

# **SUSTAINABILITY APPRAISAL OF OLDHAM UNITARY DEVELOPMENT PLAN**

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## **INTRODUCTION**

### **Why do a sustainability appraisal?**

The Oldham MBC Corporate Plan has sustainability at its heart, embracing it as one of its four core values. This core value is further reflected by the Oldham Partnership Board in the Oldham Framework, the fore runner to the Borough's Community Plan. The Unitary Development Plan (UDP) is viewed as the key strategy for providing a suitable framework in which the quest for more sustainable development can flourish at a local level.

Oldham MBC, therefore, made a commitment to carry out a sustainability appraisal of the UDP despite the fact that sustainability appraisals are not currently mandatory. The process has resulted in many changes, not just to the final format of the UDP, but also, perhaps more subtly, to the understanding of the individuals and organisations that have taken part. Importantly, the sustainability appraisal process provides a formal demonstration that we have met the Government wish that the UDP should contribute to the pursuit of sustainable development.

In addition to the importance of the appraisal at a local level, the exercise has also contributed as an example of best practice to a regional initiative which aims to provide a "toolkit" for carrying out sustainability appraisals.

### **What is a sustainability appraisal?**

A sustainability appraisal is a process which tests the consistency and performance of a policy or plan and their objectives against sustainability objectives.

It has three distinguishing features:-

*Firstly it is a process*

It is intended to lead to an improvement in the performance of the UDP; therefore

?? It must expose conflicts and choices;

?

?? It must be iterative and carried out several times to improve the final performance of the plan;

?

?? It works alongside and interacts with the plan preparation process - each stage of the appraisal is increasingly refined as the stages in the plan process are refined.

*Secondly, a sustainability appraisal must be independent*

- ?? To be effective the process must be transparent, rigorous and independent;
- ?
- ?? The appraisal team must be made up of people who are not involved in the preparation of the UDP;
- ?
- ?? The results of the appraisal should be available for scrutiny from the public and consultees;
- ?
- ?? There should be good communication between the appraisal team and the plan preparation team.

*Thirdly, the process is objectives led*

- ?? Clear sustainability objectives and targets are an essential feature of the methodology;
- ?
- ?? The means and information required to measure those targets is also an essential feature;
- ?
- ?? The objectives and targets are used to “test” the performance of the plan in its various stages of development;
- ?
- ?? These objectives and targets should reflect local issues and characteristics;
- ?
- ?? They should be set via a process of consensus building.

There is not any formal guidance about how to conduct a sustainability appraisal of a Local Development Plan, so the above criteria were used as guiding principles throughout the process. In addition, the document “Proposals for a Good Practice Guide on Sustainability Appraisal of Regional Planning Guidance” ( DETR, August 1999 ) was also used as a basis for managing the process.

Importantly, the appraisal process used “Action for Sustainability” the sustainability strategy for the North West region as the basis for the selection of appropriate sustainability objectives, indicators and targets for the appraisal.

The Oldham Agenda 21 Plan which is a “community owned” message from local people was used as the local reference for the appraisal. During the period of the appraisal of the UDP, the Oldham Agenda 21 Plan also underwent an appraisal against the objectives of Action for Sustainability in order to test its robustness and credibility. The local plan performed extremely well in the appraisal demonstrating that it appropriately reflected the regional aspirations and that it tackled the full range of social, economic and environmental in great depth.

## **What makes this sustainability appraisal different?**

The emphasis of our sustainability appraisal has been upon the process rather than the production of a comprehensive report. Most sustainability appraisal reports consist of an appendix of tick boxes showing the potential negative and positive effects of each part of the plan against the sustainability objectives. These tick boxes were used, but the process has been so iterative, with the sustainability appraisal process inextricably interwoven with the development of the policies, that it would be of little use to the reader to track down exactly where changes have occurred.

This emphasis is best demonstrated by the decision to involve a diverse panel of people to carry out the appraisal. None of the panel had carried out such an appraisal before, but brought with them a wealth of knowledge about their particular area of expertise and/or a knowledge and understanding of the Borough. This choice of a more involving type of methodology as opposed to the employment of specialist consultants reflects the Council's strong commitment to the principles of Local Agenda 21. Indeed, this exercise is yet another stepping stone in our ongoing Local Agenda 21 process

Perhaps one of the distinguishing features of this process has been the commitment demonstrated by all those taking part. The process has been underway for just over a year with almost 100 hours spent working together at our meetings plus the time devoted by individual members in reading the information supplied to them prior to each meeting. Despite the length of the process and the time committed, the level of attendance has been maintained throughout the process and the level of interest has grown as the process has developed. It is likely that the length of time devoted to the process compares favourably with the time that might be taken by external consultants in carrying out such an exercise but with the additional benefits arising from the process itself.

## **METHODOLOGY**

***"We must aim to push the boundaries of planning as far as we can to achieve a more sustainable Unitary Development Plan"*** - a quote from the first meeting of the Appraisal Team.

### **Structure and Membership**

To reflect the inclusive and participative approach already taken by the Council in delivering Local Agenda 21, the process was undertaken by a team of people from various organisations. The Council's experience of Agenda 21 has demonstrated that the processes associated with integrating sustainability are as important as the final documents in delivering the organisational change required to achieve greater sustainability.

## THE APPRAISAL TEAM

Councillor Ritchie	Vice Chair of Environment and Transportation Committee and Co-Chair of Oldham Borough Environment Forum
Councillor Dugdale	Chair of Planning Committee
Councillor Sutcliffe	Member of Planning Committee and Executive Member of Oldham Borough Environment Forum
Councillor Heap Tony Hams	Member of Planning Committee “Critical Friend”; Sustainability Consultant; Vice Chair of Peak District National Park Authority and Member of the Countryside Agency
Bill Edwards	Co-Chair of Oldham Borough Environment Forum
Stuart Donaldson	Sustainable Development Officer, Government Office North West
Julia Kirkham	Oldham Chamber
Todd Holden	Rochdale and Oldham Groundwork
Rob Trueblood	Rochdale and Oldham Groundwork (replaced Todd Holden from March 2001)
Mark Wiseman	Environment Agency
Andrew Fletcher	Deputy Executive Director, Policy, Performance and Regeneration, Oldham MBC
Sarah Barker	Team Leader Strategic Planning and Information, Oldham MBC
Adele Hayes	Development Control Officer, Oldham MBC
Phil Atherton	Senior (Social) Policy Officer, Oldham MBC
Amanda Richardson	Senior Environmental Policy Officer, Oldham MBC
Julie Tolhurst	Environment and Health Development Officer, Oldham MBC
Andrew Eadie	Planning Officer, Oldham MBC (until Sept. 2000)
Michele Carr	Environmental Strategy Manager, Oldham MBC

## SUSTAINABILITY APPRAISAL GROUP AND SOUNDING BOARD

At the beginning of the process the participants of the Appraisal Team were split into two groups:-

- ?? Sustainability Appraisal Group
- ?? Sustainability Appraisal Sounding Board

### *Sustainability Appraisal Group*

The purpose of this group was to carry out detailed appraisal at each stage. It met most frequently in order to address each stage in sufficient detail.

### *Sustainability Appraisal Sounding Board*

This group consisted primarily of elected Members plus Tony Hams and the representatives from Groundwork. This Board met less frequently initially and

received reports on the outcomes of the Sustainability Appraisal Group. It therefore acted as a second step in the appraisal to provide a greater degree of thoroughness. Importantly, it also provided the process with ongoing political input and credibility.

#### *Combined Meetings - The Appraisal Team*

As the process progressed and policies were returning for the second time, the members of both groups combined to meet on a more regular basis to ensure that the UDP deadlines could be met.

### **Programme of stages in the appraisal process**

An essential element of a sustainability appraisal is that it should run in parallel with and inform the formulation of the draft policies. Therefore, the timetable for the appraisal process had to fit in with each stage of the development of the draft UDP. The schedule of meetings held up to the time of the first deposit follow on page 9. It is important to note that the completion of this appraisal document does not signal that the process has ended. Further meetings will be held in parallel with the UDP process up until the final deposit of the plan is approved. See “Step 9” on page 8 and pages 26 -28 to see how the process will continue even beyond this final approval.

It is important to note that the UDP Review Team Leader found the process to be of immense value in refining and developing the policies. The process acted as an additional means of ensuring thoroughness and cross referencing the content of the various policies. The appraisal was therefore truly a parallel and integrated exercise and was not viewed by the Review Team as an “add on”.

#### *STEP 1- Introductions*

There were no sustainability appraisal “experts” participating in the process. Therefore it was essential to provide all members of the Appraisal Team with an overview of what we wanted to achieve and how we were going to manage the appraisal. In particular, the content of the regional sustainability framework “Action for Sustainability” was introduced as the starting point for the appraisal.

#### *STEP 2- Appraisal of the Issues Paper*

This was the first practical stage of the appraisal process. The Issues Paper was tested against the sustainability objectives in “Action for Sustainability” the sustainability strategy for the North West.

Overall, the Issues Paper was considered to be very thorough and comprehensive. Only a small number of issues were considered to have been excluded e.g. the need to identify a wide range of habitats, the need to address the likelihood of increasing rainfall.

This stage of the appraisal gave the Appraisal Team their first opportunity to critically assess how relevant the regional sustainability objectives were at a local level and also which of the objectives could be realistically expected to be delivered via the planning system. e.g. “To increase the level of engagement of

large companies in corporate social responsibility and business excellence” was excluded from the final local objectives for this appraisal.

### *STEP 3 - Development of Local Sustainability Objectives, Indicators and Targets*

Arising from the experience of appraising the Issues Paper when the regional objectives were used, judgements were made about the local objectives that we would use for the rest of the process. Very little adjustment was required to the regional objectives to make them applicable at a local level. This is significant for the champions of the regional framework because this process has also been a means of testing the robustness of Action for Sustainability. See the Appendices for the list of regional objectives and the local objectives.

Similarly, we also examined a range of sustainability indicators and targets from regional, national and local sources and decided upon a range of indicators which best described how to measure the achievement of the objective. The Council's experience gained from its participation in two nationally commissioned sustainability indicator projects proved invaluable in this stage of the process.

It is worth noting that this area of work is continually developing. The decision about which are the best indicators and targets changes constantly as we become more proficient at identifying exactly what measures best describe our progress towards or away from sustainability. Some of the indicators used during the appraisal process are not currently measured because of difficulties in extracting the data, but were nevertheless useful as a means of giving the participants a greater understanding of what we were trying to achieve e.g. use of public transport by visitors, incidence of fuel poverty. Work is continuing to identify the indicators and targets which will best monitor the success of the final UDP.

### *STEP 4 - Appraisal of Site Selection Criteria*

A step by step methodology was developed to help Planning Officers identify the best potential use of particular sites in order to produce the Land Use Map for the Borough. The draft criteria were subject to sustainability appraisal before use and were subsequently improved e.g. access to a site had to be determined not just in terms of whether it was physically practicable, but also in terms of the potential social, economic and environmental impacts.

### *STEP 5 - Appraisal of the First Draft Policies*

The largest number of meetings were dedicated to the appraisal of draft policies. Each policy was developed by a Specialist Officer/Inter-Agency Group and then presented individually to the Sustainability Appraisal Group/Board.

Each policy was assessed against the local sustainability objectives, indicators and targets. Recommendations for changes were noted and referred back to the original authors. Importantly, the discussions about the detail of the draft policies and how they might contribute to sustainability were not restricted by the legal limitations of the planning system. Indeed, the Issues Paper recognised that the

UDP cannot achieve its desired outcomes in isolation. It recognised the need for the UDP to be reflected and implemented via a wide range of complementary strategies, plans and policies e.g. Housing Investment Programme, Economic Development Strategy, Anti - Poverty Strategy, Woodland Strategy, Biodiversity Action Plan. Importantly, the discussions arising from the sustainability appraisal process also generated a raft of recommendations which were noted for consideration by other policy makers. The sustainability appraisal process proved invaluable in making the key connections with other strategies. See “Links to other strategies, plans and processes”.

#### *STEP 6 - Appraisal of second draft of policies*

In addition to the sustainability appraisal, policies also underwent thorough examination by other working groups. An editorial group worked in parallel with the appraisal process and made other recommendations for improvement of the policies. All these recommendations were returned to the policy authors and their associated group for further discussions and research.

Once all the comments from these different processes had been considered and the policies re-drafted, the second draft of the policies were returned to the Appraisal Team who were informed where their changes had been addressed or why they had not been included. The policies were then appraised for a second time. At this stage, the Appraisal Group and Sounding Board combined as a single group or the “Appraisal Team”.

#### *STEP 7 - Appraisal of future use of “difficult” sites*

As the appraisal process progressed and the Appraisal Team became more focused upon key local issues, the UDP Review Team Leader came to value the Appraisal Team as useful for taking soundings about the future use of vacant sites which were “difficult” e.g due to access problems, sloping sites, proximity to Green Belt. This “step” did not follow chronologically, but was interspersed amongst Steps 5 and 6.

#### *STEP 8 - Consultation Strategy*

The combined group considered the proposed consultation strategy for the first deposit of the UDP and advised about how to use available resources in the most effective way.

#### *STEP 9 - Future appraisal stages*

Following the first deposit of the UDP, the Appraisal Team will meet again to consider any changes that are to be made arising from the consultation stage. The Team will need to consider whether any changes will make a positive or negative impact upon sustainability and whether there are any further implications for other Council policies, plans and strategies.

PROGRAMME OF MEETINGS HELD

<b>Date</b>	<b>Step in process</b>	<b>Group</b>
13/6/00	Step 1 and 2 Introduction to the process and began to appraise the Issues Paper	Combined
29/6/00	Step 2 Appraisal of Issues Paper	Appraisal Group
10/7/00	Step 2 Presentation of appraisal of Issues Paper for further discussion	Sounding Board
26/7/00	Step 3 Development of local objectives, indicators and targets	Appraisal Group
10/8/00	Step 3 As above	Appraisal Group
14/8/00	Step 3 Presentation of local objectives, indicators and targets for further discussion	Sounding Board
2/10/00	Step 4 Appraisal of site selection criteria	Appraisal Group
10/10/00	Step 5 Appraisal of first draft policies	Appraisal Group
25/10/00	Step 4 and 5 Presentation of site selection criteria and first draft policies for further discussion	Sounding Board
4/12/00	Step 5 Appraisal of first draft policies	Appraisal Group
18/12/00	Step 5 Appraisal of first draft policies	Appraisal Group
8/1/01	Step 5 Presentation of appraisal of first draft policies for further discussion	Sounding Board
15/1/01	Step 5 Appraisal of first draft policies	Appraisal Group
29/1/01	Step 5 Appraisal of first draft policies	Appraisal Group
12/2/01	Step 5 Appraisal of first draft policies	Appraisal Group
5/3/01	Step 5 Appraisal of first draft policies	Appraisal group
6/3/01	Step 5 Presentation of appraisal of draft policies for further discussion	Sounding Board
12/3/01	Step 5 Appraisal of first draft policies	Appraisal Group
19/3/01	Step 5 Appraisal of first draft policies	Appraisal Group
3/4/01	Step 5 and Step 7 Presentation of appraisal of first draft policies for further discussion and appraisal of difficult sites	Appraisal Team
18/4/01	Step 5 Appraisal of first draft policies	Appraisal Team
11/6/01	Step 6 and Step 7 Appraisal of second draft policies and appraisal of difficult sites	Appraisal Team
18/6/01	Step 6 Appraisal of second draft policies	Appraisal Team
25/6/01	Step 6 Appraisal of second draft policies	Appraisal Team
23/7/01	Step 6 and Step 8 Appraisal of second draft policies and discussion about consultation strategy	Appraisal Team

## OUTCOMES

There were a number of key recurring themes throughout the process which are detailed below. However, many of the most significant outcomes from the process consist of changes to single words and phrases which were subtle, but nevertheless altered the tone of the policies to better reflect a move towards greater sustainability. It would have been impractical to list all those subtle changes and would have detracted from the flow of the process. The true test of whether these changes have any impact will arise from the implementation of the plan once approved.

### Key recurring themes

#### *SUSTAINABLE COMMUNITIES*

##### *Access to basic services*

One of the most defining indicators used in the process was “percentage of population living within walking distance (400m) of basic services”. This indicator proved to be of great importance to local people during the Council’s involvement in the sustainability indicators projects and was a significant influence in the sustainability appraisal process. The following were considered to be basic services:-

- ? ? a shop where basic provisions could be purchased e.g. bread and milk;
- ? ? a post office;
- ? ? a primary school;
- ? ? a medical centre or pharmacist where medication can be purchased;
- ? ? a bus stop or train station;

In addition, there should be access within 1km to a recycling facility.

This indicator provoked a great deal of attention towards issues such as equity, mobility and poverty and how the planning system can introduce greater equity of access. However, whilst it provides a good reference for thought about communities in geographic terms, the Team were careful to ensure that we also considered communities that are linked in other ways e.g. via technology, disability, leisure interests.

##### *Access to open space*

In addition to the above indicator, communities should have easy access to an area of usable open space. Again access should be within 400m and, importantly, access should not involve crossing major roads or other areas that introduce risk of accident. The space should be usable i.e. an area of cultivated greenspace with just a seating area would not be included as its use would be very limited. The area should also be of sufficient size to enable a range of uses e.g. a kickabout area.

*How do we find out what is valued by a local community?*

It is impracticable for judgements to be made about how accessible or usable an area of open space is without speaking directly with local people. The issue of what is valued by local people arose particularly when addressing open space. However, it was not confined to open space e.g. communities may have their own views about what constitutes local distinctiveness.

Unfortunately, the way that we have discovered what is valued in the past is when a development proposal is made and is subject to vociferous local objection. There was much discussion about how to resource a process which asks local people what they value in advance of development proposals. It is unlikely that the current UDP review process would be detailed enough to produce this level of response. These thoughts are being taken forward via spatial master planning exercises in certain parts of the Borough and are being considered further in the development of Area Committees.

#### *Community use of schools*

Significantly, the process provided a forum where the proposed condition requiring developers to make a financial contribution to extending the facilities provided at existing schools was fully discussed and approved in principle. This is now to be a basis for requiring contributions in the future.

The opportunity for schools to provide facilities for local communities was subject to much discussion. (See “Conflicts” page 14). Opportunities to provide meeting places and recreational open space were considered to be of particular importance.

#### *Pedestrians first*

Interwoven into the consideration given to sustainable communities and accessibility was the view that pedestrians must always be considered first before any other means of transport. This focus upon walking produced many of the subtle changes mentioned above.

#### *HEALTH*

The addition of the word “health” was one of the subtle changes which occurred many times throughout the drafting of the policies. Health was considered in its broadest sense to mean “well being” rather than the absence of illness. The appraisal therefore took into account how the impact of social, economic and environmental factors can affect a community’s capacity to enjoy good health and a feeling of well being. This was a particularly useful link to the Council’s new responsibilities to promote well being as required by the Local Government Act 2000.

Health Impact Assessments (HIA) were being developed as a project planning tool during the time of the appraisal, and consideration was given to requiring developers to take into account the outcome of any relevant HIA in their proposals (See examples of significant changes on page 16).

#### *Food growing and community composting*

The importance of wholesome food in providing for good health was an important consideration. The continuing demand for allotments and the emergence of “food growing schemes in the city” in other parts of the country fuelled the debates about the importance of this issue and the need to ensure that the policies protected existing allotments and enabled future provision.

The transport and treatment of waste is a major threat to the achievement of more sustainable living. The encouragement of community composting is seen as a practical means of engaging people in more sustainable lifestyles at a local level. Allotments have long been the focus for such activity in the past. The connections between local food growing and the better use of waste were well explored. Care was taken to ensure that the “bad neighbour” assumption for waste activities did not prevent the development of small scale community initiatives such as community composting.

### *BUSINESS, QUALITY EMPLOYMENT AND AIR QUALITY*

Air quality mapping indicates that the major problems in the Borough are as a result of traffic and that the worst areas of poor air quality abut the motorway networks and the feeder roads. The Hollinwood area adjacent to the M60 presents tremendous opportunities for redevelopment and regeneration. There was great concern that proximity to the motorway could prompt mainly warehouse developments which take up large areas of land but provide very few employment opportunities. Conversely, the proposed extension of Metrolink will run through the same area and could thus encourage the development of more labour intensive service industries. The link between air quality, transport and “jobs provided per hectare” was a frequently discussed theme.

There was also concern about how the cumulative effect of successive planning developments on air quality in an area can be taken into account. This concern was not limited to the business sector, it was also raised in relation to the cumulative effect of housing developments and making provision for additional local services.

#### *Mixed use developments*

The encouragement of more mixed use developments is one way of trying to develop more accessible employment. Whilst there are no guarantees that people will live and work in the same locality, the introduction of businesses alongside housing and other uses can have other advantages such as increasing the vibrancy of a community e.g. by providing more custom for local shops and public transport operators. Unfortunately, the Use Classes provide a blunt instrument for providing the right balance to ensure that “bad neighbours” are not allowed alongside residential developments.

#### *Increasing technology and working from home*

The concept that work may increasingly become something that we do rather than a place that we go was constantly revisited. It is difficult to second guess

how this technical revolution will impact upon the Borough. Amongst the impacts might be a lessening pressure on the need for land for development.

### *DESIGN*

The role that design criteria play in properly translating the concept of sustainability is fundamental e.g. the energy used during the lifetime of a building far exceeds that used in its development, the encouragement of the use of recycled building materials stimulates a market and encourages the creation of new types of industries. Probably, the greatest amount of time devoted by the Appraisal Team was in the examination of the design policies. Early production of a Supplementary Planning Guidance Note on Design is a crucial outcome.

#### *Increasing the density and diversity of developments*

Quality of design becomes increasingly important when higher densities of development are being encouraged to help us make the best use of reducing land supply. The encouragement of a range of house sizes within a single development and, if possible, with a variety of tenure is seen as one means of ensuring a mix of property types throughout the Borough. Would the Borough welcome the introduction of medium rise maisonettes as seen more commonly in Europe?

#### *A flagship development*

An exemplar of good housing design is required within the Borough to provide a practical example of what can be achieved and of the benefits of greater attention to the lifetime sustainability impacts of the home. (A partnership project is underway with Portico Housing Association to redevelop part of St. Mary's estate)

### *GREEN CORRIDORS AND WILDED SITES*

Very early in the process, the importance of "wilded sites" was raised. These are derelict sites which, by virtue of the passage of time, have become overgrown and colonised by plants and animal and insect life. Many have also become valued by their local communities, others may have become subject to fly tipping or other environmental abuse. These sites are afforded no protection because the original land use classification exists. We return to the importance of being able to identify what is of importance to local people. Is it a valued wildlife haven or is it an eyesore? The lack of resources to be able to fully research sites that are of importance because of their contribution to biodiversity is an important barrier to the better implementation of the UDP.

With increasing pressure on land, it is important that biodiversity is able to migrate and find new areas to colonise. The creation of green corridors is therefore viewed as being of particular importance. These can be the traditionally recognised routes along water courses but also those along rail lines, both existing and disused, and alongside motorways. Offering protection to a green corridor created from the disuse of a railway line can also ensure the protection of the transport route itself for future reinstatement. Attention is

required to identify key sites that have the potential to “join up” isolated areas of greenspace and thus create green corridors.

### *CLIMATE CHANGE*

Climate change was recognised by the appraisal team as the most important issue to be addressed by a sustainability appraisal. Serious consideration of the threat of climate change has produced many of the subtle changes in emphasis in many of the policies and also more fundamental changes such as the development of a separate policy for energy rather than combining it with minerals and waste as in the previous UDP.

This emphasis ensured that transport was viewed not just as an issue of local air quality and congestion, but also as an issue of conservation of resources and global protection. Similarly, the quest for the greater use and availability of renewable energy and better energy conservation assumed high importance in discussions about the policies.

#### *Mitigation of the effects of climate change*

Green corridors, for instance, will be of greater importance if local species need to migrate northwards due to rising temperatures. Climate change will significantly affect the design of buildings and their surroundings e.g. a greater proportion of soft to hard surfaces will be required to prevent fast run off of water from overloading our drainage systems during heavy downpours of rain, we will need more shade from the sun and rain.

### *READABILITY*

With a greater emphasis upon the community, the readability of the plan was an issue that was frequently addressed. The development of a comprehensive glossary has been encouraged where technical terms are unavoidable.

### **Conflicts**

A sustainability appraisal is expected to unearth conflicts. There are a number of difficult choices which arose on a number of occasions when discussing the draft policies.

#### *Local shopping and local parking*

The local shop providing basic foods is recognised as an essential element of a sustainable community. It helps avoid the need for unnecessary journeys. Ideally, local people could walk to these shops and there should therefore be less need to go by car and provide local parking facilities. However, local people may be discouraged from calling into these local shops on the way home from work etc. if there are no parking facilities. The use of planning as a means of discouraging the use of the car may also discourage the use of the local shop, many of which are already under threat.

### *Conservation areas and energy efficiency*

In seeking to preserve areas which add to the distinctiveness of the Borough, we limit the opportunity for residents and occupiers to carry out adaptations that might improve energy efficiency, thus mitigating against climate change and a potential fuel poverty measure.

### *Security of school premises and community use*

Schools provide a tremendous opportunity to answer many of the needs of a community in terms of providing a meeting place, the provision of open space both for informal recreational use and also for dual use with formal sports clubs. Sadly, the issue of security, vandalism and abuse discourages this in many cases.

### *Siting of wind power installations, biodiversity and landscapes*

Wind power is an important element of the national carbon dioxide reduction targets. The Borough experiences winds of suitable speeds for wind power installations to be a viable consideration. These areas are predominantly on moorland within the Green Belt. The moorland areas also enjoy the benefits of much of the Borough's biodiversity and are a major feature of the Borough's distinctive landscape. The development of wind power installations in these types of area can therefore be contentious.

### *Mobile phone masts and health*

Whilst the Council has to follow formal guidance on this issue, there is nevertheless a public perception that mobile phone masts may have a deleterious affect on health. This is an example of where the land use needs arising from advancing technology conflict with our ability to adopt the precautionary principle.

### *Accessibility, mobility and air quality*

Poor air quality in the Borough is mainly as a result of pollution from vehicles with the areas of poorest air quality predominantly leading to and adjacent to motorway networks. The junction of the M60 with the future Metrolink and the major road route into Manchester presents an ideal opportunity to create a transport interchange. Such an interchange may ultimately reduce the overall number of vehicle miles travelled and thus have an impact upon the global agenda. However, it may add to vehicular movements in the area and thus deteriorate local air quality still further. This conflict needs to be mitigated by careful provision of other park and ride facilities for Metrolink and by working closely with our neighbouring authorities.

The area is also in need of regeneration and is part of the SRB6 area. How can we reconcile the need to improve air quality and take advantage of the development and employment opportunities? This cannot be achieved by green travel planning alone. This is an area of the Borough where the need to integrate the UDP with other planning mechanisms and strategies is of paramount importance.

### *Green Belt and open land in urban areas*

The absolute protection of the Green Belt can work against the provision of accessible open space in the urban environment. In terms of equity there may be cause in the future to re-examine Green Belt boundaries if it enables greater access to green space in our towns. At the moment, the Borough can cope with that pressure, but it may need to be reconsidered in future UDP's.

## **Examples of significant changes made as a result of the sustainability appraisal**

### *General Strategy*

Greater emphasis has been placed upon health throughout the strategy. Greater emphasis has been placed on preventing climate change and addressing the effects of climate change.

### *Open space and recreation policies*

Sheltered housing and flats were to be exempt from the requirement that new housing developments of 5 or more dwellings contribute towards the provision of open space. They are now included.

### *Minerals and waste policies*

Biodiversity was added as a new criteria for assessing planning applications. A fuller range of after uses is now included for mineral workings including woodland, recreation and habitat creation.

### *Energy Policies*

Significantly, the Appraisal Team recommended that the Energy Policy should be separate from the Minerals and Waste Policy as there is far greater emphasis on energy conservation and renewable energy since the writing of the current UDP. In addition, it was considered that the grouping of energy with minerals and waste suggested that they were linked by the option of generating energy from waste. Since the Council has made a clear commitment that it would only support energy from waste incineration as an option once recycling and composting methods had been fully pursued, it was considered inappropriate to group energy and waste within the same policy.

The policy now expects that the potential impacts of a wind energy development are addressed at every stage including decommissioning. Developers will be required to produce a visual realisation of a wind energy development in addition to any statutory requirement for an environmental impact assessment.

### *Air, Land and Water Policies*

A requirement for a green travel plan to be produced for developments within an Air Quality Management Area was introduced.

The importance of Health Impact Assessments was emphasised by the requirement to carry out such an assessment whenever there is a proposal for a

sensitive development in an Air Quality Management area e.g. school, health facility.

#### *Green Belt Policies*

Reference to the need to promote the rural economy was added.

#### *Nature And Landscape Policies*

The importance of ponds as stepping stones for biodiversity within green corridors was added.

#### *Town Centre Policies*

The policy was focused to give priority to the pedestrian.

Reference to play facilities was added to reflect the view that the Town Centre should be family friendly.

#### *Retail Policies*

A policy in respect of leisure facilities was added which adopts a hierarchical approach to the location of medium - large developments. The policy recognises the need for less control on the location of smaller leisure developments to ensure provision at a neighbourhood level.

#### *Design Policies*

This was seen as a key policy for achieving sustainable development and many contributions from the appraisal were assimilated into the final policy. There were two major outcomes. The first is the development of Supplementary Planning Guidance to encourage and ensure far greater attention to sustainable design. The second is the introduction of a new policy which states that design which minimises the environmental impact of new development will be a material consideration.

### **Links to other strategies, plans and processes**

The appraisal process produced a wealth of discussion about a wide range of sustainability issues applicable throughout the Borough. Much of the outcome of these discussions is beyond the scope of the UDP thus the process proved to be a useful starting point for the appraisal of many other strategies. The issues which link to other strategies have been recorded and referred to the relevant Council departments and other agencies for consideration. This will ensure that the process is further strengthened by the integration of the results into other plans, policies and programmes. The results of this appraisal are therefore commended to Members of the Overview and Scrutiny Committees as a means of identifying the links between certain policies and as a practical means of addressing cross cutting themes.

NOTE: In the following tables, where strategies are under currently development they are marked with an asterix. All unmarked strategies are already in existence.

### **ISSUES PAPER**

<b>ISSUE HIGHLIGHTED</b>	<b>LINK</b>
We should be promoting mixed, flexible use for our Council buildings	Asset Management Plan
School playing fields should be for community use. Perhaps need to fence off and protect school buildings only.	Education and Leisure Services
We should promote dual use of extensions to schools i.e. to promote community use	Education and Leisure

## RECREATION AND OPEN SPACE POLICY

<b>Issue highlighted</b>	<b>Link</b>
We might not necessarily need more open space. People need to feel safe in the open spaces that we already have	Crime and Disorder Strategy Open Space Strategy* Greenspace Strategy* Operational Services Groundwork
If the number of all -weather pitches are increased, more run off problems will be caused	Education and Leisure Operational Services
Signposts on footpaths need to say where they lead and how far to walk	Milestones Strategy Walking Strategy* Environment and Transportation Operational Services
Open space should be used as an opportunity for walkers and cyclists to travel - a green transport network	Local Transport Plan Walking Strategy* Cycling Strategy*
There is a need to identify which areas of open space are of importance to local people to help to inform the development of the Open Space Strategy	Oldham Borough Environment Forum Groundwork Area Committees
Open land provides an important biodiversity opportunity. Native tree planting to be encouraged, the use of chemicals to be discouraged.	Operational Services Environmental Procurement Strategy
Need to be aware of the conflict between opportunities for fly tipping versus community value re. open space	Clean and Green Strategy Greenspace Strategy*
The Open Space Strategy must give priority to	Open Space Strategy*

ensuring that open space is available in more deprived areas to balance the pressure to build on brownfield sites	Greenspace Strategy* Social Inclusion - PPR
Do different communities have differing recreational needs?	Open Space Strategy* Physical Activity Strategy Education and Leisure Social Inclusion -PPR
Could we develop the opposite side of canals for fishermen and thus promote more recreational use of the footpaths? (could impact upon biodiversity)	British Waterways Rochdale and Huddersfield Canal Societies Environmental programmes Team
Workplaces should also have easy access to open space.	Development Control Economic Development
Areas of terraced housing should have priority to access to open space	Open Space Strategy* Green Space Strategy*

## MINERALS AND WASTE

<b>Issue highlighted</b>	<b>Link</b>
We should give preference to establishing new businesses which process secondary materials rather than from virgin materials	Economic Development Strategy
There should be a preference to use materials made from secondary/recycled sources	Housing Strategy Environmental Procurement Strategy Environment and Transportation
A need for local community composting facilities	Recycling Plan
Opportunities for biomass need to be explored	Woodland Strategy Climate Change Strategy* Recycling Plan Housing Operational Services
Setting up an aggregate recycling business e.g. brick dressing	ILM Strategy* Economic Development Strategy

Need to identify areas poorly served by recycling sites and enable new sites to be provided via applications for new developments (developments of any kind, not just housing or supermarkets)	Recycling Plan

## ENERGY POLICY

<b>Issue highlighted</b>	<b>Link</b>
Solar and photovoltaic power must be promoted	Climate Change Strategy*
Wind power installations are a potential tourist attraction, but can raise contentious landscape and biodiversity issues	Tourism Strategy
Opportunities for community based wind power should be explored	Climate Change Strategy*
Design plays a crucial role in reducing the need for energy	Climate Change Strategy* Social Inclusion/ Affordable Warmth - PPR, Housing Economic Development Strategy

## TRANSPORT

<b>Issue highlighted</b>	<b>Link</b>
There should be an inter - modal exchange at the Roxy including a bus route along the M60 to Manchester airport, Heywood and Ashton Moss to give access to employment opportunities	Local Transport Plan GMPTE Regeneration Unit South Pennines Integrated Transport Plan
There is an important need to ensure that here is public transport access to the main employment zones outside and within the Borough from areas of low car ownership	GMPTE Regeneration Unit Social Inclusion -PPR
It is particularly important that bus services are most efficient in areas of low car ownership.	Local Transport Plan Social Inclusion - PPR

Developers need to consider the provision of a “works bus” as a green travel plan option	Local Transport Plan Development Control Local Travel Co-ordinator
Need to ensure that employment developments in adjacent Boroughs adopt the same approach to green travel plans.	Regional Planning Guidance Local Transport Plan PPR Local Travel Co-ordinator
Environmental improvement programmes need to address the provision of walking corridors, cycling routes and permeability (particularly in the vicinity of the Metrolink stations and other major public transport routes)	Environmental Strategy Unit Regeneration Unit Groundwork Operational Services
Need to identify “Walking corridors” and cycling routes between Metrolink stations and settlements/employment zones within a 15-20 minute radius.	Walking Strategy* Cycling Strategy* Local Transport Plan
Rail lines have an important role as biodiversity corridors	Railtrack Metrolink Clean and Green Strategy Biodiversity Strategy
There is a need to plant trees along roadways to create more boulevards	Woodland Strategy Clean and Green Strategy Greenspace Strategy*
Introduce more alternatively fuelled vehicles to the Council fleet and encourage the use of alternative fuels by our employees in order to encourage the provision of alternative fuels at existing and new filling stations	Green Transport Plan

## BUSINESS AND INDUSTRY POLICY

<b>Issue highlighted</b>	<b>Link</b>
The Council in partnership with the GMPTE needs to include provision of services to PEZs at appropriate times and frequencies	GMPTE Environment and Transportation
There is a need to assess how financial incentives for a range of trip generating businesses might be used to encourage the most appropriate location	Economic Development Strategy Corporate Services

It is important that the right type of businesses are encouraged to provide the greatest number of quality jobs per hectare of development	Economic Development Strategy NWDA
There are opportunities to create new businesses from the use of waste materials	Economic Development Strategy Recycling Plan GMWDA NWDA
The opportunities to create business clusters where one company's waste is the raw material for its neighbouring company should be investigated	As above

## CONSERVATION POLICY

<b>Issue highlighted</b>	<b>Link</b>
Estate agents need to emphasise the additional costs associated with owning a house in a Conservation Area or a listed building. This may be addressed by the "Sellers Pack"	Estate Agents
Land Charges should highlight the responsibilities of living in a Conservation Area as part of the search.	Land Charges
Energy efficiency may be compromised by living in a Conservation Area	Estate Agents Climate Change Strategy*

## AIR WATER AND SOIL

<b>Issue highlighted</b>	<b>Link</b>
Health Impact Assessments should be used as a further means of engaging with local people about a planning proposal	Consultation Strategy
Health Impact Assessments should be considered where contaminated land is developed for informal recreational use i.e. where there are high levels of human access planned for the site	Contaminated Land Strategy*
Need to recognise the importance of trees in relation to soil erosion	Woodland Strategy

## NATURE AND LANDSCAPE POLICY

<b>Issue highlighted</b>	<b>Link</b>
There should be an emphasis upon the planting of local species.	Greenspace Strategy*
The Greenspace Strategy must make links to the outcomes of Countryside Character Mapping, the Biodiversity Action Plan, Open Space Strategy, the protection and development of green corridors	Greenspace Strategy* Biodiversity Action Plan Open Space Strategy*
The Green Space Strategy should identify where tree planting will take place and thus make its contribution to the Woodland Strategy	Greenspace Strategy* Woodland Strategy
The Greenspace Strategy needs to take account of crime and disorder and perceptions of personal safety.	Greenspace Strategy* Crime and Disorder Strategy

## TOWN CENTRE POLICY

<b>Issue highlighted</b>	<b>Link</b>
There should be public involvement in the development of the Town Centre Strategy	Town Centre Strategy
Should we have a park in the Town Centre as found in European towns?	Park Management Strategy Greenspace Strategy*
The location of Park and Ride for Metrolink is crucial. Location at Mumps station is not optimal because of need to use subway. Facility required at the east of the Town Centre to serve Saddleworth.	Local Transport Plan
Walking Strategy needs to address permeability into Town Centre	Walking Strategy*
A Strategy is needed for the Yorkshire Street area - a nightlife zone	Town Centre Strategy
A "quality" walking corridor should be developed from the Metrolink station at the Starr Inn, via Jackson Pit, High Street, Church Terrace, Church Lane, Bow Street, Yorkshire Street to Mumps	Town Centre Strategy Walking Strategy* Economic Development Strategy

Metrolink station	
The Town Centre should ensure it makes a contribution to biodiversity via its trees and green spaces	Town Centre Strategy Greenspace Strategy*
Heritage trails should be provided	Tourism Strategy Town Centre Strategy
Solar panels should be encouraged in the Town Centre as a high profile means of promoting their use (this needs to take account of the conservation character of the buildings)	Town Centre Strategy Economic Development Strategy Asset Management Strategy Climate Change Strategy*
The future provision of recharging stations for electric vehicles	Car Parking Management Strategy Climate Change Strategy* Town Centre Strategy
The provision of high quality recycling facilities at transport inter changes	Recycling Plan

## SHOPPING POLICY

<b>Issue highlighted</b>	<b>Link</b>
Need to consider how other strategies and initiatives can help to protect the local shop and thus retain access to essential services e.g. business rate relief	Spatial Master Planning Area Strategies* Regeneration initiatives Social Inclusion-PPR
Access to fresh produce is essential	Regeneration funding initiatives Social Inclusion - PPR
How do we reconcile the provision of support for businesses providing essential community services with their economic viability?	Economic Development Strategy Social Inclusion - PPR Regeneration initiatives
Promotion of farmers markets in different parts of the Borough	Economic Development Strategy

## HOUSING

<b>Issue highlighted</b>	<b>Link</b>
Need an initiative to assist in the reduction of vacant properties to complement the OMBC Property Shop	Housing Strategy
Developers need to work with Housing Associations in order to produce developments with mixed tenure and cost to reflect local housing need	Development Control Housing Associations Housing Forum
Building Societies need to be encouraged to provide wider information about energy efficiency of property	Housing Strategy
A regular programme of biodiversity surveys would enable the Council to understand where important biodiversity features exist prior to receipt of a planning application	Education and Leisure Biodiversity Action Plan
Affordable housing should be provided across the Borough	Housing Strategy Housing Forum

## DESIGN POLICY

<b>Issue highlighted</b>	<b>Link</b>
Encouragement of spatial master planning for all areas of the Borough	Area Strategies* Regeneration initiatives
Is it possible to establish a register of the location of houses designed to be "Lifetime homes"	Housing PPR
Could the Council produce a "model statement" about how land is to be maintained in a way that encourages biodiversity	Biodiversity Action Plan Greenspace Strategy*
The greater incidence of air conditioning will add to climate change effects	Climate Change Strategy*

## **HOW WILL WE CONTINUE AND IMPROVE THE PROCESS?**

### **What has been achieved so far?**

The original aim of this sustainability appraisal process was to produce a UDP which would make a significant contribution to the Council's commitment to achieving greater sustainability. The Council has learnt from its previous involvement in Local Agenda 21 activities that, very often, the processes used to integrate sustainability are as important as the final document or project. This exercise has been no exception. In addition to producing a first deposit UDP which pushes the boundaries towards a more sustainable Borough, the process has also achieved the following:-

- ? ? Provided a practical methodology for identifying the developments required of other strategies to ensure that they are in accord with the new UDP;
- ? ? Tested the regional sustainability framework for robustness and relevance at a local level. The exercise has demonstrated that the regional objectives, indicators and targets are a suitable starting point for future appraisals;
- ? ? Acquired, on merit, the status of an example of "Best Practice" in the regional "toolkit"
- ? ? Aided the development of local sustainability objectives by using a methodical process;
- ? ? Continued the work of developing sustainability indicators which will be integrated into the development of our Corporate Plan and the Community Plan. This is another means of ensuring that major strategies are linked via the choice of target and indicators;
- ? ? Provided a forum where different agencies can come together and work on a substantial sustainability project and where the debate is empowering because it results in tangible changes of potential great significance.
- ? ? Provided a forum for the personal development of all those taking part due to the breadth of debate and discussion on the issue of sustainability;
- ? ? Importantly, the appraisal took place during a period when Councils had to consider the implications of the new powers of well being. This process provided a forum for considering the social, economic and environmental implications of a wide range of strategies and how they might interact to promote well being.

### **What next?**

## ACTING ON THE LIST OF LINKS TO OTHER STRATEGIES

The first step is to ensure that all the links to other strategies, plans and processes are pursued. This will be done at a variety of levels. Some of the issues can be dealt with directly by the Council. These will be pursued at Officer level and by Members. This document is to be commended to both the Executive Members as a means of identifying a number of cross cutting themes and also to Overview and Scrutiny Members as a checklist of issues that need to be investigated and, where appropriate, developed in the future.

Additionally, the UDP and this appraisal deal with issues of great significance for the Local Strategic Partnership. The Oldham Partnership Board has already made a commitment to sustainable development and the participation by some of its members in the process has made a significant contribution to demonstrating that commitment. The links made in this exercise to strategies such as Crime and Disorder and to the Local Transport Plan will be relayed to the appropriate partners.

## APPRAISAL OF OTHER PLANS AND STRATEGIES

A sustainability appraisal of a UDP is inevitably a lengthy exercise because it is made up of a large number of individual policies. It is envisaged that appraisals of other types of strategies would not need the same commitment of time by the participants.

### *Community Plan*

It is essential that we build upon the experience gained in carrying out this appraisal and that the Partnership has the opportunity to engage in similar exercises in the future. The development of the Community Plan provides a timely opportunity to pursue this. In view of the requirement for Community Plans to take account of the regional sustainability frameworks, it would be appropriate for a sustainability appraisal to be carried out as part of the process of developing the Community Plan. This would be a methodical means of demonstrating that community planning has indeed been carried out within the context of the regional sustainability framework. Our experience demonstrates that this would provide a very practical means of engaging the Local Strategic Partnership in considering the implications of the commitment to sustainability and a means of identifying how our respective responsibilities interact. Ideally, this would also be an opportunity to involve young people and business in the process.

It would be helpful for local authorities if the North West Regional Assembly and Government Office North West were to formally recommend that Action for Sustainability is an appropriate framework for appraisal of local strategies. This recommendation coupled with the regional toolkit under development would provide the local guidance which is currently absent. Such endorsement in relation to the development of Community Plans would reinforce the message in Government guidance about the links between community planning and sustainability.

### *Economic Development Strategy*

This appraisal has already reached out like a spider's web to influence other plans and strategies. In view of the close links between the UDP and economic development in the Borough as demonstrated by the number of cross references between this process and the Economic Development Strategy, this is the most logical strategy to appraise next. It would provide an excellent opportunity to engage the business sector more closely in the process, a sector which inevitably, because of time constraints, has more difficulty in engaging in Local Agenda 21 processes.

#### USING SUSTAINABILITY APPRAISAL AS A SCRUTINY TECHNIQUE

The Council is embarking upon new decision making arrangements. Decision making committees which reflected the artificial boundaries between departments are being replaced with Executive, Scrutiny and Overview arrangements. There will be greater focus upon cross cutting themes, thus creating an opportunity to better integrate the plethora of strategies and plans which are the responsibility of the Council. Sustainability appraisal is a methodology that could be employed to test the integration of strategies and, more importantly, to identify where there are potential conflicts. This would facilitate robust and open decision making.

#### BEST VALUE

The Council is continuously reviewing how the Best Value process can best assist the Corporate commitment to deliver greater sustainability. In 2003/4 a Best Value review of the delivery of corporate objectives is to be carried out. It would be appropriate for this particular review to examine how a full sustainability appraisal could be used as a mechanism to carry out the fundamental challenge.

### **CONCLUSIONS**

From its experience of conducting this appraisal, the Council has no hesitation in strongly commending the utilisation of rigorous sustainability appraisal as an integral part of compiling a Development Plan. As well as helping a Council to realise its commitments to Local Agenda 21 and sustainability, the process can be used as a practical tool for the meaningful involvement of partners and as a means of conducting a more thorough policy development process.

Furthermore, sustainability appraisal techniques have the potential to make a positive and practical contribution enabling Councils to meet the requirements of the Local Government Act 2000.

The Council would like to recommend that the North West Regional Assembly and Government Office North West formally encourage the use of Action for Sustainability as a framework for the appraisal of local strategies.

For more information please contact Michele Carr, Environmental Strategy Manager, Oldham MBC 0161 911 4475 ppr.Michele.carr@oldham.gov.uk

## **APPENDIX 1**

### **SUSTAINABILITY OBJECTIVES FROM ACTION FOR SUSTAINABILITY - THE REGIONAL SUSTAINABILITY FRAMEWORK**

#### **LIVE**

- ? ? To reduce poverty;
- ? ? To encourage communities to be actively involved in local decision making and voluntary activities;
- ? ? To improve access to jobs, basic goods, services and amenities;
- ? ? To improve health and increase healthy life expectancy;
- ? ? To increase the proportion of the population in good quality, affordable and resource efficient housing;
- ? ? To reduce crime, disorder and fear of crime;
- ? ? To improve educational achievement, training and opportunities for lifelong learning and employability;

#### **PROTECT**

- ? ? To protect and enhance endangered and valued species and habitats;
- ? ? To increase tree cover in the Region and ensure active and sustainable management of woodland;
- ? ? To protect and enhance distinctiveness, wildlife value and the general quality and accessibility of landscapes;
- ? ? To protect, enhance and, where necessary, restore the quality of inland, estuarine and coastal waters;
- ? ? To protect, or where necessary improve local air quality.

#### **GROW**

- ? ? To reclaim dereliction, accelerate regeneration and optimise the beneficial use of brownfield sites;
- ? ? To reduce the need to travel and improve choice and use of sustainable transport modes;
- ? ? To increase the level of investment in and use of rail and water freight transport;
- ? ? To increase investment in, training for and use of information and

- ? communication technology;
- ? ? To reduce the disparities in GDP across the region by bringing the worst up to the standards of the best;
- ? ? To increase the level of engagement of large companies in corporate social responsibility and business excellence;
- ? ? To increase investment in and employment in, and development of sustainable leisure and tourism;
- ? ? To increase investment, employment and innovation in clean technologies and services;
- ? ? To improve the image of the North West.

## SAVE

- ? ? To reduce emissions of gases which contribute to climate change;
- ? ? To increase the use of demand management and new technologies to reduce energy and water consumption;
- ? ? To increase the proportion of energy generated from sustainable and renewable sources;
- ? ? To minimise the production of waste and increase recycling and recovery rates;
- ? ? To reduce the use of primary materials;
- ? ? To ensure the preservation, sensitive adaptation and re-use of the built heritage.

<p><b>APPENDIX 2</b> Appraisal Tables showing objectives, indicators and target. The indicators and targets are still being developed</p>		<p>Abbreviations CLIP - Indicators from "Local Quality of Life Counts" SI - sustainability indicator</p>	
<b>OBJECTIVE</b>	<b>MENU OF INDICATORS</b>	<b>COMMENTS</b>	<b>TARGETS</b>
<p><b>Live</b>  To reduce poverty;</p>	<p>a) % Of children in receipt of free school meals (local SI)</p> <p>b) Level of unemployment in Oldham (%age unemployed for more than a year) (CLIP)</p> <p>c) % of people of working age who are in work (CLIP)</p> <p>d) Number of people in receipt of working family tax credit ?</p>		<p>a) Was 26.7% in 1995.(free school meals)</p> <p>b) Reduce unemployment to the national average by 2005? (Regional target)</p> <p>a) and d) Reduce the dependence upon income support to the regional average by 2005 (Regional target)</p>

<p>To encourage communities to be actively involved in local decision making and voluntary activities;</p> <p>(Note: Not thought to be a relevant objective in terms of the outcome of the UDP, but very important indeed in terms of the UDP process)</p>	<p>?? number of voluntary group representatives co-opted onto council committees or sub-committees (Local SI)</p> <p>?? % of electorate voting in local elections (Local SI)</p> <p>?? social and community enterprises (survey) (CLIP)</p> <p>?? social participation (survey) (CLIP)</p> <p>?? community well being (survey) (CLIP)</p> <p>?? Companies with IIP/social accreditation</p>		<p>UDP to be on webpage</p> <p>UDP to be simple to read</p> <p>%age increase in the number of public contributions to the next review of the UDP. Establish a baseline for community involvement mechanisms for planning, particularly "Village Mapping" type exercises</p> <p>% references to UDP policies in response to planning applications</p>
<p>To improve access to jobs, basic goods, services and amenities;</p>	<p>e) Percentage of population living in walking distance (within 400m) of basic services (Local SI) - <i>Need to add access to public transport routes to the list of basic services.</i></p> <p>f) % Of population living within walking distance (400m) of accessible, usable open space (Local SI)</p> <p>g) Level of unemployment (CLIP)</p>		<p><i>e) Data on this indicator will have to be re calculated because of the addition of access to public transport. Target can then be set.</i></p> <p>f) Open space - 79% in 1995</p> <p><i>Need 2000 data before a</i></p>

<p>To improve health and healthy life expectancy;</p> <p>To increase the proportion of the population in good quality, affordable and resource efficient housing;</p>	<p>h) New business start ups and closures (CLIP) - <i>need baseline data</i></p> <p>i) Overall traffic volumes (CLIP)</p> <p>j) Number of allotment sites in use in Oldham (<i>new indicator added by Sounding Board</i>)</p> <p>k) travel to school</p> <p>l) travel to work</p> <p>m) Number of good air quality days per year at a variety of sites (Local SI and CLIP)</p> <p>n) % Of properties judged unfit to live in (CLIP)</p> <p>o) Accident rates</p> <p>p) Percentage of homes in the borough with an energy rating of 5 or above (Local SI)</p> <p>q) Percentage of homes in the borough with an energy rating of 7 or above <i>new indicator added by the Sounding Board -</i></p> <p>r) % Of homes judged unfit to live in (CLIP)</p>		<p><i>target can be decided.</i></p> <p>g) Dealt with above</p> <p><i>h) Target needed for new business start ups and closures</i></p> <p><i>i) dealt with elsewhere</i></p> <p>k) and l) Establish a baseline figure for travel to school and to work for use in next review.</p> <p>Targets covered elsewhere in other objectives.</p> <p>p) 54% of properties with a rating of 5 or above in 1995 <i>Need to know results of 2000 housing survey before setting target.</i></p> <p>r) Unfitness- 11% 9.5% private sector 1.5% public sector Target?</p>
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<p>To reduce crime, disorder and fear of crime against people and property;</p>	<p>s) Fuel poverty/affordable warmth <i>new indicator added by the Sounding Board - no means of measurement as yet identified</i></p> <p>t) % Vacant housing <i>new indicator added by Sounding Board</i></p> <p>u) Recorded crime per 1000 population, (Local SI and CLIP)</p> <p>v) Fear of crime, (Local SI and CLIP)</p> <p>w) Reported violent crimes per 1000 population (Local SI)</p>		<p>Regional target - reduce to 7.1% in 2010 (current baseline 9.7%)</p> <p>Ensure at least 30% of new homes are affordable - regional target</p> <p>t) 3% of total housing stock vacant/ unused - national target</p> <p>u) Recorded crime - 103 in 1998 National target - reduce vehicle crime by 30% by 2005</p> <p>v) Fear of crime - 36% (burglary), 32% (theft of vehicle), 32% (theft from vehicle), 26% (mugging/street robbery). 31.5% - average</p>
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OBJECTIVE	MENU OF INDICATORS	COMMENTS	TARGETS
<p><b>Protect</b></p> <p>To protect and enhance endangered and valued species and habitats;</p> <p>To increase tree cover in the Borough and ensure active and sustainable management of woodland;</p>	<p>a) Number of non- domestic ponds with frogs or newts (Local SI)</p> <p>b) Gains/losses to designated habitats</p> <p>c) net change in natural/semi- natural habitats (CLIP)</p> <p>d) changes in population of selected characteristic species as highlighted by Biodiversity Action Plan (CLIP)</p> <p>?</p> <p>e) percentage/area tree cover in borough</p>		<p>a) Ponds with frogs - 176 ponds, 52% with amphibians in 1995, 183 ponds, 56% with amphibians in 1997</p> <p>65% ponds with amphibians by 2010</p> <p>No loss of ponds</p> <p>b) <i>No net loss of habitat / in crease in habitat - need to investigate</i></p> <p>c) Carry out 5 yearly surveys of changes in habitats</p> <p>d) Establish baselines for BAP's for next UDP review</p> <p>e) Current baseline 3% and current target - Increase woodland cover to 5% by 2010</p> <p>Regional target - 10% by</p>

<p>To protect and improve river quality</p> <p>To protect, or where necessary improve local air quality.</p>	<p>f) rivers of good or fair quality (CLIP)</p> <p>g) number of days of air pollution (CLIP)</p>		<p>2010 (baseline 6%)</p> <p>f) 90% in 1997 100% by 2010</p> <p>g) No. of poor air quality days measured:- Sulphur dioxide 13 days in 1998 Fine particles 9 days in 1998 Targets - national air quality targets are used locally - concentrations of certain pollutants</p>
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OBJECTIVE	MENU OF INDICATORS		TARGETS
<p><b>Grow</b></p> <p>To reclaim dereliction, accelerate regeneration and optimise the beneficial use of brownfield sites;</p> <p>To reduce the need to travel and improve choice and use of sustainable transport modes;</p>	<p>a) New homes built on previously developed land (including conversions) (CLIP)</p> <p>b) Net change in area of green field sites (any land which is not built on and is covered with some sort of vegetation)</p> <p>?</p> <p>c) Number of passengers kilometers on public transport (bus, rail and Metrolink passenger miles for Oldham)</p> <p>d) Volume of motorised traffic – vehicle kms on motorway, “a” and “b” roads</p> <p>e) Kms of cycle routes in the borough <i>added by the Sounding Board</i></p> <p>f) Kms of continuous cycle routes in the borough <i>added by the Sounding Board</i></p> <p>?? how children get to school</p> <p>?? travel to work</p>		<p>a) National target is 60% Regional target is 65% from 1996-2021 Current local performance is 70% Target 70% over the plan period</p> <p>b) Baseline for green field areas?</p> <p>c) Target? - no information at present. Can present vehicle km not passenger km.</p> <p>d) Baseline in 1998:- 17million vehicle kilometres - motorway 449 million vehicle kilometres - A roads 108 million vehicle kilometres - B roads <i>No net increase in traffic</i></p>

<p>To increase investment in and development of sustainable leisure and tourism;</p> <p>To improve the image and conserve the local historical and cultural distinctiveness of the Borough.</p>	<p>g) % change in public and private recreational spaces <i>added by the Sounding Board</i></p> <p>h) use of public transport by visitors <i>added by the Sounding Board</i></p> <p>i) street cleanliness index</p> <p>j) public attitude survey (CLIP) - attractiveness of the Borough, why?, improving or declining, buildings or landscapes to protect?</p>		<p>by 2010 - Greater Manchester target</p> <p>e) 27 km in 1999/2000</p> <p>f) Information not available</p> <p>Targets?</p> <p>g) No net loss/ increase in % h) Reducing no. of car borne visitors - need to check if possible to measure</p> <p>No. of overnight stays?</p> <p>i) Street Cleanliness Index 70</p> <p>j) To establish a baseline for the attitude survey.</p>
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OBJECTIVE	MENU OF INDICATORS	COMMENTS	TARGETS
<p><b>Save</b> To reduce emissions of gases which contribute to climate change</p> <p>To reduce energy and water consumption</p>	<p>a) Number of good air quality days at a variety of sites (Local SI)</p> <p>b) Number of passenger km on public transport (bus, rail and metrolink) for oldham (Local SI)</p> <p>c) Annual energy use per head (gas and electricity) (CLIP)</p> <p>d) Emissions of greenhouse gases by sector</p> <p>e) Vehicle fuel use <i>added by the Sounding Board</i></p> <p>a) % Of homes in the borough with an energy rating of 5 or above (Local SI)</p>		<p>a) Air quality - see previous section</p> <p>b) Public transport - see next section</p> <p>c) and d) National target - to reduce CO2 emissions by 20% by 2010 using 1990 as the baseline</p> <p>c) and d) To obtain information about energy use from the power suppliers (not yet possible)</p> <p>d) To establish a baseline of emissions by sector by taking a representative sample</p> <p>e) Target needed once we have a baseline</p> <p>a) Dealt with in other section Regional target - to improve the</p>

<p>To increase the proportion of energy generated from sustainable and renewable sources</p>	<ul style="list-style-type: none"> <li>b) Kwhr of power produced by CHP in the borough</li> <li>c) Companies with an environmental management system (CLIP)</li> <li>d) Domestic consumption of water</li>   <li>e) % Consumption of renewable energy resources by sector</li> <li>f) Kilowatt potential of renewable energy installations in the borough</li> </ul>		<p>energy efficiency of public and private sector housing by 30% by 2010</p> <ul style="list-style-type: none"> <li>b) CHP target? <i>Starting from zero</i></li> <li>c) <i>Need a baseline of activity - need to work with Chamber and Groundwork</i></li> <li>d) Regional target to ensure no more than a 5% growth in water consumption by 2025 (no local information available)</li>   <li>e) and f) 10% of energy to come from renewable sources by 2010 <i>Separate target for solar power?</i></li> </ul>
<p>To minimise the production of waste and increase recycling and recovery rates</p>	<ul style="list-style-type: none"> <li>a) Household recycling rate</li> <li>b) % of properties with regular kerbside collection service or within 1km of a recycling site</li> <li>c) Number of companies participating in recycling or waste minimisation schemes</li> </ul>		<ul style="list-style-type: none"> <li>a) Domestic recycling rate 1999 - 4.9% Target - 17% by 2003, 25% by 2005, 30% by 2006, 33% by 2010</li> <li>Target - municipal waste</li> </ul>

<p>To ensure the preservation, sensitive adaptation and re-use of the built heritage</p>	<p>schemes</p> <p>d) Companies with an environmental management system</p> <p>e) Tonnage of household waste collected per year</p> <p>f) number of listed buildings on the English Heritage buildings at risk register</p> <p>g) public attitude survey</p>		<p>recovery of 35% by 2006 and 70% thereafter</p> <p>b) Baseline re. kerbside being calculated Target - 99%</p> <p>c) Establish baseline for no. of companies involved in waste recycling /reduction schemes</p> <p>e) Tonnage of household waste arisings in 1999 - 92427. Increasing by 2% per year Target - to slow increase to 1% per year by 2005? <i>Do we want to have a landfill and a composting target?</i></p> <p>f) Regional target is to reduce the number at risk by 5 per year (demolition of the buildings does not count towards the target) <i>Need to find baseline for Borough</i></p> <p>g) <i>Need to find baseline of structures valued by local</i></p>
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