield Site	Use of brownfield land - Demolition of existing building in use	Use of brownfield land I/- Possible demolition of existing buildings in use													

<p>SA 11. To reduce energy consumption and waste production, and facilitate renewable energy**</p>	0	0	0	0	0	+	- Production of waste through demolition/energy consumption through new development/operation + More energy efficient buildings	- Energy consumption through new development/operation + Opportunity to introduce energy efficient buildings	- Production of waste through demolition/energy consumption through new development/use + More energy efficient buildings	I/- Dependent on type of new/existing development	I/- Possible production of waste through demolition I/+ Opportunity to introduce more energy efficient buildings	I/- Possible production of waste through demolition I/+ Opportunity to introduce a more energy efficient building	0	0	0	0	0	0	0	+	0	0
<p>SA 12. To reduce flood risk, protect and enhance water sources and environmental assets, and reduce contributions and vulnerability to climate change</p>	0	0	0	0	0	0	0	I/- Potential disturbance to existing drainage channel	0	0	0	0	0	0	0	0	0	0	0	+	0	0
<p>SA 13. To protect and enhance the character of the landscape and townscape, historic assets, and maintain and strengthen local distinctiveness and sense of place.</p>	+	+	+	+	+	0	+	- loss of countryside I/+ Improvement to existing brownfield land Dependent on quality of design-May enhance townscape	+	0	0	+	+	+	+	+	+	+	+	0	0	0

	SA 14. To encourage further development of tourism and culture	0	0	0	+	+	0	+	+	0	0	+	+	0	0	+	+	+	+	0	0	
Economic	SA 15. To safeguard the vitality and viability of the District's towns and villages, and create and sustain a vibrant rural economy	+	+	+	I/+ Dependent on viability of market	+	0	+	+	+	+	+	+	0	0	+	+	+	0	0	0	
	SA 16. To strengthen, modernise and diversify the District economy, and promote sustainable economic growth	+	+	0	I/+ Dependent on viability of market	0	0	+	+	0	+	+	0	0	0	0	0	0	0	0	0	0
	SA 17. To encourage and support a high and stable level of employment and variety of jobs to meet local employment needs	+/0 Minor positive effect	+	0	I/+ Dependent on viability of market	0	0	+	+	0	+	+	0	0	0	0	0	0	0	0	0	0

SECTION I – COMPATIBILITY OF POLICIES OF THE SUBMISSION VERSION OF THE AAP WITH EACH OTHER

POLICY	STRAT1																				
	STRAT2	+																			
	STRAT3	0	0																		
	STRAT4	0	0	+																	
	STRAT5	+	+	+	+																
	STRAT6	+	+	+	+	0															
	DS1	+	0	0	0	+	?														
	DS2	+	0	0	0	+	?	0													
	DS3	0	0	0	0	+	?	+	0												
	DS4	0	0	0	0	+	?	0	0	0											
	DS5	+	+	+	0	+	?	0	0	0	0										
	DS6	0	0	0	0	+	?	0	0	0	0	0									
	DS7	0	0	0	0	0	0	0	0	0	+	0	0								
	PR1	0	+	0	+	+	0	+	0	+	0	0	0	0	0						
	PR2	0	+	0	0	+	0	+	+	0	+	0	0	0	+	0					
	PR3	0	+	0	0	+	0	+	0	0	0	0	0	+	0	+	+				
	T1	+	0	0	+	0	+	+	0	0	0	+	0	0	+	0	0				
	T2	0	+	0	+	+	0	+	+	0	0	0	0	0	+	0	+	+			
	T3	0	+	0	+	+	0	+	+	0	0	0	0	0	+	0	0	+	0		
	T4	0	0	0	+	+	0	+	0	0	0	0	0	0	+	0	0	+	0	0	
	STRAT1	STRAT2	STRAT3	STRAT4	STRAT5	STRAT6	DS1	DS2	DS3	DS4	DS5	DS6	DS7	PR1	PR2	PR3	T1	T2	T3	T4	
	POLICY																				

(See Section G for a summary of policies)

Conclusion:

Assessment of the compatibility between policies of the Submission version of the AAP reveals no significant conflicts, and on the whole, policies complement each other.

There are however a number of uncertain effects:

- The approach of Development Site Policies DS4-DS6 (Walley Street Area, Nos 2-32 High Street and 77 Tunstall Road respectively), which allow for conversion and refurbishment or demolition and new build, may conflict - as a result of demolitions - with the Environmental Best Practice policy (STRAT6), which advocates waste minimisation.

- Although demolition is inevitable through implementation of Policies DS1 (Wharf Road Site) and DS3 (Library Site and Adjoining Land), the design and layout of the sites, which may improve energy efficiency and their contribution towards energy conservation and generation have not yet been determined.
- Also, the design and layout of development on the Bypass site (DS2), its contribution towards energy conservation and generation, use of sustainable drainage and approach towards nature conservation needs to be determined at the detailed planning application stage.

Although the specific Development Site Policies (DS1-DS6) are largely independent of proposals for development in other areas of the town centre (dealt with through Strategic Policies STRAT1 - Consolidated Town Centre, STRAT2 - Outside the Primary Shopping Area and STRAT3 - Upper Floors in Primary Shopping Area), a degree of balance is emphasised within the Policies ensuring that a sequential approach to development is undertaken and that similar land use areas do not compete with one another. This approach will help to safeguard the vitality and viability of existing businesses whilst allowing continued strengthening of the Town Centre.

Overall, the combination of the Development Site Policies and implementation of the proposed public realm and transport improvements will have a significant positive effect on the vitality and viability of Biddulph Town Centre.

SECTION J – ASSESSMENT OF THE POLICIES OF THE SUBMISSION VERSION OF THE AAP - CUMULATIVE EFFECTS

++ = Major positive impact + = Minor positive impact -- = Major negative impact - = Minor negative impact 0 = Neutral (no significant positive or negative effects) (I/) = Impact dependent on Implementation ? = Impact Unknown

* Predicted effects are projected from the period once development is in place

SA Objective (See Section A)		Preferred Option									
		Summary of Baseline Situation	SA Indicator	Predicted Cumulative Effects*				Justification for assessment noting: <ul style="list-style-type: none"> ▪ Likelihood/certainty of effect occurring (High/Medium/Low) ▪ Geographical scale of effect ▪ Whether temporary or permanent ▪ Recommendation(s) for mitigation/improvement 			
				Nature of Effect (quantify where possible)	Assumptions made	Short Term (less than 1 year)	Med Term (1-5 years)		Long Term (5 years or more)		
Social	SA 1	Environmental quality of the Centre has improved with the opening of the Biddulph bypass.	<ul style="list-style-type: none"> ▪ Net gain/loss in the total land area designated for amenity value (Ha) 	<p>Major positive effect:</p> <ul style="list-style-type: none"> ▪ Designation of land between the Walley Street area and Bypass as Visual Open Space. <p>Major negative effect:</p> <ul style="list-style-type: none"> ▪ Loss of visual open space and views west of the Bypass - Impact cannot be reversed – likely to be more significant in the short to medium term. 	-	Developments on the Wharf Road and Bypass sites proceed.	Impact of loss of views and visual open space becomes less significant over time.	--/++	-/++	0/++	<p>Likely effects:</p> <ul style="list-style-type: none"> ▪ Likelihood/certainty: High ▪ Scale: Local – Biddulph ▪ Temp/Perm: Permanent <p>Recommendation: Landscaping scheme and screening of buildings on the Bypass site if necessary.</p>

			<ul style="list-style-type: none"> Increase/reduction in air quality in key locations (by site) 	<p>Minor positive effect:</p> <ul style="list-style-type: none"> Implementation of traffic management measures including a new one-way system will help to discourage use of the town centre and adjacent roads as through-roads. Improvements in travel by public transport, walking and cycling will help to reduce the number of residents and visitors travelling into the centre by car. <p>Minor negative effect:</p> <ul style="list-style-type: none"> Increased pollution levels from greater traffic generated through new retail and business proposals. Also, increase in air pollution dependent on the types of industrial uses developed on the Bypass site. 	<p>-</p> <p>Traffic management measures such as footpath improvements, new cycle way and pedestrianisation proposals are implemented.</p> <p>Greater number of users – attracted to the new developments/town centre environment – travelling by car.</p> <p>Industrial developments on the Bypass site are sensitive to neighbouring residential uses.</p>	-/+	0/+	0/+	<p>Likely effects:</p> <p>Positive -</p> <ul style="list-style-type: none"> Likelihood/certainty: Low Scale: Local – Biddulph Temp/Perm: Permanent <p>Negative -</p> <ul style="list-style-type: none"> Likelihood/certainty: Low-Medium Scale: Local – Biddulph Temp/Perm: Permanent <p>Recommendation: Allow for expansion in provision of public transport if demand commands.</p> <p>Consider restricting any potentially polluting uses proposed on the Bypass site to areas away from existing residential developments.</p>
--	--	--	--	--	---	-----	-----	-----	--

		<ul style="list-style-type: none"> Number of environmental enhancement schemes implemented/ Amount spent on improvement schemes. 	<p>Major positive effect:</p> <ul style="list-style-type: none"> Overall improvement in the appearance of the physical environment. <p>Minor positive effect:</p> <ul style="list-style-type: none"> Enhancement of land between the Walley Street area and Bypass. 	<p>Public realm improvements are delivered.</p> <p>Strong landscaping in place, as part of new developments and/or through developer contributions, to mitigate the visual impact of developments.</p> <p>Compatibility between new and existing developments.</p> <p>Improved planting and management delivered.</p>	+	++	++	<p>Likely effects:</p> <ul style="list-style-type: none"> Likelihood/certainty: High Scale: Local – Biddulph Temp/Perm: Permanent <p>Recommendation: None</p>	
	◆ Other		<p>Major positive effect:</p> <ul style="list-style-type: none"> Safeguarding of open land between the Walley Street area and Bypass from development. <p>Minor positive effect:</p> <ul style="list-style-type: none"> Improvement in traffic safety. 	<p>-</p> <p>Transport management measures, including a new one-way system, are delivered.</p>	0/++	0/++	0/++	<p>Likely effects:</p> <ul style="list-style-type: none"> Likelihood/certainty: High Scale: Local – Biddulph Temp/Perm: Permanent <p>Recommendation: None</p>	
Overall impact on SA Objective 1:						--/++	-/++	0/++	

	SA 2	<p>Additional pressure placed on existing services and facilities through new housing developments.</p> <p>Retail currently offered in the town centre is insufficient to meet the needs of residents.</p> <p>Biddulph East has a higher than average percentage of population under 16.</p> <p>There is a shortfall in play areas and playing pitches in the Biddulph area.</p> <p>Biddulph is designated as a Market Town. RPG11 seeks appropriate retail facilities and improvements to services and community facilities in such designated areas.</p>	<ul style="list-style-type: none"> ▪ Net gain/loss in the total number of retail units/floorspace 	<p>Major positive effect:</p> <ul style="list-style-type: none"> ▪ More efficient use of land on the Wharf Road site, allowing greater provision of retail units in the town centre core. Also, additional provision of units for non-food retail on the Bypass site. 	<p>Redevelopment of the town centre will generate interest from a wider network of retailers to locate into the town centre.</p> <p>Existing businesses displaced by development of the Wharf Road site will be successfully relocated within the town centre.</p>	++	++	++	<p>Likely effects:</p> <ul style="list-style-type: none"> ▪ Likelihood/certainty: High ▪ Scale: Local - Biddulph ▪ Temp/Perm: Permanent <p>Recommendation: None</p>
--	---------	--	--	---	--	----	----	----	---

	<p>'Education, Health Deprivation and Barriers to Housing and Services' are 3 of the 6 domains used to measure deprivation, which is notably high in Biddulph Central Area and Town Centre SOAs.</p> <p>There is need to improve the social environment in Biddulph to encourage new investments and employment generating developments.</p> <p>There is a high percentage of obesity amongst 5 and 11 year olds in Biddulph.</p> <p>Poor health is notably higher in Biddulph East than the Rest of the District.</p>	<ul style="list-style-type: none"> Net gain/loss in major open space provision, playing fields and children's play areas (Ha) 	<p>Minor positive effect:</p> <ul style="list-style-type: none"> There may be additional provision created through new developments and/or developer contributions. 	<p>Contributions are made towards additional play areas, playing pitches etc.</p> <p>Reprovision at same level of any amenity land lost on the Wharf Road site.</p>	0/+	0/+	0/+	<p>Likely effects:</p> <ul style="list-style-type: none"> Likelihood/certainty: Low Scale: Local – Biddulph Temp/Perm: Permanent <p>Recommendation: Links should be made between the town centre and surrounding open space such as Biddulph Valley Way by contributions towards cycle ways.</p> <p>Specify types of public infrastructure, for which contributions are required, in the 'Developer Contributions' policy.</p>
		<ul style="list-style-type: none"> Net increase/fall in the site diversity score of open spaces 	<p>Minor positive effect:</p> <ul style="list-style-type: none"> Developer contributions made as part of new developments may help to improve the quality of existing sites. 	-	0/(I+)	0/(I+)	0/(I+)	<p>Likely effects:</p> <ul style="list-style-type: none"> Likelihood/certainty: Low Scale: Local – Biddulph Temp/Perm: Permanent <p>Recommendation: None</p>
		<ul style="list-style-type: none"> Number of housing completions within 1.2km of an area of natural open space. 	<p>No significant effect identified.</p>	-	0	0	0	<p>Likely effects: N/A</p>

		<ul style="list-style-type: none"> Change of use applications from non-residential to residential use, completed in town centres, by type (Ha) 	<p>Minor positive effect:</p> <ul style="list-style-type: none"> Additional residential units provided through conversion of buildings in edge of centre locations and upper floors in the primary shopping area. 24-hour use of town centres improves safety and can reduce crime. 	<p>Appropriate proposals for conversion come forward.</p> <p>-</p>	0/(I+)	0/(I+)	0/(I+)	<p>Likely effects:</p> <ul style="list-style-type: none"> Likelihood/certainty: Medium Scale: Local – Biddulph Temp/Perm: Permanent <p>Recommendation: None</p>
		<ul style="list-style-type: none"> Provision of community facilities as a result of contributions made in connection with new developments 	<p>Minor positive effect:</p> <ul style="list-style-type: none"> Improved provision of community facilities made through developer contributions generated as part of new developments. 	-	0/(I+)	0/(I+)	0/(I+)	<p>Likely effects:</p> <ul style="list-style-type: none"> Likelihood/certainty: Low Scale: Local – Biddulph Temp/Perm: Permanent <p>Recommendation: None</p>
		<ul style="list-style-type: none"> Number of applications approved for new disabled access 	<p>Minor positive effect:</p> <ul style="list-style-type: none"> Better access to a greater number of developments through requirements sought of new proposals. 	<p>Developments come forward.</p>	0/+	0/+	0/+	<p>Likely effects:</p> <ul style="list-style-type: none"> Likelihood/certainty: Medium-High Scale: Local – Biddulph Temp/Perm: Permanent <p>Recommendation: None</p>
		<ul style="list-style-type: none"> Net gain/loss in retail floorspace by type (Ha) 	<p>Major positive effect:</p> <ul style="list-style-type: none"> Expansion in range of retail and other town centre uses/facilities. 	<p>Retail demand is maintained.</p>	++	++	++	<p>Likely effects:</p> <ul style="list-style-type: none"> Likelihood/certainty: High Scale: District-wide and Neighbouring Centres Temp/Perm: Permanent <p>Recommendation: None</p>

			<p>❖ Net gain/reduction in the number of vacant shop units</p>	<p>Major positive effect:</p> <ul style="list-style-type: none"> Overall reduction in the number of vacant shop units. <p>Minor negative impact:</p> <ul style="list-style-type: none"> Shift in focus of town centre core may impact on vitality of shop units further along the High Street. 	<p>Redevelopment proposals will help to raise the profile of Biddulph, attracting more users to the town centre, and in turn encourage more retailers to locate/expand in the area.</p> <p>Overall increase in the number of town centre users/visitors may help to alleviate this through increased demand. Also, public realm improvements will help to consolidate and provide continuity for retail throughout the town centre.</p>	-/0	0	0	<p>Likely effects:</p> <p>Positive -</p> <ul style="list-style-type: none"> Likelihood/certainty: Medium Scale: Local – Biddulph Temp/Perm: Permanent <p>Negative –</p> <p>Likely effects:</p> <ul style="list-style-type: none"> Likelihood/certainty: Low Scale: Local – Biddulph Temp/Perm: Permanent <p>Recommendation: None</p>
			<p>❖ Net gain/reduction in obesity and overweight among 5 and 11 year old children registered with a general practice (%)</p>	<p>Minor positive effect:</p> <p>Poor health and obesity issues not directly addressed through the proposals.</p> <ul style="list-style-type: none"> Indirect benefits through encouragement of walking and cycling by way of new and upgraded links and routes. Also, economic improvements are likely to have a general positive impact on health. 	<p>Pedestrian and cycle links and pedestrianisation proposals are delivered.</p> <p>A proportion of the new employment opportunities generated is taken by local residents.</p>	0/+	0/+	0/+	<p>Likely effects:</p> <ul style="list-style-type: none"> Likelihood/certainty: Low Scale: Local – Biddulph Temp/Perm: Permanent <p>Recommendation: None.</p>

			◆ Other	<p>Minor positive effects:</p> <ul style="list-style-type: none"> ▪ Extension of public services through new improved library and associated facilities. ▪ Provision of additional/ improvement of existing community facilities and services through developer contributions made as part of new developments. ▪ Indirect effect on social exclusion through new job opportunities created from additional retail and employment developments. ▪ Greater inclusion and better access for residential areas severed from the Town Centre by the Bypass. 	<p>New library is delivered.</p> <p>-</p> <p>A proportion of the new employment opportunities generated are taken by local residents.</p> <p>New links are delivered.</p>	+	+	+	<p>Likely effects:</p> <ul style="list-style-type: none"> ▪ Likelihood/certainty: Medium ▪ Scale: Local – Biddulph ▪ Temp/Perm: Permanent <p>Recommendation: None</p>
Overall impact on SA Objective 2:						-/++	++	++	

SA 3	<p>'Crime' is one of the 6 domains used to measure deprivation, which is notably high in Biddulph Central Area and Town Centre SOAs.</p> <p>Problems of anti-social behaviour and alcohol related violence identified in Biddulph East.</p>	❖ Fear of crime surveys	<p>Minor positive effect:</p> <ul style="list-style-type: none"> Improvements to pedestrian links will help to reduce the fear of crime. Also, enhancement of the quality of the environment will help to encourage further activity/footfall in the town centre, which in turn will help to reduce fear of crime. <p>Minor negative effect:</p> <ul style="list-style-type: none"> Proposed pedestrianisation of civic square in front of the town hall may create an area where youths congregate. 	<p>Improvements – particularly around key linkages, car parks and public spaces are implemented.</p> <p>Restriction in the concentration of non-A1 uses in particular areas of the town centre will help to maintain active frontages and reduce/prevent anti-social behaviour. Also, improved CCTV, where necessary.</p>	-/+	0/+	+	<p>Likely effects:</p> <p>Positive -</p> <ul style="list-style-type: none"> Likelihood/certainty: Low Scale: Local – Biddulph Temp/Perm: Permanent <p>Negative -</p> <p>Likely effects:</p> <ul style="list-style-type: none"> Likelihood/certainty: Low Scale: Local – Biddulph Temp/Perm: Temporary <p>Recommendation: Review areas covered by CCTV and extend or reduce schemes as necessary.</p>
		❖ Recorded crime rates per 1000 population	<p>Minor positive effect:</p> <ul style="list-style-type: none"> Reduction/discouragement of anti-social and criminal activities. 	<p>Development of vacant/derelict properties, upper floors of shops and new residential units will help to increase natural surveillance.</p> <p>Where problems arise/are identified, mitigation measures are implemented to eliminate or reduce the effects e.g. through improved CCTV.</p>	+	+	+	<p>Likely effects:</p> <ul style="list-style-type: none"> Likelihood/certainty: Low Scale: Local – Biddulph Temp/Perm: Permanent <p>Recommendation: Review areas covered by CCTV and extend or reduce schemes as necessary.</p>
Overall impact on SA Objective 3:					-/+	0/+	+	

SA 4	<p>Biddulph is designated as a Market Town. RPG11 seeks affordable housing in such designated areas.</p> <p>Growth in the number of households in the District is likely to continue.</p> <p>The AAP area lacks a vibrant housing market and housing choice.</p> <p>'Barriers to Housing and Services' is one of the 6 domains used to measure deprivation, which is notably high in Biddulph Central Area and Town Centre SOAs.</p> <p>Staffordshire Moorlands has already exceeded its Structure Plan housing allocation for 1996-2011 and RPG11 envisages a decline house building rate in the Moorlands up to 2021. This will make the delivery of affordable housing particularly challenging.</p>	<ul style="list-style-type: none"> ▪ Number of affordable/social sector housing completed 	<p>Minor positive effects:</p> <ul style="list-style-type: none"> ◆ Possible social benefits if new residential units are for 'affordable housing'. 	There is an identified need for affordable/ social housing in the town centre area.	0/(I/+)	0/(I/+)	0/(I/+)	<p>Likely effects:</p> <ul style="list-style-type: none"> ▪ Likelihood/certainty: Low ▪ Scale: Local – Biddulph ▪ Temp/Perm: Permanent <p>Recommendation: Ensure as many schemes as possible provide an element of affordable housing.</p>
		<ul style="list-style-type: none"> ❖ Net reduction in affordable/social housing 	<p>Minor negative effects</p> <ul style="list-style-type: none"> ▪ Issues arising over concentration of affordable homes, particularly close to Biddulph East – with already high number of low-cost housing. 	Appropriate mix of housing is determined/ assessed in greater detail at planning application stage.	0/(I/-)	0	0	<p>Likely effects:</p> <ul style="list-style-type: none"> ▪ Likelihood/certainty: Low ▪ Scale: Local – Biddulph ▪ Temp/Perm: Permanent <p>Recommendation: Ensure appropriate mix of housing to prevent concentration of particular types of homes.</p>
		<ul style="list-style-type: none"> ❖ Net gain/reduction in the number of unfit dwellings/homeless households in temporary accommodation, per 1000 population 	No significant effect identified.	-	0	0	0	<p>Likely effects:</p> <p>N/A</p>
		<ul style="list-style-type: none"> ▪ Net gain/reduction in the percentage of the housing stock in an unsatisfactory condition 	No significant effect identified.	-	0	0	0	<p>Likely effects:</p> <p>N/A</p>

		◆ Other	<p>Minor positive effect:</p> <ul style="list-style-type: none"> Overall gain in the number of housing units <p>Small number of additional accommodation – impact is limited.</p> <p>Minor negative effect:</p> <ul style="list-style-type: none"> Demolition of a small number of houses on the Wharf Site. 	<p>Provision of housing at the library site, and other infill opportunities within the AAP area.</p> <p>Current residents on the Wharf Road site are re-housed.</p>	-/+	+	+	<p>Likely effects:</p> <ul style="list-style-type: none"> Likelihood/certainty: Medium-High Scale: Local – Biddulph Temp/Perm: Permanent <p>Recommendation: None</p>
Overall impact on SA Objective 4:					-/+	0/+	0/+	
SA 5	<p>A significant proportion of Biddulph residents commute out of the area to work and shop.</p> <p>National Planning Policy promotes sustainable development through re-use of previously developed land, improved non-car transport choice and access, mixed use development, inclusive communities and high quality design.</p>	<ul style="list-style-type: none"> Proportion of housing and employment development completions located within 10 minutes walking distance of a regular bus route 	<p>Major positive effect:</p> <ul style="list-style-type: none"> Developments considered in the Plan are located close to regular bus routes. 	<p>Buses are successfully re-routed as part of any traffic management schemes implemented, including a new one-way system and proposed pedestrianisation.</p>	++	++	++	<p>Likely effects:</p> <ul style="list-style-type: none"> Likelihood/certainty: Low-Medium Scale: Local – Biddulph Temp/Perm: Permanent <p>Recommendation: None</p>
		<ul style="list-style-type: none"> Average density of housing completions 	<p>Minor positive effect:</p> <ul style="list-style-type: none"> High-density housing proposed though the Plan. <p>Small number of additional accommodation – impact is minimal.</p>	-	+	+	+	<p>Likely effects:</p> <ul style="list-style-type: none"> Likelihood/certainty: Low-Medium Scale: Local – Biddulph Temp/Perm: Permanent <p>Recommendation: None</p>

		<ul style="list-style-type: none"> Other 	<p>Major positive effect:</p> <ul style="list-style-type: none"> Overall reduction in the need to travel/concentration of development within town centre locations. <p>Major negative effect:</p> <ul style="list-style-type: none"> Bypass site is largely greenfield, though adjacent the town centre core. 	<p>Promotion of mixed uses and a more compact/defined town centre will help to encourage single trips and reduce the need to travel to areas outside of the town to work, shop etc.</p> <p>As more developments are delivered the Bypass site will be better linked into the wider town centre area.</p>	--/++	-/++	0/++	<p>Likely effects:</p> <p>Positive -</p> <ul style="list-style-type: none"> Likelihood/certainty: Medium Scale: Local – Biddulph Temp/Perm: Permanent <p>Negative -</p> <p>Likely effects:</p> <ul style="list-style-type: none"> Likelihood/certainty: High Scale: Local – Biddulph Temp/Perm: Permanent <p>Recommendation: Ensure that improved pedestrian/cycle links are made from the Bypass site to the Town Centre.</p>	
Overall impact on SA Objective 5:						--/++	-/++	0/++	
SA 6	More deprived areas of Biddulph East have relatively lower car ownership levels.	<ul style="list-style-type: none"> Transport infrastructure improvements made in connection with new developments 	<p>Major positive effect:</p> <ul style="list-style-type: none"> New improvements proposed as part of wider scheme of regenerating the town centre. Contributions made through new developments where required. 	-	++	++	+	<p>Likely effects:</p> <ul style="list-style-type: none"> Likelihood/certainty: High Scale: Biddulph, Neighbouring areas and other parts of the District Temp/Perm: Permanent <p>Recommendation: None</p>	

		<ul style="list-style-type: none"> Provision of car parking in new housing and employment development completions 	<p>Major positive effect:</p> <ul style="list-style-type: none"> Overall increase in car parking provision. 	New developments meet current car parking standards.	++	+	+	<p>Likely effects:</p> <ul style="list-style-type: none"> Likelihood/certainty: High Scale: Local – Biddulph Temp/Perm: Permanent <p>Recommendation: None</p>
		<ul style="list-style-type: none"> Provision of cycle facilities in new retail, leisure and employment development completions 	<p>Major positive effect:</p> <ul style="list-style-type: none"> Overall increase/improvement of cycle facilities within the Plan area. 	New development on the Wharf Road and Bypass sites meet the requirements for cycle facilities to be located within sites.	++	++	+	<p>Likely effects:</p> <ul style="list-style-type: none"> Likelihood/certainty: High Scale: Local – Biddulph Temp/Perm: Permanent <p>Recommendation: None</p>
		<ul style="list-style-type: none"> Total length of cycleways, bridleways and footpaths (km) 	<p>Major positive effect:</p> <ul style="list-style-type: none"> Overall increase/improvement of cycle ways and pedestrian links within the Plan area. 	Proposed creation/improvement of links and routes implemented.	++	++	0/+	<p>Likely effects:</p> <ul style="list-style-type: none"> Likelihood/certainty: Medium-High Scale: Local – Biddulph Temp/Perm: Permanent <p>Recommendation: None</p>
		<ul style="list-style-type: none"> Number and length (km) of new and improved pedestrian/multi-user linkages to <i>Biddulph Valley Way</i> and other sustainable routes 	<p>Major positive effect:</p> <ul style="list-style-type: none"> Cycle route connecting Biddulph Valley Way to the Town Centre proposed. 	-	++	0/+	0	<p>Likely effects:</p> <ul style="list-style-type: none"> Likelihood/certainty: Medium Scale: Local – Biddulph Temp/Perm: Permanent <p>Recommendation: None</p>

			<ul style="list-style-type: none"> Travel to work patterns 	<p>Minor positive effect:</p> <ul style="list-style-type: none"> Reduction of out-commuting for residents taking up new employment opportunities created in connection with new developments/regeneration of the Town Centre. 	<p>A proportion of new jobs created as part of completed and construction of new developments are taken by local residents.</p>	+	0/+	0	<p>Likely effects:</p> <ul style="list-style-type: none"> Likelihood/certainty: Low-Medium Scale: Local – Biddulph Temp/Perm: Semi-Permanent <p>Recommendation: None</p>
			<ul style="list-style-type: none"> Modal split 	<p>Minor positive effect:</p> <ul style="list-style-type: none"> Increase in the number of people travelling by means other than the private car. <p>Minor negative effect:</p> <ul style="list-style-type: none"> Additional car parking provision in the town centre may encourage users to travel by car rather than more sustainable modes. 	<p>Improvements made in conditions for travel by non-car modes through new links, lighting and improved physical environment.</p> <p>New car park on the Wharf Road site is shared between customers of the supermarket and other visitors to the Town Centre.</p>	-/+	0/+	0	<p>Likely effects:</p> <p>Positive -</p> <ul style="list-style-type: none"> Likelihood/certainty: Medium-High Scale: Local – Biddulph Temp/Perm: Permanent <p>Negative -</p> <ul style="list-style-type: none"> Likelihood/certainty: Low-Medium Scale: Local – Biddulph Temp/Perm: Permanent <p>Recommendation: None</p>
			<ul style="list-style-type: none"> Mode of travel by school children/Number of schools with adopted Green Travel Plans 	<p>No significant effect identified.</p>	-	0	0	0	<p>Likely effects:</p> <p>N/A</p>

			<ul style="list-style-type: none"> Net gain/loss in off-street car parking provision per 1000 sq m of occupied retail floorspace 	Major positive effect: <ul style="list-style-type: none"> Additional spaces provided through development of the Wharf Road site. Also, comprehensive development scheme at the Bypass site will include provision for car parking. 	Car parking is well linked into the consolidated town centre.	++	++	+	Likely effects: <ul style="list-style-type: none"> Likelihood/certainty: High Scale: Local – Biddulph Temp/Perm: Permanent Recommendation: None
			<ul style="list-style-type: none"> Other 	Minor positive effect: <ul style="list-style-type: none"> Strengthened transport links, within the town centre, and to/from neighbouring and wider District locations. 	-	+	+	+	Likely effects: <ul style="list-style-type: none"> Likelihood/certainty: Low-Medium Scale: Local – Biddulph Temp/Perm: Permanent Recommendation: Allow for expansion in provision of public transport if demand commands.
Overall impact on SA Objective 6:						-/++	0/++	0/+	
Summary - Appraisal against Social Objectives:						--/++	-/++	0/++	
Significant improvements to the quality of the physical environment; range of services and facilities; and access to these by both public and private means. Positive impacts are sustained over time as further investments are delivered and help contribute towards strengthening of the town centre and reducing the need to travel. Loss of views resulting from development of the Bypass site may become less significant in the medium to long term.									
Environment	SA 7	No known sites of biodiversity importance identified within the Plan area.	<ul style="list-style-type: none"> Annual sum of money accrued (and spent) on habitat improvements from Section 106 contributions 	Minor positive effect: Contributions made through new developments, where appropriate.	-	0/(I+)	0	0	Likely effects: <ul style="list-style-type: none"> Likelihood/certainty: Low Scale: Local – Biddulph Temp/Perm: Permanent Recommendation: None

		❖ Achievement of Staffordshire BAP targets	No known significant effects identified.	-	0	0	0	Likely effects: N/A
Overall impact on SA Objective 7:					0/(I/+)	0	0	
SA 8	Presence of badger setts recorded within the centre and northwest of the Bypass site.	❖ Proportionate change in key habitats	No known significant effects identified.	-	0	0	0	Likely effects: N/A
		❖ Net gain/loss in key species type and distribution	No known significant effects identified.	-	0	0	0	Likely effects: N/A
		❖ Recorded growth/decline in number of selected rare and vulnerable species	Minor negative effect: Disturbance to existing badger setts on the Bypass site.	Successful translocation and installation of replacement setts on the Bypass site.	-	0	0	Likely effects: ▪ Likelihood/certainty: High ▪ Scale: Local – Biddulph ▪ Temp/Perm: Temporary Recommendation: None
Overall impact on SA Objective 8:					-	0	0	
SA 9	No known contaminated areas identified within the Plan area – Currently undetermined.	▪ Net gain/reduction in the amount of land known to be contaminated (Ha)	No known significant effects identified. ▪ Contamination may be exposed through redevelopment of land.	Where such sites are identified remediation measures are undertaken.	0/?	0	0	Likely effects: ▪ Likelihood/certainty: Unknown ▪ Scale: Local – Biddulph ▪ Temp/Perm: Temporary Recommendation: Surveys required as part of planning applications and remediation required if such sites are identified.

		<ul style="list-style-type: none"> Net gain/reduction in the total amount of derelict land (Ha) 	<p>Minor positive effect: Areas of underused/derelict land redeveloped through proposals outlined in the AAP.</p>	-	+	+	0	<p>Likely effects:</p> <ul style="list-style-type: none"> Likelihood/certainty: Low-Medium Scale: Local – Biddulph Temp/Perm: Permanent <p>Recommendation: None</p>
		<ul style="list-style-type: none"> Other 	<p>Major negative effects:</p> <ul style="list-style-type: none"> Loss of soil resources is irreversible though is likely to have a more noticeable impact in the short to medium term. 	Impact of development of greenfield land on soil resources and quality at the Bypass site will become less significant over time.	--	-	0	<p>Likely effects:</p> <ul style="list-style-type: none"> Likelihood/certainty: High Scale: Local – Biddulph Temp/Perm: Temporary <p>Recommendation: None</p>
Overall impact on SA Objective 9:					--/+	-/+	0	
SA 10	There are a number of underused sites and disused/derelict buildings within the Plan area.	<ul style="list-style-type: none"> Number of completions comprising conversion/re-use of existing buildings 	<p>Minor positive effect:</p> <ul style="list-style-type: none"> Re-use of existing buildings in edge of centre locations and upper floors in the primary shopping area. <p>Major negative effect:</p> <ul style="list-style-type: none"> Demolition of existing buildings currently in use. Impact more significant in the short term. 	<p>Appropriate proposals for conversion come forward.</p> <p>More efficient use of brownfield land enabled through demolition and land assembly at the Wharf Road site.</p> <p>Businesses affected through demolitions may be accommodated in other locations within or close to the Town Centre.</p>	-/+	0/+	+	<p>Likely effects:</p> <p>Positive -</p> <ul style="list-style-type: none"> Likelihood/certainty: Medium Scale: Local – Biddulph Temp/Perm: Permanent <p>Negative -</p> <ul style="list-style-type: none"> Likelihood/certainty: High Scale: Local – Biddulph Temp/Perm: Temporary <p>Recommendation: None</p>

		<ul style="list-style-type: none"> Number of households per sq km – household density 	<p>Minor positive effect:</p> <ul style="list-style-type: none"> High-density residential development proposed. <p>Small number of housing proposed – Impact is minimal.</p>	Residential development comes forward.	+	+	0/+	<p>Likely effects:</p> <ul style="list-style-type: none"> Likelihood/certainty: Medium-High Scale: Local – Biddulph Temp/Perm: Permanent <p>Recommendation: None</p>
		<ul style="list-style-type: none"> Percentage of housing and employment completions on greenfield/ brownfield sites 	<p>Minor positive impact:</p> <ul style="list-style-type: none"> Additional housing and employment development on brownfield sites. <p>Only a small number feature as part of proposals outlined in the Plan.</p> <p>Major negative effect:</p> <ul style="list-style-type: none"> Employment development on greenfield land at the Bypass site. 	<p>Development in the Walley Street area, Library site and proposals for residential infill come forward.</p> <p>Employment sites in other employment sites in Biddulph are exhausted/unsuitable.</p>	--/+	-/+	0/+	<p>Likely effects:</p> <p>Positive</p> <ul style="list-style-type: none"> Likelihood/certainty: Medium-High Scale: Local – Biddulph Temp/Perm: Permanent <p>Negative</p> <ul style="list-style-type: none"> Likelihood/certainty: High Scale: Local – Biddulph Temp/Perm: Permanent <p>Recommendation: Retail development on greenfield land at the Bypass site should meet sequential test.</p>
		<ul style="list-style-type: none"> Previously-developed vacant land brought back into use (Ha) 	<p>Minor positive effect:</p> <ul style="list-style-type: none"> Land at the northern end of the Bypass site has previously been developed. 	Development comes forward.	+	0/+	0	<p>Likely effects:</p> <ul style="list-style-type: none"> Likelihood/certainty: High Scale: Local – Biddulph Temp/Perm: Permanent <p>Recommendation: None</p>
Overall impact on SA Objective 10:					--/+	-/+	0/+	

SA 11	New buildings can offer greater energy efficiency.	<ul style="list-style-type: none"> Completions of renewable energy development. 	No significant effect identified.	-	0	0	0	Likely effects: N/A
		<ul style="list-style-type: none"> Percentage of new approvals incorporating energy efficient designs/layouts 	Minor positive effect: <ul style="list-style-type: none"> Opportunities to enable development of more energy efficient buildings/layouts through new developments proposed. 	-	0/+	0/+	0/+	Likely effects: <ul style="list-style-type: none"> Likelihood/certainty: High Scale: Local – Biddulph Temp/Perm: Permanent Recommendation: Work with developers to encourage energy efficient buildings and layouts within schemes.
		<ul style="list-style-type: none"> Net gain/loss in the number of vacant dwellings 	Minor positive effect: <ul style="list-style-type: none"> Reduction in the number of vacant dwellings. 	Physical improvements to the town centre and new proposals will help to encourage more people to move to Biddulph.	+	+	0/+	Likely effects: <ul style="list-style-type: none"> Likelihood/certainty: Medium Scale: Local – Biddulph Temp/Perm: Permanent Recommendation: None
		<ul style="list-style-type: none"> Percentage of new approvals for development using ‘sustainable construction’ methods 	Major positive effect: <ul style="list-style-type: none"> Use of sustainable construction methods in new developments. 	Sustainable construction methods used in new developments.	++	++	+	Likely effects: <ul style="list-style-type: none"> Likelihood/certainty: High Scale: Local – Biddulph Temp/Perm: Permanent Recommendation: None
		<ul style="list-style-type: none"> Amount of household waste recycled (%) 	No significant effect identified.	-	0	0	0	Likely effects: N/A
		<ul style="list-style-type: none"> Number of dwellings completed to Eco-homes standard 	No significant effect identified.	-	0	0	0	Likely effects: N/A

		<ul style="list-style-type: none"> ▪ Energy efficiency of local housing stock 	<p>Minor positive effect:</p> <ul style="list-style-type: none"> ◆ Energy consumption of new buildings should be less than that of the existing buildings to be demolished. 	-	0/+	0/+	0	<p>Likely effects:</p> <ul style="list-style-type: none"> ▪ Likelihood/certainty: Low ▪ Scale: Local – Biddulph ▪ Temp/Perm: Permanent <p>Recommendation: None</p>
		<ul style="list-style-type: none"> ◆ Other 	<p>Major negative effect:</p> <ul style="list-style-type: none"> ◆ A significant amount of waste will be produced from demolition works proposed for the Wharf Road site. Also, waste produced from redevelopment opportunities. 	Existing businesses on the Wharf Road site are relocated and site is cleared for development.	--	-	0	<p>Likely effects:</p> <ul style="list-style-type: none"> ▪ Likelihood/certainty: High ▪ Scale: Local – Biddulph ▪ Temp/Perm: Permanent <p>Recommendation: Consider waste implications of redevelopment proposals. Also, opportunities to use recycled and waste materials in new developments.</p>
Overall impact on SA Objective 11:					--/++	-/++	0/+	

SA 12	<p>There is an existing drainage channel flowing south-north through the Bypass site.</p> <p>The watercourse presents a constraint to the development proposals.</p>	<ul style="list-style-type: none"> Number of approvals for development incorporating sustainable urban drainage systems (SUDS) 	<p>Minor positive effect: Use of SUDS on the Bypass site.</p>	The existing drainage channel on the Bypass site is remodelled as a 'SUDS'.	0/+	0	0	<p>Likely effects:</p> <ul style="list-style-type: none"> Likelihood/certainty: Medium Scale: Local – Biddulph Temp/Perm: Permanent <p>Recommendation: Further consideration of how development of the Bypass site will impact on the drainage channel and requirement for mitigation/enhancements will need to be considered as part of comprehensive planning application for the Bypass site.</p>
		<ul style="list-style-type: none"> Number of housing completions located within a flood-plain 	No significant effect identified.	-	0	0	0	<p>Likely effects:</p> <p>N/A</p>
		<ul style="list-style-type: none"> Number of planning applications approved against advice of the Environment Agency on flood risk grounds 	No significant effect identified.	Developments take into account recommendations made.	0	0	0	<p>Likely effects:</p> <p>N/A</p>
		Overall impact on SA Objective 12:					0/+	0

SA 13	<p>Close to Stoke-on-Trent – the Green Belt in this location is particularly vulnerable.</p> <p>There is need to improve the physical environment in Biddulph to encourage new investments and employment generating developments.</p>	❖ Number of schemes involving re-use/ improvement of historic buildings	No significant effect identified.	-	0	0	0	Likely effects: N/A
	<p>There are a number of unattractive, generally former industrial buildings, which may provide development opportunities.</p> <p>Attractive setting to the town, with views out to surrounding countryside.</p> <p>The Town operates as a dormitory settlement - housing workers and residents who find employment and places to shop elsewhere.</p> <p>The Town Centre is physically fragmented and disjointed.</p> <p>Entry points into the Centre are blighted by underused spaces and low quality buildings.</p>	❖ Number, %, area of historic assets lost and/or damaged	No significant effect identified.	-	0	0	0	Likely effects: N/A

	Severance caused for West Biddulph residents as a result of the bypass.	❖ Other	<p>Major positive effect:</p> <ul style="list-style-type: none"> ▪ Significant improvement to the physical environment through new and refurbished buildings, public realm enhancements, pedestrianisation, landscaping etc. ▪ Gateways defined and developed including proposals for new and refurbished buildings and signage to enhance entrances into the town. ▪ A more compact town centre and new development will help add to the character and distinctiveness of Biddulph. <p>Major negative effect:</p> <ul style="list-style-type: none"> ▪ Loss of countryside - west of the bypass through development will impact on the character/setting of the Town Centre. 	<p>There is strict enforcement of high quality design and landscaping of new and refurbished developments.</p> <p>Public realm, gateway and Bypass boundary improvements are carried out.</p> <p>Traffic management measures including a new one-way system will help to discourage use of the town centre and adjacent roads as through-roads.</p> <p>Redevelopment of the Wharf Road site will focus uses to this area of the town centre.</p> <p>Loss of countryside irreversible. Impact of this is likely to be less significant over time.</p> <p>Improved linkages and new development at the Bypass site will progress integration of the site, over time, as part of the Town Centre.</p>	--/++	-/++	0/++	<p>Likely effects:</p> <p>Positive -</p> <ul style="list-style-type: none"> ▪ Likelihood/certainty: High ▪ Scale: Local – Biddulph ▪ Temp/Perm: Permanent <p>Negative -</p> <ul style="list-style-type: none"> ▪ Likelihood/certainty: High ▪ Scale: Local – Biddulph ▪ Temp/Perm: Permanent <p>Recommendation: None</p>
Overall impact on SA Objective 13:					--/++	-/++	0/++	

SA 14	There are few attractions to encourage visitors to the Town.	<ul style="list-style-type: none"> Tourism and cultural related completions, by type (Number) 	No significant effect identified.	-	0	0	0	Likely effects: N/A
		<ul style="list-style-type: none"> Other 	Major positive effect: <ul style="list-style-type: none"> Attraction of new and retention of existing town centre users. 	<p>Greater choice provided through new shops, proposed market facilities, improved library and possible leisure developments.</p> <p>Better links and overall improvement of the town centre, will help to encourage more visitors.</p> <p>Enhancement of entrances into the town will help to promote awareness and may also improve perception of the Town Centre.</p> <p>Safeguarding of open land between the Walley Street area and Bypass from development may provide opportunities for enhancing the Town Centre.</p>	+	+	++	Likely effects: <ul style="list-style-type: none"> Likelihood/certainty: High Scale: Local – Biddulph Temp/Perm: Permanent Recommendation: None
Overall impact on SA Objective 14:					0/+	0/+	0/++	
Summary - Appraisal against Environmental Objectives: Progressive enhancement of the character of the townscape as developments come together to form a more compact and consolidated town centre. Focus of key developments within a defined primary shopping area and investments into transport, public realm and gateway improvements, strengthen local distinctiveness and sense of place. Impact of development on greenfield land at the Bypass site, may reduce over time, as the site develops to become more integrated as part of the wider town centre area. There may also be opportunities to further enhance the Town Centre environment, to the north, through designation of land as Visual Open Space.					--/++	-/++	0/++	

SA 15	<p>The Retail Capacity Study indicates that 75% of food-retail and 91% of non-food retail trade leaks out of Biddulph.</p> <p>There is currently ample car parking in the Town Centre – without this there is danger that more people will choose to travel to other centres.</p> <p>Vitality and viability is sought by focusing development of town centre uses in existing centre in preference to other locations.</p> <p>There appears to be an over-dominance of service facilities in the Town Centre. These attract less frequent use than convenience or comparison stores – May be due to the style and type of units available.</p>	Net gain/loss of employment land created as a result of 'change of use' developments (sq m)	No significant effect identified.	Employment land is safeguarded from development of other uses.	0	0	0	Likely effects: N/A
		<ul style="list-style-type: none"> ▪ Number of business closures 	<p>Major positive effect:</p> <ul style="list-style-type: none"> ▪ New developments and improvements will help to maintain and generate additional trade. <p>Minor negative effect:</p> <ul style="list-style-type: none"> ▪ Shift in town centre core could affect other parts of the Centre i.e. units further along the High Street. 	<p>Greater number of visitors attracted to town centre as a result of new proposals.</p> <p>Increase in users attracted to the area will help to prevent the occurrence of this.</p> <p>Non-food retail development permitted on the Bypass site will not affect the vitality and viability of other town centre uses.</p>	-/+	0/++	++	<p>Likely effects:</p> <p>Positive -</p> <ul style="list-style-type: none"> ▪ Likelihood/certainty: Medium ▪ Scale: Local – Biddulph ▪ Temp/Perm: Permanent <p>Negative -</p> <ul style="list-style-type: none"> ▪ Likelihood/certainty: Low ▪ Scale: Local – Biddulph ▪ Temp/Perm: Temporary <p>Recommendation: None</p>
		<ul style="list-style-type: none"> ❖ Net gain/loss in evening economy sector floorspace 	<p>Minor positive impact:</p> <ul style="list-style-type: none"> ▪ Improvements to the town centre may help to attract additional evening traders to locate within the Plan area. 	-	+	+	+	<p>Likely effects:</p> <ul style="list-style-type: none"> ▪ Likelihood/certainty: Low ▪ Scale: Local – Biddulph ▪ Temp/Perm: Permanent <p>Recommendation: None</p>

			❖ Footfall on primary and secondary shopping streets and important pedestrian links	Major positive effect: <ul style="list-style-type: none"> Improved links, proposed pedestrianisation, more active frontages and wider range of uses will attract an increased number of visitors. 	<p>Active frontages are dominant in the Primary Shopping Area.</p> <p>New developments and improvements are delivered.</p> <p>Limiting other town centre uses in the primary shopping area.</p>	+	++	++	Likely effects: <ul style="list-style-type: none"> Likelihood/certainty: High Scale: Local – Biddulph Temp/Perm: Permanent Recommendation: None
			❖ Other	Major positive effect: <ul style="list-style-type: none"> Additional new retail units will help to attract retailers and enable growth, adding to viability of town centre. Redevelopment of the Wharf Road site will allow more efficient use of land, contributing to the vitality of the town centre. 	<p>Additional users attracted to the town centre by new proposals will help to sustain existing businesses.</p> <p>The Bypass, additional car parking provision and traffic management proposals will help to absorb and ease additional traffic.</p>	++	++	++	Likely effects: <ul style="list-style-type: none"> Likelihood/certainty: High Scale: Local – Biddulph Temp/Perm: Permanent Recommendation: None
Overall impact on SA Objective 15:						-/+	0/++	++	
Economic	SA 16	<p>Completion of the Biddulph Inner Relief Road has helped to open up employment land in the area.</p> <p>There is need to improve the economic environment in Biddulph - to encourage new investments and employment generating developments.</p>	<ul style="list-style-type: none"> Employment land supply/employment development completions on windfall sites (Ha) 	Major positive effect: <ul style="list-style-type: none"> Additional provision and modernisation of existing stock of employment units. 	<p>Increase in the range of units available will help to attract new employers and allow existing businesses to expand.</p> <p>Reduced conflict between employment units proposed on the Bypass site and the existing employment area at Walley Street.</p>	++	++	+	Likely effects: <ul style="list-style-type: none"> Likelihood/certainty: High Scale: Local – Biddulph Temp/Perm: Permanent Recommendation: None

<p>The Town is still reliant on a narrowing band of declining industries – Need to assist Biddulph in developing its economic independence.</p>	<ul style="list-style-type: none"> Percentage change in employment sector 	<p>Major positive effect:</p> <ul style="list-style-type: none"> Increase in retail employment sector, which help to attract more frequent users than service sector employment. 	<p>Retail developments on the Wharf Road and Bypass sites are delivered.</p>	<p>++</p>	<p>++</p>	<p>++</p>	<p>Likely effects:</p> <ul style="list-style-type: none"> Likelihood/certainty: High Scale: Local – Biddulph Temp/Perm: Permanent <p>Recommendation: None</p>
<p>Biddulph is designated as a Market Town. RPG11 seeks provision of business support and expansion where necessary in such designated areas.</p> <p>Although in recent years there has been a degree of stagnation in Biddulph Town Centre, a large number of vacant units have recently been let and there are now only a small number of vacant units.</p>	<ul style="list-style-type: none"> Number of regeneration initiatives commenced 	<p>Major positive effect:</p> <ul style="list-style-type: none"> The Area Action Plan will be linked with Market Town Initiative schemes to help deliver desired outcomes of the Plan. 	<p>-</p>	<p>++</p>	<p>++</p>	<p>+</p>	<p>Likely effects:</p> <ul style="list-style-type: none"> Likelihood/certainty: Medium Scale: Local – Biddulph Temp/Perm: Permanent <p>Recommendation: None</p>
<p>Victoria Business Park, Biddulph is largely complete.</p>	<ul style="list-style-type: none"> Maximum floorspace requirements of retail interests recorded in the Town Centre 	<p>N/A at present.</p>	<p>-</p>	<p>0</p>	<p>0</p>	<p>0</p>	<p>Likely effects: N/A</p>
	<ul style="list-style-type: none"> Other 	<p>Minor negative effect:</p> <ul style="list-style-type: none"> Existing developments on the Wharf Road site will be displaced by the proposed new supermarket scheme. 	<p>Displaced businesses may be relocated in new units within or on adjacent town centre sites, including land west of the bypass.</p>	<p>-</p>	<p>0</p>	<p>0</p>	<p>Likely effects:</p> <ul style="list-style-type: none"> Likelihood/certainty: High Scale: Local – Biddulph Temp/Perm: Temporary <p>Recommendation: None</p>
<p>Overall impact on SA Objective 16:</p>				<p>-/++</p>	<p>0/++</p>	<p>++</p>	

SA 17	<p>Concentration of unemployment persists in Biddulph East ward - The Town has few local job opportunities.</p> <p>'Income and Employment ' is one of the 6 domains used to measure deprivation, which is notably high in Biddulph Central Area and Town Centre SOAs.</p>	❖ Number of jobs created through new retail and leisure development completions	<p>Major positive effect:</p> <ul style="list-style-type: none"> ▪ Generation of additional jobs through new retail and business developments. 	A proportion of the jobs created through new developments will be for local people.	++	++	++	<p>Likely effects:</p> <ul style="list-style-type: none"> ▪ Likelihood/certainty: Medium ▪ Scale: Local – Biddulph and Travel-to-work area ▪ Temp/Perm: Semi-Permanent <p>Recommendation: None</p>
Overall impact on SA Objective 17:					++	++	++	
<p>Summary - Appraisal against Economic Objectives:</p> <p>Considerable investments made through new and refurbished developments in the short, medium and long term. Diversification enabled through expansion in the range of services and facilities offered in the Town Centre. Existing uses sustained and strengthened through further growth and modernisation of the local economy, and additional jobs created. Assistance provided to support relocation and business continuity for those directly affected by demolition proposals and help to minimise negative impacts.</p>					-/+	0/+	++	

- = Biddulph Town Centre AAP – Specific indicators
- ❖ = 'Headline indicators'

N.B. Different components within an Option may generate varying impacts. This is indicated by '/'

SUMMARY OF SUSTAINABILITY IMPACTS OF THE POLICIES OF THE SUBMISSION VERSION AGAINST SA OBJECTIVES

++ = Major positive impact + = Minor positive impact -- = Major negative impact - = Minor negative impact 0 = Neutral (no significant positive or negative effects) (I/) = Impact dependent on Implementation

SA Objective		PREFERRED OPTION		
		Short Term	Med Term	Long Term
Social	1. To improve the quality of where people work and live, and minimise risks and nuisances	--/++	-/++	0/++
	2. To eliminate social exclusion by promoting, maintaining and improving facilities, services and opportunities for all and access to them	-/++	++	++
	3. To minimise opportunities for crime and reduce the fear of crime	-/+	0/+	+
	4. To ensure adequate quality and provision of a range of house types to meet local needs in appropriate locations, and maintain and improve the local housing stock and provision of affordable/social housing	-/+	0/+	0/+
	5. To direct development to more sustainable locations and reduce the need to travel	--/++	-/++	0/++
	6. To strengthen transport links between rural areas and towns, and improve conditions for walking, cycling and travel by public transport	-/++	0/++	0/+
Environment	7. To identify, conserve and enhance biodiversity sites and to maximise opportunities for achieving Biodiversity Action Plan targets	0/(I/+)	0	0
	8. To protect and enhance key habitats and species	-	0	0
	9. To reduce contamination, regenerate degraded environments and maintain soil resources and quality	--/+	-/+	0
	10. To promote efficient use of resources	--/+	-/+	0/+
	11. To reduce energy consumption and waste production, and facilitate renewable energy	--/++	-/++	0/+
	12. To reduce flood risk, protect and enhance water sources and environmental assets, and reduce contributions and vulnerability to climate change	0/+	0	0
	13. To protect and enhance the character of the landscape and townscape, historic assets, and maintain and strengthen local distinctiveness and sense of place	--/++	-/++	0/++
14. To encourage further development of tourism and culture	0/+	0/+	0/++	
Economic	15. To safeguard the vitality and viability of the District's towns and villages, and create and sustain a vibrant rural economy	-/+	0/++	++
	16. To strengthen, modernise and diversify the District economy, and promote sustainable economic growth	-/++	0/++	++
	17. To encourage and support a high and stable level of employment and variety of jobs to meet local employment needs	++	++	++

*N.B. Different components within an Option may generate varying impacts. This is indicated by '/'

SA Objectives	Short Term (less than 1 year)	Med Term (1-5 years)	Long Term (5 years or more)	Summary of Appraisal
Social	--/+++	-/+++	0/+++	Significant improvements to the quality of the physical environment; range of services and facilities; and access to these by both public and private means. Positive impacts are sustained over time as further investments are delivered and help contribute towards strengthening of the town centre and reducing the need to travel. Loss of views resulting from development of the Bypass site may become less significant in the medium to long term, as the town centre itself takes shape to form a high quality place for people to work and live.
Environment	--/+++	-/+++	0/+++	Progressive enhancement of the character of the townscape as developments come together to form a more compact and consolidated town centre. Focus of key developments within a defined primary shopping area and investments into transport, public realm and gateway improvements, strengthen local distinctiveness and sense of place. Impact of development on greenfield land at the Bypass site and demolitions at the Wharf Road site, may reduce over time, as the sites develop to become a more integral part of the wider town centre area. There may also be opportunities to further enhance the Town Centre environment, to the north, through designation of land as Visual Open Space.
Economic	-/+++	0/+++	++	Considerable investments made through new and refurbished developments in the short, medium and long term. Diversification enabled through expansion in the range of services and facilities offered in the Town Centre. Existing uses are sustained and strengthened through further growth and modernisation of the local economy, and additional jobs created. Assistance provided to support relocation and business continuity for those directly affected by demolition proposals and help to minimise negative impacts.

++ = Major positive impact + = Minor positive impact -- = Major negative impact - = Minor negative impact 0 = Neutral

*N.B. Different components within an Option may generate varying impacts. This is indicated by '/'

CONCLUSIONS

New proposals delivered through the Plan will contribute permanent positive social, economic and environmental impacts on sustainability, and allow for further growth and enhancement of Biddulph Town Centre. Introduction of a wider range of uses and general improvements, including transport, public realm and site specific enhancements and developments, are likely to provide additional jobs for local people and attract an increased number of visitors to help sustain and add to the vibrancy of the town centre economy.

Negative impacts, largely resulting from development of the Bypass site and demolitions of and disruption to existing businesses on the Wharf Road site, will be offset to a certain extent by social and economic gains and overall improvement of the quality of the town centre environment.

It must be ensured that new developments are compatible with other new and existing uses and complementary in design and layout to the town centre environment. Strict attention to detail is required to ensure that potentially harming effects are prevented/minimised and positive effects enhanced.

Sustainable construction techniques and maximisation of energy efficiency, in particular through greater attention to building layout and design, should be incorporated into all new developments.

SECTION K – SUSTAINABILITY APPRAISAL OF BIDDULPH TOWN CENTRE AAP – PROBLEMS ENCOUNTERED/ISSUES IDENTIFIED

Stage	Who Carried this out	When	Problems Encountered/Issues Identified	
SA Scoping Report	Collection of baseline data	Data sources identified by SMDC Planners; data collected by Arup.	January 2005	Collection of the baseline data for the AAP is ongoing. Any new sources of relevant data will be included in the baseline when it becomes available. Work undertaken based on its findings may therefore be subject to change. New information or issues may emerge and these may have sustainability implications for the Plan.
	Identification of links to other relevant plans, programmes and objectives	Plans etc. identified by SMDC Planners; analysis carried out by Arup.	January 2005	The large number of plans and policies identified made it difficult to analyse each one in depth. Review of the key documents and policies undertaken. Other plans, programmes and objectives referred to as appropriate.
	Formulation of SA Objectives	SA Objectives formulated and checked against requirements of the SEA Directive by SMDC Planners. Some revisions made in response to representations received from consultation.	December 2004	
	Identification of key sustainability issues	Issues identified by SMDC Planners and Arup.	January 2005	Up-to-date quantifiable data not available to substantiate all of the identified problems. Past trends and issues currently observed - on the ground and through recent studies - have been indicated.
	Formulation of Plan (Spatial) Objectives	Spatial Objectives formulated by Arup in agreement with SMDC Officers.	January/ February 2005	
	Selection of Indicators	Indicators selected by SMDC Planners in conjunction with other SMDC Officers. Some revisions made in response to representations received from consultation.	January/ February 2005	Difficulty in identifying targets for the measurement of achievements. Further work will be carried out on this.
	Assessment of compatibility between SA and Plan (Spatial) Objectives	Compatibility assessed and checked by SMDC Planners	February 2005	Originally, consistency of the Plan not considered. A further assessment has been included to test the compatibility of Spatial Objectives with one another and also between policies and/or particular parts of the Plan where appropriate.

SA of Initial Options	Initial SA	Initial SA of Options assessed and checked by SMDC Planners.	April 2005	The tables for the initial SA in the original Scoping Report did not allow different components of the Options to be analysed – to enable isolation of any negative or uncertain impacts. An additional table has now been included.
				Difficulty in predicting actual effects of the AAP, including time-scales of likely occurrence. Assumption has been made that the AAP will provide an impetus for new development in the Biddulph Town Centre area in the short, medium and long term – depending on the size and nature of proposals, based on opinion of those who undertook the SA.
SA of Preferred Option	SA of Preferred Option(s)	Preferred Option assessed by SMDC Planner, Local Strategic Partnership Manager and Sustainable Development Manager; checked by SMDC Planner.	June 2005	The table for the initial SA in the original Scoping Report did not allow different components of the Preferred Option to be analysed – to enable isolation of any negative or uncertain impacts. An additional table has now been included.
				Difficulty in predicting actual effects of the AAP, including time-scales of likely occurrence. Assumption has been made that the AAP will provide an impetus for new development in the Biddulph Town Centre area in the short, medium and long term – depending on the size and nature of proposals, and where negative effects are identified, based on opinion of those who undertook the SA. Methods of mitigation also documented to help address these.
SA of the Submission Version	SA of the Submission Version	Submission version assessed by SMDC Planners, Local Strategic Partnership Manager and Sustainable Development Manager; checked by SMDC Planner.	November 2005	A select number of indicators will be monitored as part of the review of the social, environmental and economic impacts the Plan has on sustainability, as set out in the AAP itself. This will provide a more manageable number of indicators for which specific and realistic targets may be set.
				The cumulative effects table has been further split to provide a clearer assessment of effects and assessment notings, and further differentiation between major and minor effects (++) has been introduced to allow the assessment to be represented more clearly over time.

SECTION L – EQUALITY IMPACT ASSESSMENT OF THE SUBMISSION VERSION OF THE AAP

Impact of Policies/Options - considered against each of the following:

- **Sex** – Male/Female
- **Race** – Asian, Black, Chinese and White People, and People of Mixed Race
- **Disabled people**
- **Sexual Orientation** – Lesbians, Gay Men, Transgender People
- **Age** – Older people 60+, Younger people 17-25, Children
- **Faith groups**

SUBMISSION VERSION	Impact on Equality		
	Positive (Neutral/High/Medium/Low)	Negative (Neutral/High/Medium/Low)	Details
1	Mostly Neutral/ Medium – Elderly and Disabled people	Neutral	Positive benefits in particular for the elderly and disabled people through improved access to services and facilities – created by consolidation of town centre, pedestrianisation and improved links between areas. Also, potential for additional housing in the town centre.
<p>Conclusions: No significant negative impacts on equality generated through the Submission version of the Area Action Plan. Positive benefits in particular to disabled and older people.</p>			

N.B. Where a negative impact is recorded, details of the group likely to be affected and the nature of the impact is indicated.

SECTION M – SIGN-POSTING TO INFORMATION REQUIRED BY THE SEA DIRECTIVE

Requirement of the SEA Directive		Location in SA Report
1	An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes;	Section 3.0, 4.0, 5.0 and Appendix 1 - Scoping Report, and Baseline Report.
2	The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme;	Section 6.0, 7.0, Appendix 2 - Scoping Report, and Baseline Report.
3	The environmental characteristics of areas likely to be significantly affected;	Section 6.0, 7.0, Appendix 2 - Scoping Report, and Baseline Report.
4	Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;	Appendix 2 – Scoping Report, and Baseline Report.
5	The environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation;	Appendix 1 – Scoping Report, and Baseline Report.
6	The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors. (Footnote: These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects);	Sections H and J – SA of the Submission version.
7	The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme;	Section J – SA of the Submission version.
8	An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;	Sections A and K – SA of the Submission version.
9	A description of measures envisaged concerning monitoring in accordance with Art. 10;	Section O – SA of the Submission version.
10	A non-technical summary of the information provided under the above headings	Sections 1.0 – 8.0 – SA of the Submission version.
11	The report must include the information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, its stage in the decision-making process and the extent to which certain matters are more appropriately assessed at different levels in that process to avoid duplication of the assessment (Art. 5.2)	All relevant information has been considered in undertaking the SA of the Submission version.

12	<p>Consultation:</p> <ul style="list-style-type: none"> Authorities with environmental responsibility, when deciding on the scope and level of detail of the information which must be included in the environmental report (Art. 5.4) 	Appendix 5 – Scoping Report.
	<ul style="list-style-type: none"> Authorities with environmental responsibility and the public, shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme (Art. 6.1, 6.2) 	Methodology set out in Section 15.0 – Scoping Report.
	<ul style="list-style-type: none"> Other EU Member States, where the implementation of the plan or programme is likely to have significant effects on the environment of that country (Art. 7). 	N/A
13	Taking the environmental report and the results of the consultations into account in decision-making (Art. 8)	Sections D and F – SA of the Submission version.
14	<p>Provision of information on the decision: When the plan or programme is adopted, the public and any countries Consulted under Art.7 must be informed and the following made available to those so informed:</p> <ul style="list-style-type: none"> The plan or programme as adopted a statement summarising how environmental considerations have been integrated into the plan or programme and how the environmental report of Article 5, the opinions expressed pursuant to Article 6 and the results of Consultations entered into pursuant to Art. 7 have been taken into account in Accordance with Art. 8, and the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and the measures decided concerning monitoring (Art. 9) 	To be carried out after the Plan is adopted.
15	Monitoring of the significant environmental effects of the plan’s or programme’s implementation (Art. 10)	Section 17.0 – Scoping Report, and Section O of the SA of the Submission version.
16	Quality Assurance: environmental reports should be of a sufficient standard to meet the requirements of the SEA Directive	Section N – SA of the Submission version.

Relevant reports:

- Sustainability Appraisal Scoping Report for Biddulph Town Centre Area Action Plan
- Biddulph Town Centre Area Action Plan: Baseline Report
- Biddulph Town Centre Area Action Plan: Sustainability Appraisal of Options
- Biddulph Town Centre Area Action Plan: Sustainability Appraisal of the Preferred Option
- Biddulph Town Centre Area Action Plan: Sustainability Appraisal of the Submission Version

SECTION N - QUALITY ASSURANCE CHECK

Objectives and Context	
- The appraisal is conducted as an integral part of the plan-making process.	√
- The plan/strategy's purpose and objectives are made clear.	√
- Sustainability issues and constraints, including international and EC environmental protection objectives, are considered in developing objectives and targets.	√
- SA objectives, where used, are clearly set out and linked to indicators and targets where appropriate.	√
- Links with other related plans, programmes and policies are identified and explained.	√
- Relates the requirements of the SEA Directive to the wider SA.	√
Scoping	
- Authorities and other key stakeholders with a range of interests that are relevant to the plan and SA are consulted in appropriate ways and at appropriate times on the content and scope of the SA Report.	√
- The assessment focuses on the significant issues.	√
- Technical, procedural and other difficulties encountered are discussed; assumptions and uncertainties are made explicit.	√
- Reasons are given for eliminating issues from further consideration.	√
Options	
- Realistic options are considered for key issues, and the reasons for choosing them are documented.	√
- Options include 'do nothing' scenario wherever relevant.	N/A
- The sustainability effects (both adverse and beneficial) of each option are identified and compared.	√
- Inconsistencies between the options and other relevant plans, programmes or policies are identified and explained.	√
- Reasons are given for selection or elimination of options.	√
Baseline Information	
- Relevant aspects of the current state of the plan area (including social, environmental, and economic characteristics) and their likely evolution without the plan are described.	√
- Characteristics of areas likely to be significantly affected are described.	√
- Difficulties such as deficiencies in data or methods are explained.	√
Prediction and Evaluation of Likely Significant Effects	
- Effects identified include the types listed in the SEA Directive (biodiversity, population, human health, fauna, flora, soil, water, air, climate factors, material assets, cultural heritage and landscape), as well as other wider sustainability issues (employment, housing, transport, community cohesion, education, etc).	√
- Both positive and negative effects are considered, and the duration of effects (short, medium or long-term) is addressed.	√
- Likely cumulative (including secondary and synergistic) effects are identified where practicable.	√
- Inter-relationships between effects are considered where practicable.	√
- Where relevant, the prediction and assessment of effects makes use of accepted standards, regulations, and thresholds.	N/A
- Methods used to appraise the effects are described.	√
Mitigation Measures	
- Measures envisaged to prevent, reduce and offset any significant adverse effects of implementing the plan are indicated.	√
- Issues to be taken into account in project consents are identified.	√
The SA Report	
- Is clear and concise in its layout and presentation.	√
- Uses simple, clear language and avoids or explains technical terms.	√

- Uses maps and other illustrations where appropriate.	√ (Included as part of Submission Version of the AAP)
- Explains the methodology used.	√
- Explains who was consulted and what methods of consultation were used.	√
- Identifies sources of information, including expert judgement and matters of opinion.	√
- Contains a non-technical summary covering the overall approach to the appraisal, the objectives of the plan, the main options considered, and any changes to the plan resulting from the appraisal.	√
Consultation	
- Authorities and the public likely to be affected by, or having an interest in, the plan are consulted in ways and at times which give them an early and effective opportunity within appropriate time frames to express their opinions on the draft plan and SA Report.	√
Decision-making and Information on the Decision	
- The SA Report and the opinions of those consulted are taken into account in finalising and adopting the plan.	-
- An explanation is given of how they have been taken into account.	-
- Reasons are given for choosing the plan as adopted, in the light of other reasonable options considered.	-
Monitoring Measures	
- Measures proposed for monitoring are clear, practicable and linked to the indicators and objectives used in the appraisal.	√
- Proposals are made for action in response to significant adverse effects.	N/A
- Monitoring enables unforeseen adverse effects to be identified at an early stage. These effects should include predictions which prove to be incorrect.	N/A
- During implementation of the plan, monitoring is used where appropriate to make good deficiencies in baseline information in the appraisal.	-

SECTION O – MONITORING IMPLEMENTATION OF THE BIDDULPH TOWN CENTRE AREA ACTION PLAN

The Area Action Plan (AAP) will be used for development control purposes to guide proposals within the Plan area, with the aim of meeting the Plan's six Spatial Objectives - contributing to the regeneration of Biddulph Town Centre.

The AAP will also be used as a tool to inform the development and delivery of key regeneration projects in the Biddulph Town Centre area. In particular, it will help to support projects seeking funding through the Market Towns Initiative (MTI) and other sources, which link closely with the Plan, to meet common social, environmental or economic objectives. Other shared interests include linking transport/traffic proposals with the Local Transport Plan developed by the County Council and also proposals for relocation of the existing library with the strategy of the County Library Services. Further detail on the phasing and delivery mechanisms for implementation are included in the AAP itself. The SA conclusions on temporary environmental disbenefits are very helpful in informing the phasing schedule in the AAP.

Monitoring of the SA allows the actual effects of implementation of the Plan to be identified. It will be included as part of the District Council's Annual Monitoring Report.

These indicators derived to measure the effectiveness of the Area Action Plan polices are included in Section 9 of the adopted AAP – 'Monitoring Framework'.