

Your Area, Your Plan

A new plan for jobs, homes, shops and green spaces

Core Strategy Preferred Options

Autumn 2012



Foreword

Welcome to the Council's Preferred Options for its Local Plan - Core Strategy.

This document sets out what the Council sees as the main planning challenges over the next 15 to 20 years and our preferred approaches for dealing with them.

Some of these challenges, need to be the subject of much discussion within the communities of Calderdale and this document gives people living in the district, working here or having businesses here to contribute to that debate.

None of the policies or the strategy itself are fixed at this time. This document sets out our preferences, rather than our final choices. We will further develop our preferred approaches in response to comments received, but you must show how and why you think we are "unsound" in our thinking. If we are wrong we will change, but your comments must be based upon evidence and not just feelings.

Further work will be needed before we publish the final Draft Core Strategy for consultation during 2013, and submission to the Secretary of State, for its external examination by an independent Planning Inspector.

Setting the framework to deliver sustainable development is what the Core Strategy is all about. We cannot ignore the need for new homes, or businesses, nor can we get these in place without taking into account the amazing environment for which we are the guardians. There will be development. During these difficult times of recession and austerity, we must support our economy to provide the jobs and services our people need. Our task is to ensure this is in the right place and provided at the right time, supported by the right infrastructure which makes Calderdale better and the lives of its people supported by great places and facilities.

The changes to the planning system that have been brought into effect by the Government are affecting the way in which we are bringing forward this Local Plan. We have flexibility through "localism" to do what is right for Calderdale, but we must plan to meet the identified needs. Our choices now will shape the future of Calderdale so we want to get it right ... with your help we will.

Please let us have your views and comments.

Councillor Tim Swift

Councillor Barry Collins

Leader of Calderdale Council

Cabinet Member for Economy & Environment

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6 Purpose of this Document

1 Purpose of this Document

1.1 This document sets out the council's preferred options for the core strategy of the Calderdale Local Plan for you to comment on.

1.2 This Preferred Options consultation represents the council's favoured spatial approach for the amount and location of development within Calderdale together with its preferred policies, which will help guide and control development through the next 15 or so years until 2029. Following this stage of consultation we will consider any comments made from this consultation and produce a draft of the core strategy for consultation during 2013.

1.3 To help you assess the proposals within this preferred options document we have produced three accompanying documents:-

1. The Council's **reasons and explanations** for its policy choices;
2. A **sustainability appraisal**, which looks at the environmental, economic and social effects of the proposals; and
3. A **draft infrastructure delivery plan** which looks at the current infrastructure situation within Calderdale and considers future infrastructure projects.

2 Spatial Portrait of Calderdale

2.1 As part of the scene setting for the local Plan, it is important to provide a context within which the plan is operating.

2.2 Calderdale lies at the heart of metropolitan northern England, between the cities of Leeds and Manchester. The strategically important M62 motorway, first trans-Pennine canal and railway connections, and other infrastructure links (such as national gas and electricity networks) pass through the district. To the south lies Kirklees, with Huddersfield being the major centre and to the north is the City of Bradford. On the western boundary lies Lancashire. Calderdale is unusual in that it is a rural metropolitan area extending high into the Pennine uplands.

Picture 2.1 Calderdale in context - city regions



2.3 Calderdale has approximately 203,000 inhabitants and possesses around 86,000 jobs. Halifax is the main town and the focus for administrative services, employment, retailing and services within the District. Around 80% of Calderdale's people live in the eastern third of the District in Halifax, Brighouse and Elland and the villages associated with those settlements. To the west of Halifax, the high moors, and Calder Valley with the towns and villages of Todmorden, Hebden Bridge, Mytholmroyd and Ripponden have just over 20% of the people.

2.4 Calderdale covers an area of approximately 36,000 hectares with the western two-thirds of the Borough being predominantly rural in nature and the east being predominantly urban in nature. Much of western Calderdale is dominated by the high Pennine Moorlands. These are approximately 9,500 hectares of international ecological importance including forming the South Pennines Special Protection Area / Special Area of Conservation.

2.5 Green Belt covers much of the district outside the urban areas and extends to about 23,000ha although the area around Todmorden in the west, is not in the Green Belt. The Green Belt was defined by the West Yorkshire Metropolitan County Council during the 1980's, and very tightly contains the urban areas, which limits the opportunities for growth without the potential need to amend the Green Belt boundary.

8 Spatial Portrait of Calderdale

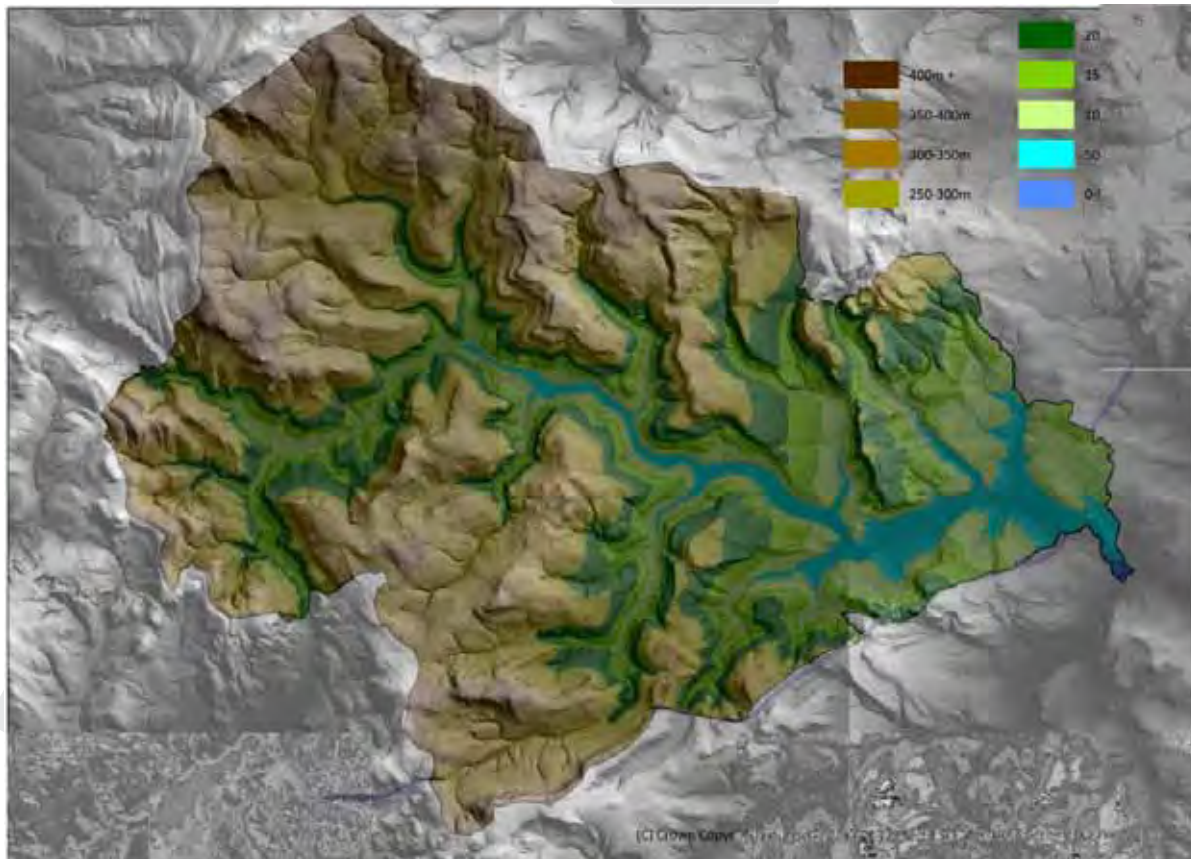
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Calderdale MBC Core Strategy Preferred Options

Map 2.1 Calderdale area



Map 2.2 Calderdale topography



2.6 The District is one of the few modern districts in the country which is neatly described by its geography and topography, being almost entirely contained by the watershed of the River Calder from its source in the high Pennines to its confluence with the Rivers Colne and Holme to the south east of Brighouse.

2.7 Western Calderdale is characterised by steep incised valleys and high moors with market towns nestling in the valley bottoms and smaller settlements on the hillsides. The topography of the district forces the main transport routes including the road and rail network into the valley bottoms, along with the rivers and the Rochdale Canal. Each of the main towns has their own unique setting and character. Each can be greatly affected by flooding from the River Calder and its tributaries, and there are large areas of the valley bottom including within the towns which form Class 3 Flood Risk areas.

2.8 There are strong functional relationships between the towns particularly those in the Upper Calder Valley which are connected by the Calder valley railway line and the A646. Each of the towns of western Calderdale act as functional service centres to its wider rural hinterland, but no one place dominates, although Todmorden is the largest town in population terms and is also starting to have a district-wide significance due to the establishment of a major new Health Centre, which also takes out-patients for Halifax and beyond. Western Calderdale has strong links with Greater Manchester and Eastern Lancashire, particularly from Todmorden and Hebden Bridge, and the significant growth expected to the west, including the establishment of Media City and the BBC Studios is expected to have influence both on the jobs and housing markets in the West.

2.9 Eastern Calderdale includes the main towns of Halifax, Sowerby Bridge, Brighouse and Elland. Halifax together with Sowerby Bridge constitutes one continuous urban area and forms the main economic driver within Calderdale. As such it will be the main focus for development in the future. The town has a unique landscape setting between Bradford and Huddersfield and given its rich heritage is often referred to as the jewel in West Yorkshire's crown. The town centre has retained much of its historic character and town-scape quality, however many of its assets are under exploited.

2.10 Sowerby Bridge, jealously regards itself as a separate place but makes a contiguous urban area with Halifax. The landform of the escarpment between Halifax and Sowerby Bridge forming the clear physical divide. Sowerby Bridge has its own town centre together with a growing reputation for good quality dining. In addition, it acts as the gateway to western Calderdale; being situated on the main transport connections.

Picture 2.2 A view across Halifax and its rural surroundings



Picture 2.3 Steep valley and moorland landscape around Cornholme



10 Spatial Portrait of Calderdale

2

Calderdale MBC Core Strategy Preferred Options

2.11 Many characteristics combine to make Calderdale what it is now and include:-

- The physical setting of the Pennine Moors and the incised valley of the River Calder and its tributaries, with extensive tree cover within the valleys giving way to open fields and moors;
- The high moorlands with their unique and internationally recognised habitats of heather moor and blanket bogs which are important for birds and biodiversity;
- The extensive use of local stone creating the unique and sometimes rugged stone buildings within our towns, leading to an amazing built environment and a very high number of listed buildings;
- The extensive use of local stone throughout the landscape for field boundaries;
- One of the birthplaces of the industrial revolution where the local tradition in spinning and weaving was transformed into the textile industry which came to dominate the employment base;
- Technological support for the textile industry led to major growth in tool-making and engineering skills and companies, which reinforced the manufacturing base of Calderdale, with manufacturing still a major employer in the district;
- A strong financial services sector growing from the Halifax Building Society established in 1853 to being one of the main headquarter sites for Lloyds Banking Group;
- The Calder Valley Railway opened in 1841, being the first trans-Pennine railway link and following closely the route taken by the Rochdale Canal which opened through to Manchester in 1804, and acts as the backbone to the spatial structure of the district;
- An historical emphasis on non-conformist values, the development of the co-operative movement and philanthropic factory owners;
- Our position within the nationally significant Leeds City Region and our links with Greater Manchester and east Lancashire;
- The M62 motorway which runs along our southern watershed boundary and provides links to Leeds, Manchester, Liverpool, Hull and across the country.

2.12 The passage of time inevitably brings changes. Calderdale now is different from the district it was twenty or fifty years ago, and is certainly different to what it will be fifty years in the future. The task facing us is to retain the most important characteristics of our district in the face of changes we cannot control, and manage as well as possible, those forces we can influence, but we must recognise that the steep valley sides, flood risk in the valley bottoms, together with the special nature of the higher moorlands greatly constrains development potential within the district and limits the options for dealing with growth.

Picture 2.4 Halifax centre



Picture 2.5 Calder valley around Mytholmroyd



Settlement Hierarchy

2.13 Over time a settlement hierarchy has developed in Calderdale, defined by a variety of factors such as the level of services and facilities provided, the accessibility to those services and the size of the settlement⁽¹⁾. Halifax is clearly the largest town in the district providing the majority of services and should be placed at the top of the hierarchy, however there are identifiable groups of settlements with similar levels of service provision that form lower levels of the hierarchy.

2.14 The Regional Spatial Strategy for Yorkshire & Humber also provides a number of policies that have been reaffirmed by the Leaders Board for the Leeds City Region as having relevance for the preparation of new local Plans. These are set out in 'Regional Policy' in the Policy Context section. The policies set out three levels of settlement classification that apply;

- Sub-Regional Towns;
- Principal Towns;
- Local Service Centres;

2.15 Due to the varied role of centre's within Calderdale that would be classified under RSS as 'Local Service Centres' these have been split into Local Towns and Local Centres within the Calderdale settlement hierarchy. In addition, a further level of the hierarchy, Neighbourhood or Small Rural Centres, is also provided for smaller settlements that don't fulfil a 'service' centre role.

Proposed settlement hierarchy

2.16 It is important to re-iterate at this point that the sustainability scores achieved through running the settlement hierarchy model (2009) reflected the settlements' current state at that point in time. Details of the future role and growth expected of different settlements is provided within Policy CP 1 'Distribution of Growth'.

2.17 Bearing this in mind, in accordance with the classifications set out in Table 2.1 'Proposed Settlement Hierarchy and Settlement Status' details the proposed settlement hierarchy within Calderdale. The results of the settlement hierarchy model (2009) show Hebden Bridge as a Local Centre, however given its role as a transport hub with access and its retail core it is proposed to elevate to Local Town status. A mapped version of this settlement hierarchy is provided in Map 2.3 'Proposed Calderdale Settlement Hierarchy'.

Table 2.1 Proposed Settlement Hierarchy and Settlement Status

Status	Settlement	Current Function
Sub-Regional Town	Halifax	<ul style="list-style-type: none"> • Prime focus for housing, employment, shopping, leisure, education, health and cultural activities/ facilities. • To provide excellent transport connections to Leeds, Manchester, Bradford, Huddersfield and other towns and cities of national/ regional importance • To develop regionally significant commercial floorspace, leisure facilities of district-wide importance, significant growth in retail capacity and an increased cultural offer within Halifax Town Centre.
Principal Town	Brighouse	<ul style="list-style-type: none"> • Main local focus for housing, employment, shopping, leisure, education, health and cultural activities/ facilities. • To provide good transport links with Leeds, Manchester, Bradford, Huddersfield, Halifax and other towns and cities of national/ regional importance. • To develop significant growth in commercial floorspace and improvements in the scale and type of leisure, retail and cultural facilities and services within Brighouse Town Centre.
Local Town	Hebden Bridge Todmorden Sowerby Bridge Elland	<ul style="list-style-type: none"> • To provide housing, employment, shopping (including improvements to markets), leisure, education, health and cultural activities/ facilities that serve the needs of, and are accessible to, residents of the town and surrounding lower order settlements. • To provide good transport links to Leeds, Manchester, and Halifax and other towns and cities of regional importance.

1 Calderdale Settlement Hierarchy Model 2009

12 Spatial Portrait of Calderdale

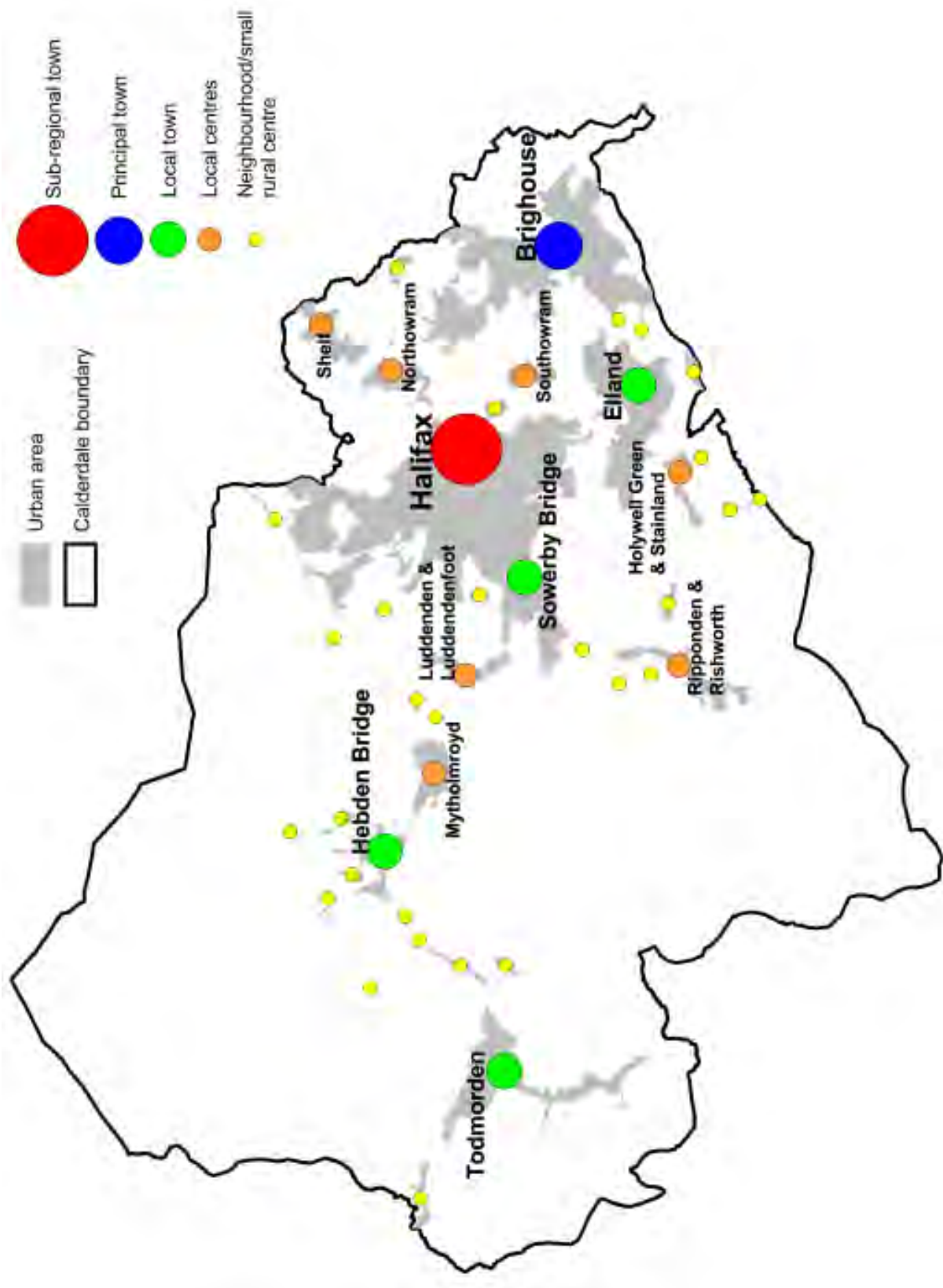
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Calderdale MBC Core Strategy Preferred Options

Status	Settlement	Current Function
		<ul style="list-style-type: none"> To provide for growth in shopping to serve the needs of the settlement and surrounding lower order settlements. To provide locally significant growth in commercial floorspace in Elland.
Local Centre	Southwram Holywell Green & Stainland Northwram Ripponden & Rishworth Luddenden & Luddendenfoot Shelf Mytholmroyd	<ul style="list-style-type: none"> To provide locally generated needs for housing, employment, shopping, leisure, education, health and cultural activities/ facilities which cannot be accommodated in higher order settlements. To provide transport links to higher order settlements Provide small concentrations of shops or services responding to specialist local markets.
Neighbourhood / Small Rural Centre	Bank Top Bradshaw Portsmouth & Cornholme Barkisland Ainley Top Wainstalls Heptonstall Norwood Green Mill Bank Eastwood Midgley Old Town and Chiserley Elland Upper Edge Sowood Green Charlestown Pecket Well Elland Lower Edge Harvelin Park Triangle Callis Bridge Slack Warley Soyland Town Jagger Green Mount Tabor Outlane Brearely Bridge Blackshawhead	<ul style="list-style-type: none"> Limited development to provide locally generated needs for affordable housing within existing development limits. To provide small-scale opportunities for economic development and diversification.



Map 2.3 Proposed Calderdale Settlement Hierarchy



14 Spatial Portrait of Calderdale

2

Calderdale MBC Core Strategy Preferred Options

Employment

2.18 Calderdale's prosperity is linked with its location within Pennine West Yorkshire and the Leeds City Region. The area also borders and is functionally linked to Manchester and Central Lancashire City Regions. The district is ideally placed within the M62 corridor, on a main trans-Pennine rail route, between two expanding and prosperous city regions - Leeds and Manchester, encompassing a population in excess of 5.5 million within about 1 hour's drive. As such, the Calderdale economy needs to be considered within both sub-regional contexts, since business activity (clusters and supply chains), and the patterns of consumer and leisure trips, and travel to learn and work pay little attention to administrative boundaries.

2.19 Our location provides significant economic opportunities. Within Leeds City Region jobs expanded by 6% between 2000 and 2008, to a point where almost 60% of all jobs in Yorkshire and Humber were located in Leeds City Region. Forecasts⁽²⁾ indicate that Leeds City Region will slowly increase its share of the Yorkshire and Humber jobs through to at least 2026. In addition between 2008 and 2026 it is forecast that jobs will increase within the city region by almost a further 7%, although in the short-term (up to 2016) there is anticipated to be a net loss of jobs due to the effects of the recession. Manchester City Region represents over one fifth of the North's economy and presents a significant opportunity for Calderdale businesses as do the links into eastern Lancashire. These city regions provide opportunities to increase our profile in the financial sector and business services. Continued investment in Manchester Airport and the potential arrival of High Speed 2 into both Leeds and Manchester could be key to attracting and serving the area's knowledge-based industries.

2.20 Calderdale does face challenges; these include increasing the diversity of our business base, reducing unemployment, increasing skills and reducing congestion on our roads. We also need to narrow the gap between different communities in the district by ensuring our worst performing neighbourhoods have the ability and ambition to achieve similar levels of success to our higher performing neighbourhoods.

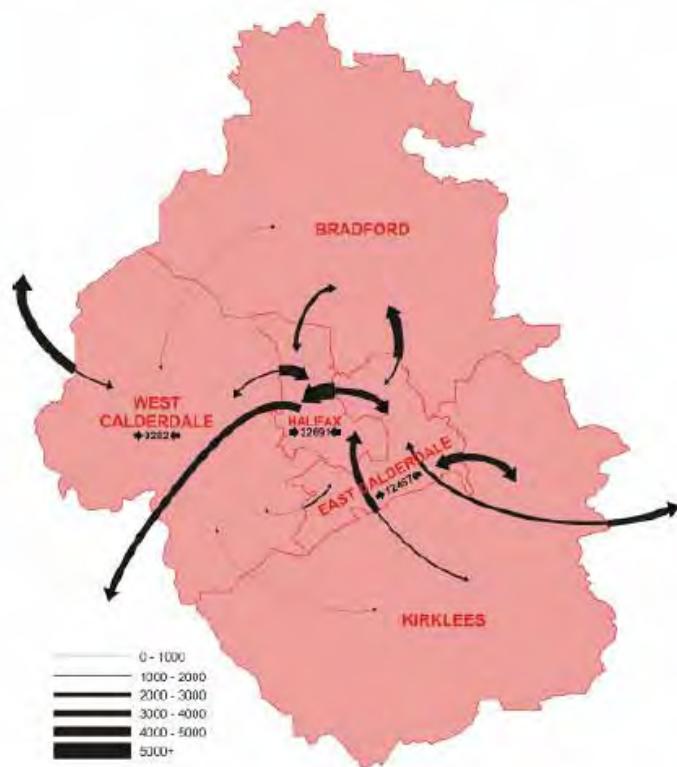
Economic context

2.21 Calderdale is a significant employment area with over 86,000 jobs (2010) and is home to some major companies such as Lloyds, Nestle, Marshalls, Croslee and Eureka! There are over 130,000 people of working age (2010) living in the district of which approximately 101,400 are economically active. Calderdale is a net exporter of labour, that is more people leave the area for work than come here for work. The majority of those travelling outside the district travel to work in Bradford, Kirklees, Leeds and Manchester.

Picture 2.6 Dean Clough, Halifax



Map 2.4 Commuting flows to and from different parts of Calderdale (based on 2001 census)



2.22 Calderdale has the highest levels of productivity in Leeds City Region with GVA per employee standing at £41,699. Calderdale has also seen the highest increase in productivity between 2007 and 2010 with a 1.6% increase.

2.23 Calderdale has been hard hit by the current recession due to its dependence on the financial services and manufacturing sectors. The recession has had the greatest effect on many of our most deprived communities. Manufacturing accounted for 15% of employment in 2010, above both the regional (11%) and England (9%) figures. Whilst the decline since 1998 of 27.6% has been rapid, it has been slower than the rate of manufacturing decline regionally and nationally. Finance and insurance now account for approximately 14% of employment, above the England figure (4%) and regional figure (4%) and far above the figures for the neighbouring districts of Bradford, Kirklees and Wakefield (BRES 2010). The local economy is closely linked with the Lloyds Banking Group who are the biggest private sector employer in Calderdale with over 6,000 jobs.

2.24 The continued dependence of the local economy on finance and manufacturing raises issues of vulnerability for the district. Despite this, estimates suggest a continued growth in the financial sector in Calderdale, above the UK and regional rates. It is projected that output in the financial sector will grow 22% by 2018, compared to an overall growth of 12% in local economic output, and from an equal contribution to local economic output in 1998, by 2018 the Finance sector will probably contribute double that of manufacturing.

2.25 Creative and Digital Businesses are becoming increasingly important in the Calderdale economy, representing 18% of all businesses in the borough and 5% of employment. Developments in the creative and digital sectors in Manchester City Region also have enormous significance and potential for Calderdale businesses and residents. The creative industries and digital media sector in Greater Manchester alone includes over 7,000 businesses employing around 53,000 people. The industry in Manchester is forecast to grow by almost 20% by 2021. The opportunities this offers to neighbouring authorities could be equally significant.

2.26 Tourism and the unique built environment is also of particular importance to Calderdale due to its significant rural environment. Over 3 million people visit annually and the tourism industry is worth approximately £250m, contributing to 4,200 full time equivalent jobs.

2.27 Just over half of the jobs within the district are contained within the Halifax area, with other significant areas being Brighouse and Elland. These areas are also the preferred location for industrial, warehousing and office developments due to ease of access to the M62 motorway as well as the main rail station at Halifax. In the Upper Valley areas of Calderdale traditional employment and investment opportunities are limited and unattractive to inward investment due to distance from the motorway network and topography of the area. It is therefore important that within this area existing employment areas are protected and new employment sectors, such as digital and creative industries and tourism, are explored.

Picture 2.7 Lowfields, Elland



16 Spatial Portrait of Calderdale

Table 2.2 Key Economic Statistics

	Calderdale	Leeds City Region	Yorkshire and Humber	UK
Population	201,600	2,947,400	5,258,100	61,792,000
GVA per employee	£41,699	£37,794	£36,617	£41,941
Employment Numbers and Rate (16-64)	91,000 (69.6%)	1,337,800 (69.4%)	2,339,000 (68.9%)	28,020,000 (70.2%)
Unemployment Numbers and Rate	8,200 (8.2%)	137,600 (8.8%)	230,300 (9.0%)	2,384,600 (7.8%)
Claimant Count and Rate	5992 (4.6%)	79,859 (4.1%)	149,606 (4.4%)	1,505,068 (3.7%)
Average Weekly Resident Earnings	£462	£467.42	£463	£498.8
Average Weekly Worker Earnings (FTE)	£442	£457.53	£460.2	£498.8

Sources: All from LEA (2011) (Primary sources include Regional Econometric Model and Nomis).

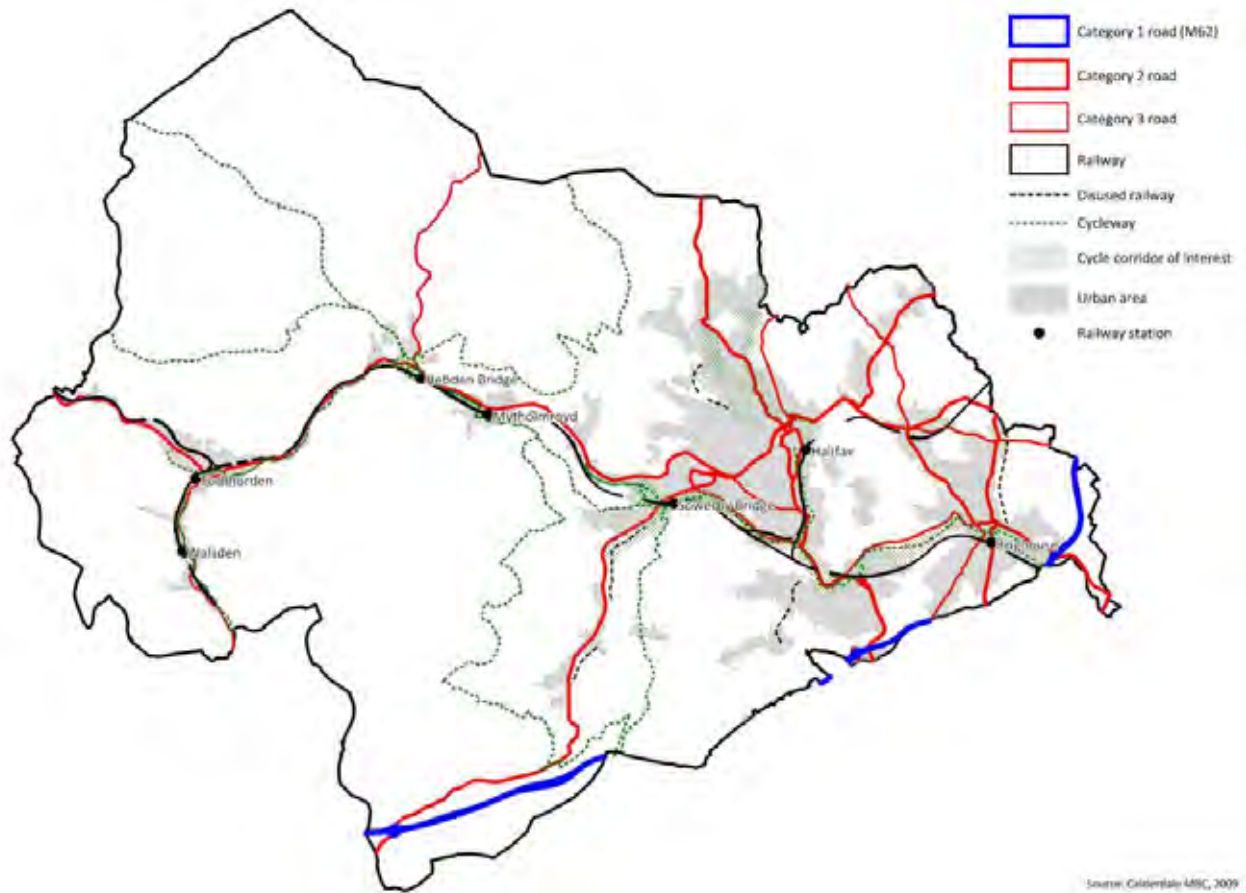
2.28 Calderdale's town centres are a key driver of the local economy. The district has 6 designated town centres, 6 designated local centres, and a much larger number of local shopping parades. Collectively the town centres and local centres provide over a quarter of a million square meters (2.7 million square feet) of retail, service and leisure floorspace. In total, retail services and facilities around the district attract an estimated turnover of around £660m per annum. A further £311m is estimated to be spent by Calderdale residents outside the district, a leakage rate of approximately 31% of the total expenditure by residents, and a further £47m online, 5% of total expenditure⁽³⁾.

2.29 If the town centres are to retain market share there is an estimated capacity for between 9,239 - 22,123sqm (99,447 - 238,129 sqft) of new convenience retail floorspace and 32,243 - 53,738 sqm (347,060 - 578,431 sqft) of new comparison retailing floorspace to 2026. The capacity for new floorspace by town centre varies greatly across the district, however the majority is likely to be accommodated within Halifax and Brighouse.

Travel

2.30 Calderdale is connected by both road and rail to the major cities of Leeds and Manchester as well as their wider city regions. The M62 motorway provides trans-Pennine links along the southern boundary, whilst a north/ south and east/ west road network links the towns and villages of Calderdale with neighbouring districts and towns such as Bradford and Huddersfield. The Calder Valley line runs through the heart of the district providing regular connections to three of largest cities in the UK (Leeds, Manchester and Bradford) as well as a direct service to London. There is also a comprehensive bus network linking the main towns with smaller towns and villages as well as a developing network of cycle ways and footpaths.

Map 2.5 The strategic transport infrastructure in Calderdale.



2.31 The topography in Calderdale, whilst providing distinct natural beauty, limits and constrains the routing, management and expansion of the transport network. The main challenge for Calderdale is therefore getting the most out of the current network as well as identifying and seizing new opportunities. A lot can still be achieved through public transport interventions. This is indicated by the fact that in 2010 over 72% of journeys into Halifax were made by car and 77% were single occupancy.

Picture 2.8 Halifax to London direct train service



18 Spatial Portrait of Calderdale

Picture 2.9 Godley Cutting - A58 Halifax



2.32 Traffic congestion regularly occurs within the district with peak period problems encountered on the M62 in the east-bound direction from Junction 24 (A629, Ainley Top) in the AM peak and from Junction 25 (A644, Brighouse) through to Junction 27 (M621/A62, Gildersome) in the PM peak. In the west-bound direction traffic congestion regularly occurs in both peak periods between Junctions 27 and 26 (M606/A58 Chain Bar). There are also locations at the roundabout junctions with the local road network where traffic congestion and delay occurs. In addition problems on the M62 can have significant impacts upon the local road network leading to delays and congestion at any time of day. Future increases in congestions on the M62 will have 'knock-on' implications for our local roads.

2.33 The local road network also suffers from congestion with many hot-spots around the main towns during peak periods. In addition some locations, particularly the A58 through Godley Cutting, Stump Cross and Hipperholme as well as the A629 at Salterhebble and Ainley Top, can suffer congestion outside of the peak periods. A recent study ⁽⁴⁾ to consider the future impacts of growth anticipates this situation is likely to become worse.

Table 2.3 Summary of Likely Areas of Congestion in 2025

Area/ junction suffering congestion in 2025	AM Peak	Inter-peak	PM Peak
Ainley Top Roundabout (A629/M62)	Yes	Yes	Yes
A629 Calder & Hebble and Salterhebble	Yes	No	Yes
Brighouse Town Centre	Yes	Yes	Yes
A58 Hipperholme	Yes	Yes	Yes
A58/A6036 Stump Cross	Yes	Yes	Yes
A58 Sowerby Bridge	Yes	No	Yes
A58 Ripponden	Yes	No	Yes
A646 Hebden Bridge	Yes	Yes	Yes
A646 Todmorden	Yes	No	Yes

2.34 In addition to congestion on the roads overcrowding issues are also evident on the trains. These issues usually occur during a 90 minute period during both the AM and PM peak. There is evidence of overcrowding on services via Halifax, especially the Blackpool North trains and services via Brighouse, although most of these issues occur between Mirfield and Morley. The line also suffers from slow line speeds and rolling stock when compared to other Trans-Pennine rail corridors. The [Leeds City Region Connectivity Study](#) identifies Calderdale has poor connection by rail to other parts of the city region. The line is constrained by a number of bottle-necks including;

- platform / line capacity at or approaching Leeds and Manchester Victoria stations;
- the number of single line sections - particularly through junctions;
- short platform lengths;
- slow maximum line speeds; and
- long signalling headways (the space required between trains) along particular sections of the Line.

2.35 Calderdale's bus service is generally good with excellent links to Bradford, Huddersfield and the Upper Calder Valley. However low frequency connections to many of the rural and semi-rural areas, particularly in the evening can create isolation in some communities. In addition the buses are often caught within the congestion on our roads creating further access problems. To improve the situation interventions including junction priorities and the development of more transport hubs need to be considered.

Picture 2.10 Halifax bus station



2.36 The impact of the congestion upon our roads and public transport networks create access issues for residents and businesses alike and can deter private investment particularly in areas such as North Halifax and the Upper Calder Valley.

2.37 The constraints of topography in Calderdale means it is unlikely, 'grand' highway infrastructure could be provided. It is therefore important that we maximise local interventions and improvements to existing infrastructure through corridor and junction improvements wherever possible. It is also vitally important the Council continue to work closely with Metro and Network Rail to seek improvements to public transport by continuing to influence and deliver proposals within the Local Transport Plan, Network Rail's Initial Industry Plan or other funding regimes as they arise. The Core Strategy is seeking to assist this process through appropriate policies and allocations within the plan.

Population

Table 2.4 Population

YEAR	2010	2015	2020	2025	2030	2033	Change 2010-2033	% Change
Population	203,000	211,200	220,200	228,900	236,700	241,100	38,100	18.8%

Source: 2008 based sub-national population projections (rounded to nearest 100)

2.38 Population projections are produced by the Office for National Statistics (ONS) every 2 years and cover a 25 year period, the most recent being the 2008 based sub-national population projections. This shows that Calderdale's population is projected to grow from 203,000 in 2010 to 241,100 by 2033, an overall increase of 18.8%. Whilst many questions can be asked about the veracity of the projections, it must be remembered that they are only that... a projection of a recently occurring trend into the future. They are not forecasts but do suggest that population will continue to grow, a trend that started around the year 2000 following a period of decline. The first release from the 2011 Census gives a total population figure for Calderdale of 203,800, slightly below the equivalent figure for the projection period of 204,600 for 2011. These national projections also form the basis for planning at the national and regional levels. The national and sub-national projections form the starting point for planning purposes but have then been subject to further scrutiny and analysis as explained in 6 'Proposed Growth'.

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2.39 The rate of growth for different age groups within the overall population is not even. There will be substantial growth in the under 16 population up to around 2019 after which the rate of increase slows down. This reflects several factors, including increased birth rates and increased numbers in the main child-bearing ages. The young adult population (16-24) is projected to decline up to around 2019 reflecting the lack of a higher education facility as well as the attraction of the larger metropolitan areas.

2.40 A very large rise in the numbers aged 65-74 is projected. For the numbers of older people (aged 75+) there is generally an accelerating increase with this group being 83% higher at the end of the projection period than in 2010. As migration rates tend to be lower amongst these older age groups and mortality rates fairly predictable, projections for the older population are particularly useful for the purposes of planning.

Table 2.5 Population Change by Age Group

Year	2010	2015	2020	2025	2030	2033	Change %
Age Group							
0-14	37,800	39,300	41,500	42,100	42,500	42,500	12.4
15-24	24,000	22,900	22,000	23,300	24,800	25,200	5.0
25-44	54,000	54,900	57,000	60,100	60,500	60,300	11.7
45-64	54,900	57,000	58,800	58,100	58,200	59,100	7.7
65-74	17,100	20,600	21,900	22,100	25,000	26,200	53.2
75+	15,100	16,300	18,700	23,100	25,900	27,700	83.4

Source: 2008 based sub-national population projections

2.41 The overall increase is a product of both natural change and migration. Natural Change (births minus deaths) accounts for 52% of the projected change from 2008 to 2033. This reflects the 20% rise in annual numbers of births since 2002 (reflecting both numbers of women in the main child bearing age-groups, and a rise in fertility rates) together with a continuing fall in both the total number of deaths and the mortality rates.

2.42 Migration (both net migration within the UK and net international migration) accounts for 48% of the increase. In the past Calderdale lost population to the rest of the UK but this changed around 2000 and triggered the population growth seen in recent years. International migration is lower than internal migration but if migrants are young adults there may be a significant addition to the numbers of births.

Households

2.43 The population projections are used by DCLG to produce projections of the number of households over a 25 year period, the most recent being the 2008 based household projections. This provides the starting point for planning purposes but these figures have been subject to robust analysis as discussed in 6 'Proposed Growth'.

2.44 The basic measure of housing need is the household and as shown in Table 2.6 'Sub-Regional Household Projections to 2033 - Calderdale', by 2033 the number of households is projected to increase by 30%. Of particular significance is the growth in one person households rising by over 50% over the projection period. This is due to a number of factors including the fact people are living longer. Between the 1991 and 2001 Censuses the average household size has decreased from 2.45 people per household to 2.39 people. This trend continued through the first part of this century and is expected to reach 2.14 people per household by 2033. The recent economic downturn has led to a reduction in the number of new homes being provided and the ability of first time buyers in particular to obtain mortgages. Such factors are likely to lead to a slower rate of decrease or even an increase in household size over the next few years as people wishing to set up their own home may not be able to do so. Information about the number and type of households is presented in Table 2.6 and is fundamental when planning for the numbers of new houses required. Current figures are based on the 2008 household projections but will be updated following the publication of the 2010 based sub-regional

household projections (expected December 2012). Initial results from the 2011 Census show a figure of 88,600 households for Calderdale which is broadly in line with the 2008 based projections.

Table 2.6 Sub-Regional Household Projections to 2033 - Calderdale

Year	2008	2013	2023	2033	Change 2008-2033
Couples (with/without children)	47,000	48,000	51,000	53,000	12.8%
Lone Parent	7,000	8,000	10,000	12,000	71.4%
Single Person	29,000	30,000	38,000	44,000	51.7%
Other	3,000	3,000	3,000	2,000	-33.3%
Total Households ⁽¹⁾	86,000	91,000	102,000	112,000	30.2%

1. Totals may not equal sum of rows due to rounding

Source : DCLG 2008 based Sub-Regional Household Projections/Calderdale MBC Fact Sheet - Households

Table 2.7 Sub-Regional Household Projections to 2033 - Household Size - Calderdale

Year	2008	2013	2023	2033
Average Household Size	2.31	2.26	2.19	2.14

Source: DCLG 2008 based sub-regional household projections applied to ONS 2008 based sub regional population projections

Housing Stock

2.45 At the time of the last Census there were about 85,000 dwellings (2001) in Calderdale with the breakdown of this stock shown in Table 2.8 'Calderdale's Housing Stock'. The district is dominated by a high proportion of terraced property followed by semi-detached properties and flats. Conversely there is a low representation of detached dwellings within the district. These figures will be updated once the 2011 Census data is published.

Table 2.8 Calderdale's Housing Stock

House Type	Number	%
Detached	11,791	13.89
Semi-detached	23,656	27.87
Terrace	37,862	44.60
Flat, Maisonette or Apartment	11,222	13.22
Other	358	0.42
All house types	84,889	100

Source: SHMA/2001 Census

2.46 The majority of the stock has two or three bedrooms as shown in Table 2.9 'Property Size and Type in Calderdale'

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Table 2.9 Property Size and Type in Calderdale

Property Size - Number of Bedrooms by Type							
	Detached	Semi-detached	Terraced	Bungalow	Flat	Caravan	Total
1 bedroom	0.22%	0.57%	4.69%	16.75%	38.44%	0.00%	7.6%
2 bedroom	5.62%	18.01%	40.95%	46.55%	57.39%	100%	33.2%
3 bedroom	30.19%	64.45%	39.46%	31.52%	3.51%	0.00%	40.2%
4 bedroom	49.62%	13.42%	11.85%	5.19%	0.66%	0.00%	15.0%
5 bedroom	14.35%	3.55%	3.05%	0.00%	0.00%	0.00%	3.9%
Total	11.8%	25.1%	44.1%	8.6%	10.3%	0.1%	100%

Source: SHMA 2010 Household Survey

Picture 2.11 Traditional terraced housing in Calderdale



Picture 2.12 New housing development at Fountain Head



2.47 The SHMA found that there are currently 92,511 dwellings in Calderdale of which 5,402 are vacant, resulting in a total dwelling occupancy level of 87,109 households and a vacancy rate of approximately 5.8% as at April 2010. This figure represents dwellings defined as 'Unoccupied' and 'Empty' on the Council Tax database and represents total vacancy. The actual 'Empty' property rate is therefore lower. For the housing market to operate efficiently and effectively, meeting people's needs and giving choice of available accommodation, there should be more dwellings than households looking for them, a recognised figure is 3%⁽⁵⁾. Overall across the district there remain in the order of 1804 dwellings which have been empty for more than 6 months despite attempts to reduce this figure. These long term empty properties are over and above the usual 3% of the housing stock required to allow market churn and represent dwellings which have fallen out of use for a number of reasons. They provide a potential source of dwellings to add to the housing stock and the Council will continue to attempt to reduce this figure.

2.48 Provision of housing comes from a number of sources including new build housing and conversions and the bringing back into use of empty dwellings. The number of dwellings built in the last 11 years (from the beginning of the RCUDP period) are shown in Table 2.10 'Dwelling Completions 2001 to 2012' which covers a period of both high and low completions. Over the past 11 years a total of 9,400 new houses were built in Calderdale, an increase of just over 10% in the total housing stock. Data on the types and sizes of dwellings built was not systematically monitored prior to 2004. However, for the period 2004 to 2012 much better data is available and Table 2.11 'Housing Built Since 2004 by Type and Size' shows the type and size of dwelling built respectively. Around 45% of all new houses built over this period were flats/maisonettes/apartments, 31% terraced houses, 16% detached houses and 8% semi-detached houses. The most common size of dwelling was a 2-bedroom dwelling (41%), followed by 3-bed (26%) and 4-bed (18%) properties.

5 See Paragraph 7.34 of the Strategic Housing Market Assessment, GVA, 2011

Table 2.10 Dwelling Completions 2001 to 2012

Year	New Build	Conversions	Total
2001/2002	149	420	569
2002/2003	159	375	534
2003/2004	246	490	736
2004/2005	270	772	1,042
2005/2006	411	820	1,231
2006/2007	321	1,079	1,400
2007/2008	423	986	1,409
2008/2009	188	599	787
2009/2010	356	351	707
2010/2011	180	304	484
2011/2012	161	344	505
Total	2,864	6,540	9,404

Table 2.11 Housing Built Since 2004 by Type and Size

Figure 2.1 Housing built since 2004 by type

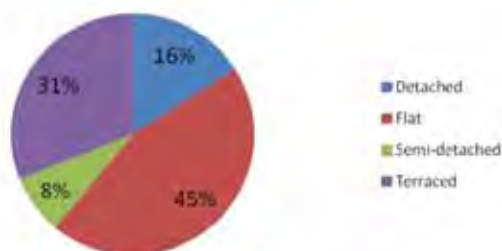
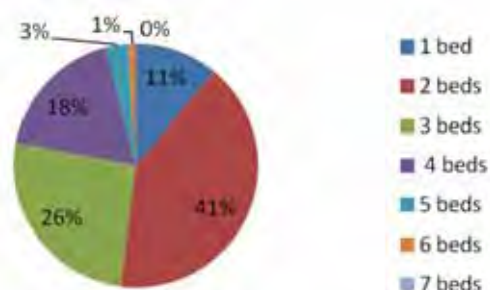


Figure 2.2 Housing built since 2004 by number bedrooms



2.49 Pressure on the existing dwelling stock is increasing and as a result affordability is a real issue in some areas. There are currently around 7,261 households on housing waiting lists and approximately 50 households are homeless as at May 2012. Some 880 affordable dwellings have been built over the last 10 years, well below the level of need identified in the 2011 Strategic Housing Market Assessment⁽⁶⁾.

2.50 Losses also occur through conversions from housing to other uses and demolitions. These figures have been small in recent years with no large scale clearance schemes planned at the time of writing this document.

2.51 An Update to the Council's Private Sector House Condition Survey (2009) provided information about the Condition and Quality of the private sector housing stock. Headline figures include the fact that private sector housing exhibits an ageing profile with 56% of dwellings built pre-1945 and of these 38% were built pre-1919. Some 84% of all private dwellings meet the requirements of the Decent Homes Standard whilst 16% do not meet the standard.

2.52 As population and household numbers increase the need for new dwellings will rise. The Council must meet the objectively assessed housing needs of the district with the number and type of households being key

6 Shaping the Future of Calderdale Strategic Housing Market Assessment, GVA, 2011

factors determining the level and type of housing required. For the Core Strategy to be 'sound' the housing requirement figure must be based upon robust evidence of need and deliverability and this has been provided by the Strategic Housing Market Assessment and related Housing Requirement Study. These studies and their findings are discussed fully in the Local Plan.

Deprivation and Health

2.53 Calderdale's people are at the heart of the Local Planning process. Meeting the objectively assessed needs of the population for development and planning for that development is what local planning is charged with considering. However it is also about ensuring that the balance between social, environmental and economic needs is assessed to ensure that we deliver sustainable development.

2.54 The plan is based on many pieces of evidence which helps us to understand the needs of the people. Some of these pieces of evidence have been specifically commissioned as part of the plan-making process and others are useful sources of information that can help describe issues and aid in policy making.

2.55 According to the Index of Multiple Deprivation published in 2007 (ONS, 2007), the most deprived parts of the district include much of central and north Halifax, followed by parts of Brighouse, Elland, Sowerby Bridge and Todmorden. Parts of the Park Ward are within the most deprived 3% of areas within England. The least deprived areas tend to be focused on the more rural areas, or smaller settlements, within the Ryburn and lower Calder Valley areas, such as areas of Hipperholme and Lightcliffe along with parts of Greetland and Stainland.

2.56 According to the 2010 Health Profile⁽⁷⁾ the situation in Calderdale is similar to the England average. However, life expectancy, deaths from smoking, and early deaths from heart disease are higher than average. There are inequalities in terms of life expectancy, men in the least deprived areas can live over 7 years longer than men in the most deprived areas. The levels of physically active children (% of years 1-13 pupils spending at least 3 hours per week on high quality PE and school sport) are worse than the England average, although the percentage of children classed as obese is better than the England average.

2.57 The main findings from this JSNA highlight some important local strategic priorities for improving well-being and health, preventing illness and reducing inequalities:

- Reducing premature mortality and improving life expectancy;
- Meeting the needs of those with long-term conditions;
- Responding to an ageing society and the needs of older people;
- Improving children and young people's life chances;
- Increasing healthy lifestyles and breaking the cycle of deprivation;
- Responding to local economic vulnerability;
- The population of Calderdale is set to increase, and this increase will be greatest in the 65+ age group;
- The population of children and young people is set to rise, with the greatest increase in the 0 to 15 year-old age group;
- The proportion of children from South Asian origin will rise from 10% to 15%;
- There is projected to be a fall in the working age population in Calderdale;
- Calderdale's economy is performing well however there is a high level of vulnerability due to its dependence on the manufacturing and financial services sectors. More knowledge intensive businesses, especially Creative and Digital Industries, need to be encouraged into the area;
- Economic growth is constrained by a lack of viable developable land and a highway network that is close to capacity;
- Life expectancy in Calderdale has improved for men in line with the rate for England;
- Life expectancy improvement for women has levelled off and is below the national and regional average;
- There is a growing health gap between the average and most deprived areas;
- Those living in Calderdale's most disadvantaged communities experience greater ill-health than elsewhere in the district. There are differences in life expectancy between wards within Calderdale of up to 7 years;

- By Index of multiple deprivation decile (most affluent 10% as compared to bottom 10%) the gap is 10.9 years for men and 8.5 years for women;
- Overall education standards are improving in line with England. However there is still a gap between the most and least deprived areas of Calderdale;
- Calderdale has a lower percentage of its population with NVQ4 and NVQ3 than the UK;
- Fuel poverty is estimated to affect a quarter of all households in Calderdale;
- In 2010, 22.5% of 0-4 year olds were living in workless households in Calderdale (2,940 children);
- Rising obesity levels and poor oral health are key health priorities for children and young people. Childhood obesity increases between the ages of 5 and 11;
- Behavioural factors which relate to health are not improving. Smoking prevalence and the harm caused by alcohol and obesity is increasing;
- Predominant health beliefs are challenging to influence.

3 Policy Context

National Framework

3.1 Work on Calderdale's Local Plan, commenced under the requirements of the Planning & Compulsory Purchase Act 2004, together with the supporting Planning Policy Statements (PPS) and Planning Policy Guidance (PPG) notes, issued by the Government which formed the national context to plan preparation.

3.2 Since March 2012, the Government has withdrawn all the Planning Policy Statements (with the exception of PPS10 on Waste) and Guidance notes and replaced these with the National Planning Policy Framework (NPPF) and a separate planning policy for Traveller sites.

3.3 The NPPF advises that the Local Plan must:-

1. Meet the objectively assessed needs for development;
2. Plan for growth;
3. Direct development to the most appropriate areas;
4. Seek to balance social, environmental and economic issues - ensuring positive improvements in all three.

3.4 In doing this the positive improvements can include:-

1. Making it easier for jobs to be created in cities, towns and villages;
2. Moving from a position of net loss of bio-diversity to achieving net gains for nature;
3. Replacing poor design with better design;
4. Improving the conditions in which people live, work, travel and take leisure;
5. Widen the choice of quality homes across the area.

3.5 The NPPF paragraph 17 sets 12 Core Planning Principles which underpin the planning system: -

1. Be genuinely plan-led, empowering local people to shape their surroundings with succinct local and neighbourhood plans setting out a positive vision for the future of the area. Plans should be kept up to date, and be based on joint working and co-operation to address larger than local issues. They should provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency;
2. Not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives;
3. Pro-actively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities;
4. Always seek to secure high quality and good standard of amenity for all existing and future occupants of land and buildings;
5. Take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;
6. Support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including the conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);
7. Contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;
8. Encourage the effective use of land by reusing land that has been previously development (brownfield land), provided that it is not of high environmental value;

9. Promote mixed use developments and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage or food production);
10. Conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations;
11. Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
12. Take account of and support local strategies to improve health, social and cultural well-being for all, and deliver sufficient community and cultural facilities and services to meet local needs.

3.6 Whilst most of the requirements of the NPPF are not new, the ideas about creating a Local Plan, rather than a suite of documents called the Local Development Framework, provides the opportunity to refocus the Core Strategy, whilst at the same time driving forward the planning of the district in a positive way.

Sustainability Appraisal

3.7 As is required by the NPPF, the Core Strategy is subject to a Sustainability Appraisal (SA). The purpose of the SA is to identify and report on the likely significant social, economic, and environmental impacts of the plan throughout its preparation, so that planning decisions can be made that are in line with the objectives of sustainable development.

3.8 Similarly, the EU require that any plan or programme that may have significant effects on the environment should be formally assessed by a Strategic Environmental Assessment (SEA). However, in order to reduce duplication government guidance recommends that the SA and SEA are carried out in one single appraisal process. Therefore the term 'Sustainability Appraisal' refers to both the SA and SEA.

3.9 The Council prepared a generic SA Scoping Report in early 2007, and issued this for consultation with statutory consultees and local sustainability groups. The scoping report was updated, and re-issued for consultation with the Core Strategy Issues and Options consultation in winter 2008/2009. In addition to comments received during the Issues and Options consultation, relevant elements of the Council's Health Impact Assessment have been incorporated into the SA. The policy options presented in the RI&O were assessed against the SA to inform the development of the preferred option objectives and policies, and a final SA which reports on these assessments will be published alongside the preferred options consultation.

Regional Policy

The Yorkshire Plan - Regional Spatial Strategy (RSS) 2008

3.10 The RSS for Yorkshire and Humber was issued by the Secretary of State in 2008 following consultation and Examination in Public. The RSS was issued as a formal part of the statutory development plan as set by the Planning and Compulsory Purchase Act 2004. However the coalition Government have indicated that they intend to revoke RSS across England once legal procedures can be finalised. The Localism Act 2011 has already abolished the legislation under which RSS was prepared. However, until the formal procedures have been completed RSS remains part of the development plan.

3.11 Pending formal revocation, the courts have found that decision-takers can take account of the proposed abolition of RSS in their deliberations on development proposals (planning applications), but that it would be unlawful for any Council to have regard to the proposed revocation in drawing up their development plans.

3.12 As a result Calderdale is required to prepare a development plan that is in general conformity with the existing RSS. Once the RSS has been revoked however the National Planning Policy Framework requires that development plans must be drawn up to meet objectively assessed needs and the Duty to Cooperate at the strategic level. Calderdale Council has been developing evidence surrounding the housing and employment requirements previously set by RSS as part of the understanding of objectively assessed needs, and is cooperating with other Council's particularly in the Leeds City Region to understand strategic planning needs across a wider than local spatial level.

Leeds City Region Strategy Statement

3.13 The Leeds City Region Partnership (LCR) is a partnership between 11 local authorities, which have

functional economic links around Leeds. As part of the process of creating an integrated Regional Strategy, LCR had commenced work on a city region strand for the wider Yorkshire and Humber Strategy that was being prepared by the Yorkshire and Humber Joint Board. This Yorkshire and Humber Joint Board was dissolved and its strategy work ceased following the general election in 2010. However the City Region Partnership decided that it was important to continue work across the city region on a strategy and investment plan that would bring greater coherence to policy and investment activities of the City Region Partnership and would support the development of the City Region Local Enterprise Partnership. The development of the interim strategy statement for spatial planning was seen as part of this wider strategy development activity. This work is now seen as an important element of implementing the Duty to Cooperate that was introduced by the Localism Act 2011.

Leeds City Region - Proposed Interim Strategy Statement

3.14 The 10 Local Planning Authorities in the LCR that are preparing LDF Core Strategies (North Yorkshire County Council the eleventh local authority in the LCR is a planning authority in respect of minerals and waste only) have all used the RSS as a start point for their Core Strategies and sign up to urban transformation ambition that is at the core of the RSS. Where there are adopted Core Strategies (Harrogate and Wakefield) those documents have a strong policy relationship with the RSS. Core Strategies at an advanced stage (Leeds, Bradford, Kirklees and Selby) generally have taken RSS as the initial starting point, but then taken account of potential changes in evidence to develop amended approaches. All authorities however, recognise that the policies in the former RSS which articulate that urban transformation ambition, should provide the start point for an interim strategy statement. Along with policies that safeguard the environmental assets of the city region and the key spatial investment priorities that are set out in the already agreed city region strategies.

Policy approach in the strategy

3.15 The authorities in the partnership continue to support the broad policy thrust of the former RSS and the principles of urban transformation contained in the Plan. To ensure these principles are retained the authorities propose to include the following policies from the approved RSS that address spatial principles in a City Region Interim Policy Statement.

Leeds City Region Spatial Principles

3.16 The Leaders Board of the Leeds City region have agreed a number of principles and policies from the RSS which set the scene for developing a coherent approach to planning issues across the city region. These principles and policies are supported by a number of desired outcomes which are set out in the table below. These policies are to be an integral part of the Local Plan for Calderdale.

Regional Spatial Vision And Outcomes

In Yorkshire and the Humber over the next 20 years, there will be more sustainable patterns and forms of development, investment and activity, and a greater emphasis on matching needs with opportunities and managing the environment as a key resource.

1. *The long-term trend of population and investment dispersal away from the Regional and Sub-Regional Cities and Towns has been reversed;*
2. *Cities and towns have been transformed and are attractive, cohesive and safe places where people want to live, work, invest and spend time in;*
3. *Principal Towns are fulfilling their role as focal points for rural communities;*
4. *Urban and rural economies are more diverse and competitive, creating more and better jobs;*
5. *Inequalities have been reduced, the health and well-being of the population has improved, and currently excluded communities and areas requiring regeneration have benefited from development and investment;*
6. *People have better accessibility to opportunities and facilities, the use of public transport, walking and cycling has increased, and growth in traffic congestion and transport-related emissions has been addressed;*

7. *Environmental quality has been raised, resource demands from development minimised, and the region is responding pro-actively to the global and local effects of climate change;*
8. *The use of the region's land and existing physical and green infrastructure has been optimised.*

NOTE : Text has been amended to reflect changes needed to relate only to West Yorkshire or Leeds City Region)

Policy RS-YH 1

Overall Approach and Key Spatial Priorities

- A. Growth and change will be managed across places and communities in Yorkshire and Humber in order to achieve sustainable development and the Spatial Vision...;
- B. Plans, strategies, investment decisions and programmes should aim to:
 1. *Transform economic, environmental and social conditions in the Regeneration Priority Areas - the older industrialised parts of ... West Yorkshire ...;*
 2. *Manage and spread the benefits of continued growth of the Leeds economy as a European centre of financial and business services;*
 3. *Not Applicable;*
 4. *Not Applicable;*
 5. *Support Principal Towns and Local Service Centres as hubs for the rural... economy and community infrastructure and social infrastructure and encourage diversification of the rural economy;*
 6. *Protect and enhance the regions' environmental resources including areas of international and national importance, and the character of the Region's ...countryside for economic and social development;*
 7. *Avoid exacerbating environmental threats to the region and reduce the region's exposure to those threats;*
 8. *Avoid increasing flood risk, and manage land and river catchments for flood mitigation, renewable energy generation, biodiversity enhancement and increased tree cover;*
 9. *Ensure that transport management and investment support and help deliver the spatial strategy.*

Policy RS-YH 2

Climate Change and Resource Use

Plans, strategies, investment decisions and programmes should:

A. *Help meet the target set out in the RES to reduce greenhouse gas emissions in the Regions in 2016 by 20-25% (compared to 1990 levels) with further reductions thereafter by:*

Increasing population, development and activity in cities and towns;

1. *Encouraging better energy, resource, and water efficient buildings;*
2. *Minimising resource demands from development;*
3. *Reducing traffic growth through appropriate location of development, demand management, and improving public transport and facilities for walking and cycling;*
4. *Encouraging redevelopment of previously developed land;*
5. *Facilitating effective waste managements;*
6. *Increasing renewable energy capacity and carbon capture.*

B. *Plan for the successful adaptation to the predicted impacts of climate change by:*

1. *Minimising threats from and impacts of... increased flood risk, increased storminess, habitat disturbance, increased pressure on water resources, supply and drainage systems;*
2. *Maximising opportunities from: increased growing season; greater tourism potential; and warmer urban environments.*

Policy RS-YH 3

Working Together

Plans, strategies, investment decisions and programmes should be based on:

A. Effective collaboration between areas within the Region particularly to:

1. *Support renewal and regeneration of urban and rural areas;*
2. *Address low and high housing demand;*
3. *Balance housing with current and future employment opportunities;*
4. *Promote networks of different places and complementary roles, based on their own strengths and characteristics;*
5. *Realise the potential of City Regions and ensure that benefits are spread across them;*
6. *Achieve effective environmental management and enhancement and address climate change.*

B. Effective collaboration between areas in adjoining regions, particularly to:

1. *Not Applicable*
2. *Make best use of inter-regional road and particularly rail and water transport links;*
3. *Achieve effective..., landscape and environmental management and enhancement.*

Policy RS-YH 4

Regional Cities and Sub-Regional Cities and Towns

A. ...(Halifax) should be the prime focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities in the... (district);

B. ...(Halifax) will be transformed into (an) attractive, cohesive and safe place, where people want to live, work, invest and spend time in. Plans, strategies, investments decisions and programmes should:

1. *Achieve a radically more modern and wider range of housing and employment premises;*
2. *Develop a strong sense of place with a high quality public realm and well designed buildings within a clear framework of routes and spaces;*
3. *Create new and improve existing networks, corridors and areas of green space, including the urban fringe to enhance biodiversity and recreation;*
4. *Strengthen the identity and role of Halifax town centre as an accessible and vibrant focal point for high trip generating uses;*
5. *Improve public transport systems and services and increase opportunities for walking and cycling;*

Policy RS-YH 5

Principal Towns

A. The Principal Town of Brighouse, should be the main local focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities;

B. The role of Brighouse as an accessible and vibrant place to live, work and invest should be enhanced.

Plans strategies, investment decisions and programmes should:

1. *Improve accessibility from surrounding areas and improve its function as a hub for transport services and interchange;*
2. *Improve public transport links between Brighouse and Leeds, Bradford, Huddersfield and Halifax;*
3. *Not Applicable*
4. *Enhance the vitality and viability of Brighouse town centre;*
5. *Achieve a high standard of design that protects and enhances local settings, character, distinctiveness and heritage;*

C. LDFs should include the Principal Towns... and may in particular circumstances supported by compelling evidence include other towns provided that they:

1. *Support the delivery of the Core Approach and transformation of Regeneration priority areas; and*
2. *Will provide employment, community facilities and services for local and surrounding populations; and*
3. *Will have good accessibility by public transport to Leeds, Bradford (Manchester) and Halifax;*
4. *Have capacity to accommodate development in accordance with policy RS-YH 7 without harm to the town's environment and character; and*
5. *Have potential to develop a role that complements and supports the wider settlement network.*

Policy RS-YH 6

Local Services Centres and Rural ... Areas

Local service centres and rural... areas will be protected and enhanced as attractive and vibrant places and communities, providing quality of place and excellent environment, economic and social resource.

Plans strategies, investment decisions and programmes should:

1. *Achieve a high standard of design that protects and enhances settlement and landscape diversity and character;*
2. *Support innovative means of accessing and delivering services;*
3. *Retain and improve local services and facilities, particularly in local Service Centres;*
4. *Support economic diversification;*
5. *Meet locally generated needs for both market and affordable housing.*

Policy RS-YH 7

Location of Development

A. After determining the distribution of development between cities and towns in accordance with policies RS-YH 4, RS-YH 5 and RS-YH 6, local planning authorities should allocate sites by giving:

1. *First priority to the re-use of previously developed land and buildings and the more effective use of existing developed areas within the relevant city or town;*
2. *Second priority to other suitable infill opportunities within the relevant city or town;*
3. *Third priority to extensions to the relevant city or town.*

B. In identifying sites for development, local planning authorities should adopt a transport-orientated approach to ensure that development :

1. *Makes the best use of existing transport infrastructure and capacity;*

2. *Takes into account capacity constraints and deliverable improvements, particularly in relation to junctions on the Strategic Road network;*
3. *Complies with the public transport accessibility criteria set out in Table 13.8 and 13.9 and maximises accessibility by walking and cycling;*
4. *Maximises the use of rail and water for uses generating large freight movements.*

Policy RS-YH 8

Green Infrastructure

A. *Areas and networks of green infrastructure will be identified, protected, created, extended, enhanced, managed and maintained throughout the region to ensure that an improved, accessible and healthy environment is available for the benefit of present and future communities whilst protecting the integrity of internationally important biodiversity sites;*

B. *LDFs should:*

1. *Define a hierarchy of green infrastructure in terms of location, function, size and level of use, at every spatial scale and across all areas of the region based on analysis of existing natural, historic, cultural, sport and playing field, and river and landscape assets, including the identification of new assets required to deliver green infrastructure;*
2. *Identify and require the retention and provision of substantial connected networks of green infrastructure, particularly in urban fringe and adjacent countryside areas;*
3. *Ensure that policies have regard to the economic and social as well as environmental benefits of green infrastructure assets; and*
4. *Identify the functional role of green infrastructure in supporting the provision of renewable energy, urban micro-climate control and flood risk management;*

C. *Assets of particular significant for the protection and enhancement of green infrastructure include national and inter-regional trails ... flood plains (policy RS-ENV 1); woodlands (policy RS-ENV 6), biodiversity (policy RS-ENV 8) and heritage (policy RS-ENV 9) and distinctive landscapes (policy RSENV-10).*

Policy RS-YH 9

Green Belts

- A. *The Green Belt in... West Yorkshire has a valuable role in supporting urban renaissance, transformation and concentration, as well as conserving the countryside, and (its) general extent as shown on the Key Diagram will not be changed.*
- B. *Localised reviews of Green Belt boundaries may be necessary in some places to deliver the Core Approach and Sub Area policies;*
- C. *Not Applicable;*
- D. *A strategic review of the West Yorkshire Green Belt may be required to deliver longer term housing growth ...*
- E. *Green Belt reviews should also consider whether exceptional circumstances exist to include additional land as Green Belt;*

Policy RS-ENV 1

Development and Flood Risk

- A. *The Region will manage flood risk pro-actively by reducing the causes of flooding to existing and future*

development, especially in tidal areas, and avoid development in high flood risk areas where possible;

B. Allocation of areas for development will follow a sequential approach and will be in the lowest risk sites appropriate for the development (identified in Strategic Flood Risk Assessment);

C. Flood management will be required to:

- 1. Facilitate development in the ...inland urban areas including ...Halifax, ...where there is little development land available outside high flood risk zones, ... provided the sequential approach has been used to inform decisions regarding flood risk;*
- 2. Protect parts of the strategic transport network, especially Selby-Hull, Doncaster-York and Doncaster - Immingham transport corridors;*
- 3. Provide flood storage, habitat creation and managed realignment in areas around the Humber and other river corridors as required;*
- 4. Provide positive land management for flood alleviation, particularly in the upland area of the ... Pennines.*

Policy RS-ENV 2

Water Resources

The Region will safeguard water resources and encourage water efficiency.

Plans, strategies, investment decision and programmes should:

- A. Ensure water resource capacity and provide reliable and efficient supply of drinking water to settlements throughout the region whilst safeguarding the integrity of internationally important biodiversity sites and the wider environment;*
- B. Maximise water efficiency measures,*

Policy RS-ENV 3

Water Quality

The Region will maintain high standards of water quality.

Plans, strategies, investment decision and programmes should :

- A. Prevent development that could pollute surface and underground water resources especially in Source Protection Zones and close to above ground water resources of reservoirs and some rivers;*
- B. Provide for adequate sewerage infrastructure and treatment capacity and promote more sustainable waste water treatment methods;*
- C. Not applicable;*
- D. Not applicable;*
- E. Protect and improve water quality at internationally important biodiversity sites ... ;*

Policy RS-ENV 6

Forestry, Trees and Woodlands

A. The Region will safeguard, manage and enhance its existing tree and woodland resource in line with the Regional Forestry Strategy, and in particular increase the area of woodland under active management and increase the total woodland by approximately 500ha per year.

B. Plans, strategies, investment decision and programmes should:

1. *Identify, safeguard and enhance ancient woodlands, especially in south and West Yorkshire;*
2. *Provide for increased woodland planting, especially in east, South and West Yorkshire, and hull, and in upland catchments and most parts of the functional flood plains;*
3. *Conserve, enhance and increase planting in urban areas, especially on previously developed land and on land by motorways and railways;*
4. *Increase planting for biomass and encourage the management of existing woodland for wood fuel;*
5. *Improve public accessibility to and within woodlands in or near towns and cities;*
6. *Not applicable.*

Policy RS-ENV 7

Agricultural Land

- A. *If development of agricultural land is required it should take place on poorer quality land wherever possible and appropriate;*
- B. *Development or use of agricultural land in appropriate locations will be encouraged for the following:*
1. *Provision of renewable energy crops, especially biomass for co-firing power stations in the Selby area;*
 2. *Tourism, ... ;*
 3. *Creation of woodland, especially in east, South and West Yorkshire;*
 4. *Positive land management for flood alleviation, and increased water storage capacity on farms, especially in the remoter rural areas;*
 5. *Wildlife habitat creation schemes, especially links between habitats;*
 6. *Outdoor recreation projects, especially in areas of poor health in South and West Yorkshire;*
 7. *Local produce for sale on site of main farm business;*
 8. *Local waste management schemes, such as composting;*

Policy RS-ENV 8

Biodiversity

The Region will safeguard and enhance biodiversity and geological heritage, and ensure that the natural environment functions as a integrated network of habitats. Plans, strategies, investment decision and programmes should aim to maintain and enhance, restore or add to distinctive elements of the natural environment in line with international, national, regional, sub-regional and local importance for biodiversity, to:

- A. *Maintain and restore natural processes, ... taking account of the likely impact of climate change;*
- B. *Protect geological and geomorphological features and processes ... ;*
- C. *Support the recovery of priority species and restore and enhance priority habitats and function networks of biodiversity in the floodplains, peat lands ... heaths and bogs, ... meadows, especially of ... West Yorkshire;*
- D. *Retain and incorporate biodiversity in development and encourage networks of green infrastructure and ecological corridors in line with the regions' habitat enhancement areas identified in Figure 10.5 and explained in Table 10.3.*

Policy RS-ENV 9

Historic Environment

A. The Region will safeguard and enhance the historic environment, and ensure that historical context informs decisions about development and regeneration;

B. Plans, strategies, investment decision and programmes should conserve the following regionally-distinctive elements of the historic environment, enhance their character and reinforce their distinctiveness:

- 1. Not applicable;*
- 2. Prehistoric landscapes ...;*
- 3. Medieval settlements and landscapes ...;*
- 4. Former industrial landscapes, housing areas and civic buildings of note, especially in West and south Yorkshire;*
- 5. Roman military and civil settlements and communications ...;*
- 6. Not applicable;*
- 7. Not applicable;*
- 8. Historic landscapes including registered battlefields, parks and gardens;*
- 9. The unique record of historic urban development present as archaeological deposits in large areas of the region's cities and towns.*

Policy RS-ENV 10

Landscape

The Region will safeguard and enhance landscapes that contribute to the distinctive character of Yorkshire and the Humber.

Plans, strategies, investment decision and programmes should safeguard and enhance the following landscapes and related assets of regional, sub-regional and local importance:

- A. Not applicable;*
- B. Not applicable;*
- C. Derelict and despoiled urban fringe landscapes, especially in the former coalfield and older industrial parts of South and West Yorkshire;*
- D. Degraded rural landscapes....*

Policy RS-H 4

The Provision of Affordable Housing

A. The region needs to increase its provision of affordable housing.

Plans, strategies, investment decision and programmes should ensure the provision of affordable housing to address the needs of local communities.

B. LDFs should set targets for the amount of affordable housing to be provided. Provisional estimates of the proportion of new housing that may need to be affordable are as follows:

- 1. Over 40% in North Yorkshire districts and the East Riding of Yorkshire;*

2. 30-40% in Kirklees, Leeds, Wakefield and Sheffield;
3. Up to 30% in other parts of South and West Yorkshire, Hull, North Lincolnshire and North East Lincolnshire

Table 3.1 Biodiversity Characteristics and Policy Responses to Habitat and River/Floodplain Enhancement Areas (Table 10.3 in RSS 2008)

		Biodiversity Characteristics	Policy Development	Policy Implementation
Habitat Enhancement Areas	TYPE 1	Within Type 1 areas UK BAP priority habitats dominate the landscape. The Region's core biodiversity resource, often of international significance, is in this zone	Policy should recognise, and seek to maintain and restore biodiversity resource.	Decisions should ensure the maintenance, and wherever possible restores, the integrity of the biodiversity resource.
	TYPE 2	Within Type 1 areas UK BAP priority habitats are less extensive than above, but to some extent they still form a functioning network across the landscape.	Policy should recognise biodiversity networks and seek to strengthen their integrity by expanding patches of high quality habitat, and enhancing links between them. Opportunities for strategic habitat restoration should be sought	Decisions should seek to expand and enhance networks and should seek opportunities to strengthen them, by contributing to the strategic restoration of habitats.
	TYPE 3	Within Type 3 areas UK BAP priority habitats restricted to isolated sites, separated by large areas of intensively managed farmland and/or urban areas.	Policy should recognise and protect isolated biodiversity features and encourage expansion.	Decisions should protect isolated biodiversity features and should seek opportunities to expand and buffer them, thereby providing protection from external impacts.
	TYPE 4	Within Type 4 areas, UK BAP priority habitats are largely absent.	Policy should encourage recreation and restoration of multi-functional semi-natural habitats.	Decisions should accommodate and allow for restoration of multi-functional semi-natural habitats.
	COASTAL ESTUARY	The Region's coastline.....	Not relevant for Calderdale	Not relevant for Calderdale

		Biodiversity Characteristics	Policy Development	Policy Implementation
River/ Floodplain Enhancement Areas	CATEGORY 1	Category 1 represents the Region's core river and floodplain resource where existing features support UK Species of Conservation Priority. Category 1 includes designated sites.	Policy should recognise and seek to maintain and restore the biodiversity resource.	Decisions should ensure the maintenance and wherever possible restore the functionality of the biodiversity resource.
	CATEGORY 2	Category 2 represents areas of varied biodiversity quality, where there is a need to improve physical and biological continuity for migratory BAP species.	Policy should recognise river networks and seek to enhance the physical and biological continuity of such ecosystems. Opportunities for strategic habitat restoration should be sought.	Decision should seek to maintain and restore functional floodplain habitats and associated flooding regimes and avoid obstruction of river continuity.
	CATEGORY 3	Category 3 represents poor riverine habitats in areas of strategic importance for the restoration of the river network and associated biodiversity. It includes some areas of high biodiversity quality.	Policy should encourage recreation and restoration of multi-functional semi-natural habitats.	Decision should accommodate and allow for restoration of multi-functional semi-natural habitats.

City Region thematic strategies

3.17 The strategy statement also captures the spatial implications of key investment priorities in the city region, which are set out below. These priorities should be reflected in Core Strategies and other Development Plan Documents.

Housing and Regeneration Strategy and Investment Framework

3.18 This strategy and investment framework has four investment themes:-

- Accelerated strategic growth where investment will support the growth areas in Barnsley and Wakefield;
- Promoting eco-living where investment will support the delivery of the 4 urban eco-settlements: Lower Aire Valley, York North West, Shipley Bradford Corridor and south Dewsbury;
- Delivering strategic urban renewal which will support the weaker housing markets in the city region;
- Supporting rural economic renaissance in the Colne and Calder valleys.

Leeds City Region Transport Strategy

3.19 This strategy describes three broad spatial priorities for transport investment

- Priority A transport links beyond the city region;
- Priority B developing the roles of the sub regional cities and towns and priority areas for regeneration and housing growth;
- Priority C strengthening the service roles of principal towns.

Leeds City Region Green Infrastructure Strategy

3.20 The strategy:-

- Identifies the value of green infrastructure assets and the case for investing in them;
- Ensures green infrastructure complements other city region investment priorities;
- Establishes the current priorities for green infrastructure investment;
- Impels planning and housing policy work to support widespread improvements in green infrastructure.

Leeds City Region Local Enterprise Partnership (LEP)

3.21 The LEP Board has focused on the inclusive economic growth aspects of developing a Strategy. They have agreed strategic priorities that underpin the overall aim:-

Leeds City Region Vision

To become a world leading, dynamic and sustainable low carbon economy that balances economic growth with a high quality of life for everyone.

Strategic priorities :

- Unlocking the growth potential of business and enterprise;
- Enabling a skilled, flexible workforce;
- Facilitating a low carbon economy;
- Creating the environment for growth.

The West Yorkshire Local Transport Plan "My Journey"

3.22 The West Yorkshire Local Transport Plan sets out the needs, objectives, ambitions and strategy for a 15 year period from 2011 to 2026.

3.23 The Vision for transport in West Yorkshire is:-

My Journey West Yorkshire Vision 2026 - Connecting People and Places

Working together to ensure that West Yorkshire's transport system connects people and places in ways that support the economy, the environment and quality of life.

3.24 To achieve this Vision, the plan sets three overarching objectives: -

Table 3.2 Objectives for Transport in West Yorkshire 2011-2026

1	Economy - To improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region.
2	Low Carbon - To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contributions to nation carbon reduction plans.
3	Quality of Life - To enhance the quality of life of people living in, working in and visiting West Yorkshire.

RailPlan 7 for West Yorkshire

3.25 RailPlan7 seeks to build on the Local Transport Plan (LTP3) 2011-26 and the Yorkshire Rail Network Study by setting out Metro's approach to deliver sustainable economic growth by improving the rail network in West Yorkshire. RailPlan 7 will be used to influence the key decision makers in Government and the rail industry

to secure improvements to the network and deliver economic growth. Rail has an essential role to play in delivering the West Yorkshire LTP3, and RailPlan 7 sets out how rail will contribute to delivering the LTP3 Objectives set out above. RailPlan 7 will be also delivered in the context of wider rail industry developments and opportunities.

3.26 The Vision for rail in West Yorkshire is:

Vision for RailPlan 7

For West Yorkshire to have the best suburban railway in the country by 2026.

3.27 Metro has developed four Rail Objectives to deliver improved railways for West Yorkshire. These Rail Objectives will help deliver our Vision for the best suburban railway in the country by 2026:

Table 3.3 Objectives for RailPlan 7

1	To double annual rail patronage;
2	To improve passenger satisfaction scores;
3	To develop a rail network that secures better value for money for passengers and tax payers; and
4	To exploit the benefits of high speed rail when it arrives in West Yorkshire in the 2030s.

Local Plans and Policies

3.28 The statutory development plan for Calderdale is provided by the "saved" Replacement Calderdale Unitary Development Plan (RCUDP), which was adopted by resolution of the Council in July 2006 and came into effect in August 2006. The Secretary of State made amendments to the RCUDP by Direction in August 2009, which led to the saving of some policies and the deletion of others from the plan. Those deleted policies were covered by policy at the regional or national level. The streamlining of the planning system that was being undertaken during the latter part of the first decade of this century meant that the subsidiarity principle was to be applied, and policies already set at national or regional level were not to be restated at local level.

3.29 The policies in the saved RCUDP remain the starting point for the determination of planning applications although as time passes the policies will become out of date. The policies set out in the National Planning Policy Framework, which was issued in March 2012 take precedence where existing policies are out of date. Appendix 2 'Replaced Policies' sets out which policies have been deleted, replaced or continue in effect as a result of this part of the Local Plan.



4 Vision

4.1 Each of us has a vision of the Calderdale of the future. Although our visions are different, they share common qualities and reference points.

4.2 Our spatial Vision for Calderdale draws on these many different view points and the programmes and priorities which currently exist but also needs to influence future programmes and priorities. The role of the Sustainable Community Strategy (SCS) remains in legal terms and needs to be reflected but the role of the Health and Wellbeing Board and the newly created Calderdale Assembly also needs to be considered in the spatial vision.

4.3 The SCS called for: -

- ***"Calderdale to be an attractive place where people are prosperous, healthy, and safe, supported by excellent services and a place where we value everyone being different and through our actions demonstrate that everyone matters"***

4.4 Whilst the SCS remains a valid starting point, Calderdale is developing a Health and Wellbeing Board, which is taking over as a significant partnership coordinator as well as meeting the statutory obligations required of it from April 2013. In January 2012 the shadow Health and Well Being Board approved a number of key priorities for the Well-Being Strategy that is being developed for action as follows:-

- ***A place where people have good health;***
- ***A place with a balanced and dynamic local economy;***
- ***A place where children and young people are ready for life and learning;***
- ***A place where fewer children under the age of 5 live in, and are born into, poverty;***
- ***A place where older people live fulfilling and independent lives;***
- ***A place where everyone has a sense of pride and belonging based on mutual respect;***
- ***A place where environmental sustainability contributes to well-being;***

4.5 How these different approaches are translated into the planning framework is a key purpose of the Core Strategy and Local Plan. The Core Strategy looks forward to the year 2029. It articulates the vision from the SCS into a vision about the place called Calderdale and how we can use the planning system to help achieve the outcomes which the SCS and Health and Well Being Board desires.

4.6 The passage of time inevitably brings changes. Calderdale today differs from the district of twenty or fifty years ago and is certainly different now than the district it will be in twenty or fifty years. The task facing us is to retain the most important characteristics of our district in the face of changes we cannot control, and manage as well as possible, those forces we can control.

4.7 Unanimous agreement about the future is not the goal of the Core Strategy. Change will happen, the district will not remain exactly as it is. The Core Strategy will strive to create balance and blending of opinions to form a community view that collectively manages that change. Only by having a vision of a changed place can we shape the developments that will come forward retaining the district's unique characteristics and attributes that are valued by all but still welcome the future.

4.8 Having considered these visions a range of principles can be defined:

- Calderdale will be a safe, prosperous and attractive district for ourselves, our children, and for future generations ensuring well-being for all. A place where we recognise that everyone is different but that through our actions we demonstrate that everyone matters;
- The natural environment and biodiversity of Calderdale will be protected and improved, and new development has not spoilt the features that are treasured;
- Calderdale will be a place that delivers sustainable development in the right place, at the right time to meet the needs and vision of the people who live here and those wanting to invest;
- Calderdale will be a place that is economically healthy and diverse, providing jobs for its residents and recognising the economic opportunities deriving from our position between Leeds and Manchester, that is a good place to do business and has ensured that local people have the skills needed to work in the local economy and becoming more self-sufficient in terms of jobs;

- Calderdale will have responded to the causes of and adapted to the consequences of climate change, reduced our greenhouse gas emissions, become more energy conscious and efficient in its use of resources; and
- The profound links between development and transport demand will be managed to ensure Calderdale has a balanced transport system, providing opportunities for travel within and between our 7 towns and other parts of the regional and national networks with reduced car usage increased use of public transport, walking and cycling.

4.9 Our actual “vision” needs to be a synthesis of aspirations and principles, but really identifying what the Calderdale of 2029 is going to be like. Such a vision will then drive the actions of the Council, partners and communities over the next 20 years.

4.10 From the Refined Issues and Options (2011) consultation you said the “vision” was too detailed and covered too many different aspects to make a meaningful statements about the future. As a result and in response to the approach being brought forward by the Health and Wellbeing Board, a shorter vision is expressed as follows:-

Vision for 2029

Calderdale in 2030 is a great place to live, work, invest and visit, which has capitalised on its strategic position between Leeds and Manchester within metropolitan northern England, managing growth, change and the needs of its people within its precious Pennine Environment.

CALDERDALE IN 2029 - a narrative description

What strikes you about Calderdale is quality. Whether that is of the landscape, the historic towns and villages, new buildings or regenerated areas, the place has a character that reflects its industrial and Pennine history and embraces its future. It is not frightened of change, but has managed change in a way which improves people’s quality of life, through the delivery of sustainable development.

Calderdale’s position in metropolitan northern England between the two important cities of Leeds and Manchester has led to many opportunities which have been embraced. By exploiting its location in the Leeds City Region and working with Greater Manchester and East Lancashire City Regions, opportunities have been taken with neighbouring Councils to improve skill levels, education, work opportunities, raise standards of living, deliver better public transport, reduce traffic congestion and improve the environment.

The upgrading of the Calder Valley railway line has revitalised travel within the district and opened up improved opportunities, to work, shop and enjoyment as well as opening the district to more visitors and inward workers. New trains, an expanded service and better facilities at Halifax and other stations, including better park and ride have raised the bar for rail travel. Calderdale and its constituent towns are obviously a popular place to live, and the services and facilities that cater for local residents continue to make the district attractive to new residents, but this attraction is obviously managed in a way which contributes to sustainable development and an over all improvement in people’s well-being.

Calderdale has ensured development takes place and meets high environmental and design standards. In the Calder Valley Towns of Todmorden, Hebden Bridge, Mytholmroyd, and Sowerby Bridge this means also ensuring the risks of flooding are significantly reduced and that new development is not exposed to this risk nor bring increased risk to other areas. In Elland and Brighouse too flood risk is a managed problem, which has improved accessibility to attractive open areas

New homes have been created in sustainable locations helping to produce greatly reduced carbon footprints. These new homes are well designed, meeting the needs and aspirations of their host communities, who have also been heavily involved in their creation.

The wild, beautiful and sometimes harsh Pennine scenery has not been tamed, but has been improved and attracts visitors from across the world as the biodiversity has been improved. The value of the Pennine Moors as carbon storage areas has been fully recognised and significant strides made to manage and

improve these precious areas have been made.

Significant numbers of new trees have helped reduce run-off and flood risk, whilst action has also been taken to address specific flood risk problems up and down the Calder valley and its tributaries. Surface water drainage has been improved and the use of sustainable urban drainage systems across large parts of the area are common. Where possible hydro-power has been installed at weirs on the River Calder and other areas where headwaters are guaranteed. Fish passes have also been introduced and the passage of migrating fish to ancient spawning grounds has been facilitated.

Whilst there has been renewable energy both in the landscape and in the rivers, on new homes and businesses as they are built or retrofitted to existing properties, this does not appear out of character in such a sustainable place, and has been positioned so as not to detract from the fantastic scenery and physical setting. It is clear that reducing CO₂ emissions is an overarching theme that significant strides are being made to meet the Government's 80% reduction by 2050.

Employment opportunities are well founded. Investment by both indigenous companies and entrepreneurs and inward investment has ensured the local economy is more resilient and well founded. The financial services sector and manufacturing, whilst still clearly key to the local economy do not dominate to the same extent as they once did. The local economy is much more resilient to short term and long term economic pressures and has taken advantage of superfast broadband, not only for the development of the creative and digital industries sector, but also as a tool for education, commerce and business development.

The town centres of Halifax, Brighouse, Elland, Sowerby Bridge, Hebden Bridge and Todmorden are vibrant and vital, offering excellent facilities for visitors and residents as well as excellent investment opportunities. Each has its own distinct charms and meets the needs of the local community for day-to-day shopping as well as more specialist niches, which draw in visitors. Whilst the internet has become a major source of retailing across the district, the need for showrooms, leisure activities and community activities mean that town centres have redefined themselves by working together to ensure they are places where people want to be.

Arriving by fast train at the revamped Halifax Station and passing through the new concourse building towards the town centre you are faced by a prosperous town, brimming with vitality and enthusiasm. The traffic has disappeared under the new concourse and the town welcomes visitors with open arms. Heading towards the landmark of Square Church spire, which has been incorporated into a fantastic community facility you pass Square Chapel and into the Piece Hall which has been refurbished and acts as a significant focus for events, speciality retailing and pure enjoyment of the Grade 1 listed building and its enclosed space. The fantastic community facilities, museums, arts facilities, restaurants and redeveloped small scale sites, are the focus for a major cultural quarter and attracts residents and visitors in large numbers.

Passing through the Piece Hall you pass the Orangebox which is a continuing focus for young people and enter into the attractive facilities for shopping, leisure, and entertainment which are people orientated and dominated and have ensured that the town centre has returned to its proper place as centre of the community in Halifax and for wider Calderdale. The Halifax Borough Market continues to be the heart of the town and has been refurbished, bringing it firmly into the 21st century whilst preserving and enhancing its Victorian character. The niche trading across the town centre also attracts expenditure and visitors from a wide area and not just locally. What is really noticeable is the way in which new development has enhanced the local heritage, making the town an unmissable visitor destination and investment opportunity.

Employment opportunities have grown, and are founded upon an improved skills base for the local people and targeted inward investment. Land has been made available and the new opportunities to be found at Brighouse, Elland, Ainley Top, and around Halifax have raised the output of the district. New employment is easily accessible by the public transport network which links across the towns and district. The role of the Lloyds Banking Group in anchoring the economy of Halifax town centre and Calderdale as a whole has been shown to be justified and the resilience of the economy has as a result been strengthened.

The impact of cars and traffic has been well managed as effective use of planning and transportation policy has secured accessibility by a wide range of modes for all new development and ensured improved public transport and traffic management. This has also meant that the need to travel by car has been reduced which has also helped air quality. Parking has been provided within the towns and to meet the

needs of development, but this does not dominate the streetscape, and together with Park and Ride facilities at Calder & Hebble and Ainley Top together with at the railway stations air pollution associated with traffic at the designated air Quality management Areas have been managed effectively with significant improvements in air quality being achieved.

As the towns have grown so too have community facilities. New schools at both primary and secondary level have been provided to meet the needs of residents, and the health system has been transformed to provide great facilities. The urban extensions to Halifax and Brighouse have enabled quality places to be built which respect the local characteristics of their area and provide great places for people to call home. The principles of "garden cities" have been used to great effect, particularly in northern Halifax and Brighouse, whilst across the district improving the environment has been a continuing outcome.

The decline of Todmorden has been halted as better facilities and services have been provided in the town centre to meet the needs of local people and to act as a centre for the wider upper Calder Valley. The additional railway services to East Lancashire and Manchester have opened new opportunities to work places and also increased the attraction of Todmorden as a residential area which has halted the decline in population.

5 Objectives for Sustainable Development

5.1 The Core Strategy Strategic Objectives set out the links between the high level spatial vision and the detailed policies against which developments will be assessed. A set of 10 objectives have been identified, these are then used to develop both Core and Thematic policies.

SO1: Sustainable Development

5.2 The National Planning Policy Framework (NPPF) repeats previous guidance in stating "the purpose of the planning system is to contribute to the achievement of sustainable development". The NPPF does not offer a single definition of 'sustainable development' instead it considers that the policies taken as a whole will secure the planning system's contribution to sustainable development. Other bodies have defined sustainable development; the most commonly used definition is known as the 'Brundtland Definition', which states that sustainable development as being "development that meets the needs of the present, without compromising the ability of future generations to meet their own needs"⁽⁸⁾. The UK government published a number of guiding principles⁽⁹⁾ which are as follows:

- Living within the planets' environmental limits;
- Ensuring a strong, healthy and just society;
- Achieving a sustainable economy;
- Promoting good governance; and
- Using sound science responsibly.

5.3 The three strands to sustainable development are considered to be economic, social, and environmental. In terms of sustainable economic development, the Local Plan, needs to provide a framework to support growth and innovation, socially, the plan will need to reflect Calderdale's needs and support the populations, health and well being, whilst the environmental aspect of the plan will need to protect and enhance Calderdale's natural, built and historic environment.

5.4 To assist in achieving sustainable development through the Local Plan, a preferred Strategic Objective has been developed:

Strategic Objective 1 - Sustainable Development

"To follow the principles of sustainable development in the location and design of all new and refurbished development and associated infrastructure".

SO2: Climate Change

5.5 Climate change, as the government states, "is one of the most serious environmental threats facing the world" (www.decc.gov.uk, 2012). The impacts resulting from a changing climate will not only be environmental, but social and economic as well. Environmental impacts are predicted to include extreme weather events, rising temperatures, changes in biodiversity, and flooding. Social impacts are predicted to include negative impacts on health, as a result of heat waves and floods. Economic impacts were highlighted in the Stern Report⁽¹⁰⁾ which stated that if action were not taken, the costs of climate change would be equivalent to losing 5% global GDP each year, whilst the costs of acting in terms of reducing greenhouse gas emissions would be around 1% GDP each year.

5.6 Climate change is caused by the release of Greenhouse gas (GHG) emissions resulting from human activities into the atmosphere. GHG include Carbon Dioxide (CO₂), Methane, Nitrous Oxide, hydrofluorocarbons, perfluorocarbons, and sulphur hexafluoride. The main contributors are Carbon Dioxide, which accounted for approximately 84% of the UK's man made greenhouse gas emissions in 2010,⁽¹¹⁾ Methane (CH₄), and Nitrous

8 Our Common Future: The World Commission on Environment and Development, WCED, 1987

9 The UK Sustainable Development Strategy, Securing the Future, Defra, 2005

10 Stern Review on the Economics of Climate Change, HM Treasury, 2006

11 Department for Energy and Climate Change, 2011 UK Greenhouse Gas Emissions, Provisional Figures, and 2010 UK Greenhouse Gas Emissions Final Figures By Fuel Type and End-User March 2012

Oxide (N₂O). The Energy Supply and Transport sectors are the main contributors to CO₂ emissions, whilst agriculture is the main contributor to both Methane and Nitrous Oxide emissions.

5.7 The NPPF acknowledges that Planning plays a key role in helping shape places to reduce greenhouse gas emissions and ensure places can adapt to the impacts that result from a changing climate. There are two main approaches through planning in terms of addressing climate change; Mitigating and Adaptation.

5.8 In relation to mitigation, the Local Plan is required to plan for 'new development in locations and ways which reduce greenhouse gas emissions'. It should support the move to improve the energy efficiency of existing buildings and be consistent with national energy efficiency policies and standards. As well as energy efficiency, the plan needs to provide a framework to accommodate an increase in renewable and low carbon energy generation, and increase the journeys made through sustainable travel.

5.9 In terms of adaptation, the Local Plan is required to take account of flood risk, water supply, and changes to biodiversity and landscape. As the recent extreme weather events in the Upper Valley have shown, flooding causes significant risk to people and results in damage to property. A changing climate is predicted to alter the biodiversity of the area, with different species existing in the area. All this means that Climate Change is integral to the delivery of sustainable development, and although there is a specific Climate Change policy chapter, the issues cut across all policy topics.

5.10 Locally, the strategic objective and the plan as a whole has incorporated the main elements of the Energy Future Strategy Action Plan, which seeks the following:

- A Resilient Low Carbon Economy;
- Improved Health and Well Being;
- Preserved and Enhanced Natural Landscape;
- Everyone Involved.

5.11 To assist in achieving the Government's objectives and reflect both national and local issues concerning Climate Change, a Preferred Strategic Objective has been developed:

Strategic Objective 2 Climate Change

"Ensuring benefits to people, the environment and the economy are secured through addressing the causes of climate change, whilst adapting to its impacts".

SO3: Economy and Enterprise

5.12 The Council and its partners identify the importance of promoting sustainable economic growth. The Sustainable Community Strategy for Calderdale has an ambition of "Safeguarding Calderdale's future and fostering economic prosperity for all". The districts Economy and Enterprise Strategy is focused upon achieving this ambition by strengthening our performance on;

- Employment
- Enterprise
- Skills
- Innovation
- Business growth
- Economic diversity
- Tourism and culture
- Inward investment
- Connectivity

The government has many similar aims which are embodied in the NPPF.

5.13 The performance of the local economy is inextricably linked to that of the national and regional economy as business activity is not restricted by administrative boundaries. The Calderdale economy is particularly linked with those of Leeds City Region, of which it is part, as well as Manchester City Region. It is therefore important

that the Calderdale economy is considered in the context of both city regions.

5.14 To assist in achieving the Government's objectives and reflect the needs and aspirations of Calderdale a Preferred Strategic Objective for the economy has been developed;

Strategic Objective 3: Economy and Enterprise

"Create a resilient sustainable economy founded upon innovation and enterprise; building upon the exceptional character of Calderdale and our location within Leeds City Region and proximity to Manchester"

SO4: Housing

5.15 A fundamental aim of Government policy as exemplified through the NPPF is to significantly boost the supply of housing including delivering a wide choice of high quality homes in sustainable, inclusive and mixed communities. In planning for housing local planning authorities are to take account of current and future demographic trends, market trends and the needs of different groups in the community. Where identified as needed affordable housing is to be provided. Empty buildings and empty homes are also to be brought back into use.

5.16 Both a Strategic Housing Market Assessment (SHMA) and Housing Requirements Study (HRS) have been undertaken in order to identify the scale and type of housing need across the district. These are discussed fully in 6 'Proposed Growth'. A clear need to increase the amount of housing including the provision of affordable housing was demonstrated. New housing will also need to be sustainably located and reflect both current and future sustainable building methods (as these evolve through innovation and more stringent regulation over the Plan period) if the quality of the district's housing stock is to be improved and the sustainability objectives of the Local Plan are to be achieved.

5.17 To assist in achieving the Government's objectives and meet the housing needs of the district as determined by the SHMA and HRS a Preferred Options Strategic Objective for housing has been developed:

Strategic Objective 4: Housing

"To meet the district's housing needs through the provision of a range of good quality dwellings of varying types, sizes and prices in sustainable locations utilising sustainable building methods and maximising the use of brownfield land, together with more efficient use and improvement of the existing housing stock."

SO5: Green Infrastructure and the Natural Environment

5.18 Green infrastructure is comprised of many individual components, ranging from open space and protected natural sites, through to waterways, agricultural land and the biodiversity of these areas. Green Infrastructure Planning represents the coming together of the various individual components described above and provides for more informed decision-making and a more 'joined-up' way of thinking in relation to spatial planning.

5.19 The NPPF recognises that green infrastructure can contribute to conserving and enhancing biodiversity and reducing flood risk and states that plan policies should aim to maintain, and enhance, restore or add to biodiversity conservation interests.

5.20 Other relevant documents/issues influencing Strategic Objective 5 include:

- Sustainable Community Strategy 2011.
- Calderdale Open Space, Sport and Recreation Study: Open Space Assessment Report 2006.
- Calderdale's Natural Heritage – A biodiversity Action Plan for Calderdale 2003-2010.
- Leeds City Region Green Infrastructure Strategy 2010.

5.21 To assist in achieving government objectives and reflect the needs and aspirations of Calderdale a Preferred Options Strategic Objective for green infrastructure and the natural environment has been developed:

Strategic Objective 5: Green Infrastructure and the Natural Environment

"To protect and enhance green infrastructure and the natural environment in Calderdale for its contribution to landscape, biodiversity, sport and recreation and its value for well being and health"

5

SO6: Historic Environment and Design

5.22 The Historic Environment and Design are both key influences to our local environment and have important roles to play beyond the aesthetic. Effective management of the Historic Environment, and high design standards in new development will bring wider benefits to communities, their cultural, social and environmental fabric and ensure that Calderdale retains a strong local distinctiveness in the future.

5.23 With regards to the historic environment the Core Planning Principles set out in the NPPF state that local authorities should 'conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations'. The SCS and other Council and partner strategies also identify the quality of our environment and respect for Calderdale's heritage as being key to helping deliver the goals for Calderdale.

5.24 With regards to design the Core Planning Principles of the NPPF 'seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings'. Aspects of the NPPF strengthen the focus on design, and address the connections between people and places and the integration of new development into the natural, built and historic environment as part of securing high quality and inclusive design.

5.25 English Heritage have their own vision for Calderdale, that the unique quality of Calderdale's historic environment will be fully recognised and the potential contribution that it can make towards the economic well-being of the area, and to the wider recreational and educational needs of the community will be more fully exploited. Specifically:

- Halifax town centre will be managed in a way which recognises, celebrates and safeguards its distinctive historic character and provides a long-term future for the Piece Hall and its other key historic buildings;
- A long-term sustainable future will be secured for the assets on the Heritage at Risk Register, particularly the Pennine Aisled Barns and the buildings at Kirklees Priory.
- The legacy of historic buildings associated with the Fielden family in Todmorden will have been conserved and the potential of this heritage resource to contribute towards other Council objectives better exploited.; and
- The District's places of worship, especially those associated with its nonconformist history, will have a sustainable future;

5.26 To assist in achieving government and regional objectives and reflect the needs and aspirations of Calderdale a Preferred Options Strategic Objective for the Historic Environment and Design has been developed:

Strategic Objective 6: Historic Environment and Design

"To conserve the District's heritage assets, maximising their contribution to the wider economic and social objectives of the plan, and to ensure that new development and investment helps to improve and reinforce the local character and identity of Calderdale's communities through high quality, inclusive design".

SO7: Transport

5.27 Transport and its proper planning is fundamental to connecting people with opportunities. A modern, reliable and efficient sustainable transport system helps support the economic, social and environmental development of the district by increasing accessibility to jobs and education; reducing lost productive time for business; supporting the delivery of housing; enhancing social inclusion; reducing accidents and minimising the impact upon the environment. The SCS and other Council and partner strategies identify sustainable

transport as a key component to helping deliver the goals for Calderdale. The government recognise the need for sustainable transport through the NPPF.

5.28 Regionally the Leeds City Region Transport Strategy and the 3rd West Yorkshire Local Transport Plan (LTP3) identify the economy, low carbon and quality of life as key issues for the the transport network. To assist in achieving government and regional objectives and reflect the needs and aspirations of Calderdale a Preferred Strategic Objective for transport has been developed:

Strategic Objective 7: Transport

"To ensure the provision of a sustainable, safe and efficient transport system which reduces the need to travel, supports and promotes economic growth and minimises any adverse effects upon the environment and communities"

SO8: Communities and Narrowing the Gap

5.29 The narrowing the gap objective is a cross-cutting objective which impinges upon many of the other Core Strategy objectives and is covered in a wide range of Core Strategy policy areas. The issue of narrowing the gap is a strong theme within the SCS which has an objective to *'Work to ensure that the differences in health, quality of life and economic prosperity between different communities in Calderdale reduce'*.

5.30 The draft Calderdale Wellbeing Strategy has numerous outcomes around improving life chances, these include making sure Calderdale:

- Is a place where fewer children under the age of 5 live in, and are born into, poverty;
- Is a place where everyone has a sense of pride and belonging based upon mutual respect;
- Is a place where older people live fulfilling and independent lives;
- Is a place where people have good health; and
- Is a place where children and young people are ready for life.

5.31 All of these outcomes require improvements in a range of issues across the whole of the district but particularly in the more disadvantaged areas. To assist in achieving the objectives of the SCS and the Calderdale Wellbeing Strategy the following objective has been repeated within the Core Strategy:

Strategic Objective 8: Communities and Narrowing the Gap

"Work to ensure that the differences in health, quality of life and economic prosperity between different communities in Calderdale reduce".

SO9: Minerals

5.32 Minerals are an important element in the national, regional, and local economy. Mineral workings can contribute significantly to the local economy but this must be done in accordance with the principles of sustainable development. As the Minerals Planning Authority (MPA), Calderdale Council is responsible for applying national, regional, and local policies to ensure there is a sufficient and sustainable supply of minerals to meet the needs of society, whilst protecting the environment and local communities. Minerals development is different to other types of development as they can only be worked where they naturally occur - this can result in conflict between the benefit extraction can bring and the impacts that can arise from mineral operations.

5.33 The planning framework for mineral extraction has to balance the impact on the local environment from extracting locally sourced materials, compared to the impact an increased amount of imported materials can have. Continued use of locally won minerals can reduce the district's CO₂ emissions, through a reduction in the importation of building materials, alongside providing employment opportunities. The Core Strategy will need to ensure that the approach to mineral extraction is balanced with other social, environmental and economic objectives through the sustainability appraisal process.

5.34 National mineral policy in the form of the NPPF recognises that minerals are essential to support the economy and quality of life, and the local plan is required to incorporate policies for the extraction of locally and nationally important minerals, whilst recognising the contribution secondary or recycled minerals make to construction and infrastructure.

5.35 The Core Strategy will set the framework for future minerals development, and support the other West Yorkshire Authorities in meeting the sub regional apportionment, especially in terms of crushed rock.

5.36 In order to assist in achieving both the Government's objectives for minerals planning and to reflect the importance of both protecting the environment and supporting a sustainable local minerals industry, the Preferred Strategic Objective for minerals is proposed to read:

Strategic Objective 9: Minerals

"To ensure a sufficient and sustainable supply of minerals, including through appropriate safeguarding, having regard to the need to encourage the efficient use and recycling of minerals, minimising the environmental and social impacts of mineral workings, and promote restoration of mineral sites that provide a beneficial after use"

SO10: Waste

5.37 The waste element of the Core Strategy is not about who collects household waste or when those collections take place; instead it is about how and where all waste that is generated is managed. The Local Plan is required to identify sites and areas suitable for new or enhanced waste management facilities.

5.38 The main policy driver for waste management and waste planning is the waste hierarchy. This requires waste to be considered as a resource rather than an end by product. Steps are required not only to reduce the amount of waste that is generated in the first place but to gain value from the waste that we do produce (for example by reusing, recycling, or generating energy from waste). Legislation has meant the costs of sending waste to landfill has steadily increased, and mandatory targets for reducing the amount of Biodegradable Municipal Waste ⁽¹²⁾(BMW) landfilled, both of which support the waste hierarchy's objectives.

5.39 National Planning Policy for waste remains Planning Policy Statement 10: Planning for Sustainable Waste Management, which establishes key planning principles as the delivery of the waste hierarchy, addressing waste as a resource, and viewing disposal as the last option, but one which must be adequately catered for. The Local Plan considers a number of different types of waste in order to establish the district's future requirements which are as follows:

- Municipal Solid Waste (MSW);
- Commercial and Industrial Waste (C&I);
- Construction, Demolition and Excavation (CD&E);
- Hazardous Waste

5.40 In order to achieve the national and local waste planning objectives, the Preferred Strategic Objective for Waste is as follows:

Strategic Objective 10: Waste

"To plan for sufficient waste management facilities in sustainable locations, minimising transport impacts, and managing waste as a resource in order to minimise the amount sent to landfill"

12 Waste collected by the waste collection authority, including trade wastes and Civic Amenity Wastes. Material that can be broken down usually by micro-organisms into basic elements. The government has declared that municipal waste is 68% biodegradable. Calderdale MBC Waste Strategy, 2006

6 Proposed Growth

Consideration of Spatial Options

6.1 A number of options for the distribution of development have been explored during the preparation of the Local Plan. These have been expressed during two phases of consultation: -

Options Considered for Distribution of Development

Options considered during initial Issues and Options Consultation 2008/9: -

1. **Business as usual** - retain the same level of growth in all settlements as had occurred in the recent past.
2. **New Growth Point** - increased levels of housing provision across the district although the majority would be within Halifax and Brighouse.
3. **Maximising the approach in the Regional Spatial Strategy** - strong focus upon development in Halifax and to a lesser extent Brighouse.
4. **Go for where the land is** - would take advantage of known opportunities across the district and generally lead to a wider spread of development across Calderdale.

Options Considered during Refined Issues & Options Consultation 2011: -

1. **Focus on eastern Calderdale** - Halifax, Brighouse and the eastern Calderdale settlements of Elland, Northowram and Shelf would be the focus for growth and associated infrastructure. Eastern Calderdale's proximity to the M62 would be used to encourage business growth. The settlements in western Calderdale would receive limited growth which would effectively reduce the status of Todmorden.
2. **Enhance the role of Todmorden** - Whilst Halifax and Brighouse would still take significant growth the pressure upon eastern Calderdale would be eased by Todmorden taking significant growth increasing its role to Principal Town status.
3. **Enhance the role of Elland** - This option sought to build upon the recent success of Elland as a business location and act as a catalyst for town centre regeneration. Within this option Elland would have received significant growth enhancing it to Principal Town status. There would still be significant growth in Halifax and Brighouse. The growth in Todmorden would be far lower than in option 2.
4. **Current role and function** - Would retain the role of existing settlements and spread development across Calderdale based upon the current role and function of each settlement.

6.2 Detailed discussion of the options is undertaken in the Reasons for Policies Document, which accompanies this Preferred Options Local Plan.

6.3 From the four spatial options proposed at RI&O stage elements of options 1 and 3 provide the best fit with the comments received during consultation and the opportunities presented⁽¹³⁾ and are likely to have more limited impacts. They also more closely relate any growth in new housing with current and future employment opportunities in terms of existing Calderdale sites, potential land identified in the Employment Land Review and in other districts⁽¹⁴⁾. This combination of RI&O options 1 and 3 would concentrate development within a smaller area providing greater opportunities to provide the necessary infrastructure resources to mitigate any adverse impacts. A more distributed pattern of development would require a more distributed pattern of infrastructure which may be difficult to achieve. Finally building upon RI&O spatial options 1 and 3 will also support the continued regeneration of Halifax town centre and northern Halifax, Brighouse town centre, Elland town centre and Sowerby Bridge town centre.

6.4 By utilising brownfield land first some degree of development will be spread across the district but the majority of development will be in eastern Calderdale. It also shows that by linking the sensitivity testing model to the modelling work the Green Belt releases necessary to meet the housing requirement will be in eastern Calderdale although there may be the possibility that some limited amount of land within the Area Around

13 as identified by the opportunity areas

14 through access to Leeds, Bradford and Kirklees and the new 42ha employment proposal within Kirklees at Cooper Bridge

Todmorden could be required.

6.5 The analysis of the four options from the RI&O has indicated that the eastern areas of Calderdale generally have greater capacity for development than western areas which are more environmentally sensitive, have less services and facilities and limited prospects for economic development. However this does not mean there are no development needs or opportunities for growth in western Calderdale. The opportunities presented by the expansion of rail destinations through the Todmorden curve and improvements to Todmorden town centre do provide development opportunities, albeit these are limited through land availability.

Preferred Spatial Option for the Distribution of Development

Delivering Growth in eastern Calderdale whilst supporting the economy and places in the west:- Halifax (including Sowerby Bridge), Brighouse and Elland are to be the main focus for growth and associated infrastructure provision. Eastern Calderdale's proximity to the M62 would be used to encourage business growth. The settlements in western Calderdale receive limited growth with the exception of Todmorden, where development can help reverse the town's decline.

6.6 The implications of the Preferred Spatial Option are set out within Policy CP1: Distribution of growth and the Key Diagram. Further information regarding the impact upon different areas of the district can be found in the 25 'Area Based Policies' of the plan.

Policy CP 1

Distribution of Growth

The overall pattern of growth will be in accordance with the Preferred Spatial Option. In particular:

- The Sub-Regional Town of **Halifax** will continue to be the prime focus for housing, employment, shopping, leisure, education, health and cultural activities/ facilities. It will provide excellent transport connections to Leeds, Manchester, Bradford, Huddersfield and other towns and cities of national/ regional importance.
- The Principal Town of **Brighouse** will be a main local focus for housing, employment, shopping, leisure, education, health and cultural activities/ facilities. It will provide good transport links with Leeds, Manchester, Bradford, Huddersfield, Halifax and other towns and cities of national/ regional importance.
- The Local Towns of **Elland, Sowerby Bridge, Todmorden and Hebden Bridge** will provide housing, employment, shopping (including improvements to markets), leisure, education, health and cultural activities/ facilities that serve the needs of, and are accessible to, residents of the town and surrounding lower order settlements. Employment of district wide significance will be provided at **Elland** to make the most of its strategic location. The towns will provide good transport links to Leeds, Manchester, and Halifax and other towns and cities of regional importance.
- The Local Centres of **Southowram, Holywell Green & Stainland, Ripponden & Rishworth, Luddenden & Luddendenfoot, and Mytholmroyd** will provide locally generated needs for housing, employment, shopping, leisure, education, health and cultural activities/ facilities which cannot be accommodated in higher order settlements.
- The Local Centres of **Northowram and Shelf** will see appropriate levels of growth to take advantage of their strategic location between Halifax and Bradford.
- Limited development will occur in other settlements.

Land allocations will be identified within the land allocations document taking account of the Employment Growth and Potential Growth Areas. Larger housing sites will include the full range of supporting uses including open space, schools, shops, community and health facilities and, in some cases, employment.

Infrastructure: The Council will work with infrastructure providers to ensure infrastructure required to facilitate development is achieved. In particular, improvements of district wide significance, including improvements to the Calder Valley rail line and strategic highway infrastructure; or schemes which facilitate

52 Proposed Growth

development within the main growth locations will be prioritised.

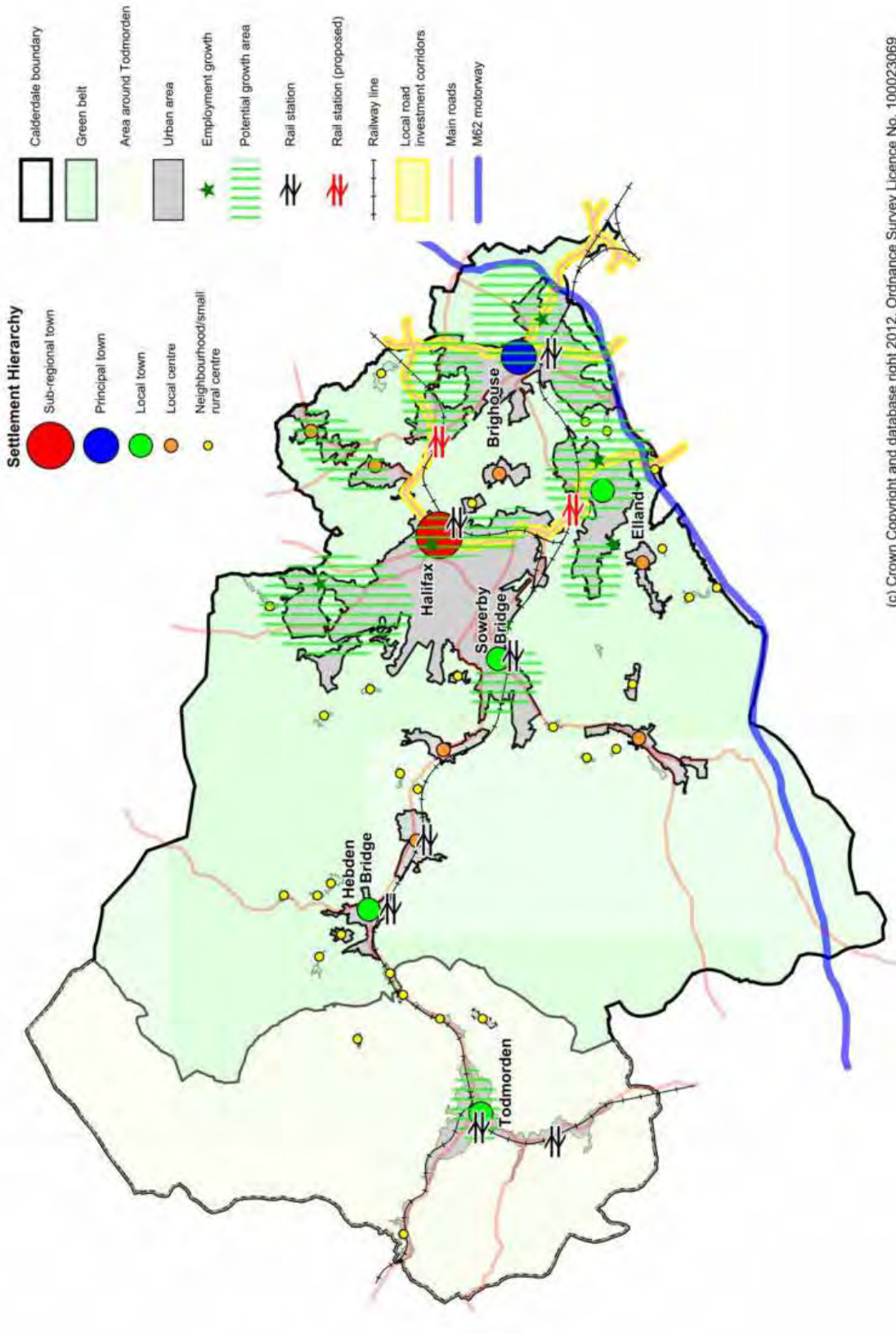
Table 6.1 Monitoring: Policy CP 1 - Distribution of Growth

Outcomes	Growth has taken place in accordance with the Preferred Spatial Option and in the most sustainable locations making optimum use of existing and opportunities to gain additional infrastructure
Indicator	Locational Analysis of allocations and completions; Analysis by the Accession Model; Infrastructure tolerance;
Targets	Distribution of growth accords with Policy CP 1; Majority of development in most accessible locations; Optimum use of existing infrastructure; Opportunities maximised to obtain new infrastructure to support development; Infrastructure capable of accommodating new developments over plan period.

Table 6.2 Information on the Key Diagram

Key	Further information
Settlement Hierarchy	Indication of the importance of a settlement in terms of the services and facilities provided
Potential Growth Area	These areas are not definitive boundaries but provide an indication of the main areas of search for new growth and may include expansion of the existing urban area. Within these areas the growth will be housing led but dependent upon the size and location of individual developments will include the full range of supporting uses including open space, schools, shops, community and health facilities and, in some cases, employment.
Employment Growth	These represent the main areas of search for new employment growth and in some cases may include expansion of the existing urban area.
Local road investment corridor	These are areas of the local road network where highway infrastructure improvements will be focused.

Map 6.1 Key Diagram



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Scale of Development Proposed

6.7 This section provides details of the amount of development required across Calderdale to 2029. The types of development considered in this section are for jobs, retail and town centres and housing. These three areas are discussed here as they will require the greatest land designations within Calderdale. It is, however, important to note that just because a form of development is not discussed in this section it does not mean there is no requirement.

6.8 The scale of development identified below has been developed to accommodate the likely need for each type of development over the plan period. The figures arrived at are based upon the objectively assessed need for each type of development.

Jobs

6.9 The Core Strategy must plan for the likely growth in jobs over the plan period. The Regional Spatial Strategy (RSS), published in 2008, estimated job growth at 610 jobs per year by different land uses. The largest proportion of these jobs would be within office based employment with 220 jobs per annum. Calderdale's Employment Land Review (ELR), 2008, indicated that the annual figure could be as high as 810 new jobs per year as this included additional jobs likely to come forward through transformational projects within the district.

6.10 Both of these sets of figures were based upon the assumption that the economy would continue to perform well. However, the current economic recession and announcement that RSS will be abolished means a new indicative figure is required to plan for. To fulfil this need an update of the ELR was completed in 2012.

6.11 The 2012 ELR update uses the Regional Econometric Model (REM) to identify a range of economic scenarios taking account of different economic futures for Calderdale. The REM has become the standard model used for economic forecasting across the Yorkshire and Humber region and models the impacts of interventions.

6.12 Given the current economic climate a realistic yet challenging indicative target of 526 new jobs per annum is considered appropriate. This figure represents the September 2011 Baseline Forecast from the REM. The total amount of new jobs created is not uniform across all types of employment due to the predicted restructuring of the economy. The table below provides indicative figures for the likely changes in Full Time Equivalent (FTE) employees in each sector, as predicted by the REM.

Table 6.3 Forecast Number of People Employed in Each Sector

Industry Type	2009		2026	
	FTEs	%	FTEs	%
Agriculture, Forestry and Fishing	180	0.2	220	0.2
Mining & Utilities	60	0.1	30	>0.1
Metals, Minerals & Chemicals	4,000	5.2	4,210	4.9
Engineering	4,120	5.3	3,390	3.9
Other Manufacturing	6,890	8.9	6,280	7.3
Construction	5,940	7.7	5,750	6.6
Distribution, Hotels & Catering	15,310	19.7	19,810	22.9
Transport & Communications	4,340	5.6	5,880	6.8

Industry Type	2009		2026	
	FTEs	%	FTEs	%
Financial & Business Services	19,090	24.6	23,460	27.1
Other (mainly public) Services	17,650	22.8	17,500	20.2
Employment Total	77,580	100	86,530	100

Based upon Sept 2011 REM

6.13 The REM predicts that employment will be driven by the financial and service sectors with manufacturing continuing to show a decline in overall employment. These rates of job creation, together with the restructuring of the economy, would create a need for the following 'B' Class Uses net and gross⁽¹⁵⁾ floorspace requirements between 2009⁽¹⁶⁾ and 2029. The REM only forecasts until 2026, therefore the final four years, have been calculated using a straight line projection. The figures contained below have been rounded.

Table 6.4 Employment Floorspace Requirements to 2029 (sq.m)

Type of floorspace	Net	Gross
Office	86,500	98,000
Industry/ warehousing	107,500	215,000

6.14 In common with all forecasting models the further away from the present the forecast is made the more inaccurate it is ultimately likely to be. Therefore flexibility and consistent monitoring is required to ensure the Core Strategy is responsive to changing economic circumstances.

Policy CP 2

Employment Floorspace Requirements

The planned employment gross floorspace requirement until 2029 for a minimum of 98,000sqm of (B1a) office space and 215,000sqm of (B1b,c, B2, B8) industrial/ warehouse space will be met using the following sources;

1. Unimplemented but deliverable sites allocated within the Replacement Calderdale Unitary Development Plan, adopted 2006;
2. Other committed sites with planning permission for employment use;
3. Sites identified through existing and emerging masterplans for Halifax, Brighouse, Elland, Todmorden and Sowerby Bridge town centres;
4. Intensification of existing employment sites as identified through the most up to date Employment Land Review; and
5. New sites considered appropriate for employment use identified within the Land Allocations document.

15 estimate of the new floorspace that should be identified for employment, including any existing floorspace which will be lost to employment use

16 2009 has been used as a base year due to the time lag in updating statistics in the model

Table 6.5 Monitoring: Policy CP 2 - Employment Floorspace Requirements

Outcomes	The district's employment floorspace has increased with as high a proportion as possible built on brownfield land;
Indicators	Annual net increase in employment floorspace; Number of employment premises lost to other uses; Proportion development on brownfield land;
Targets	Annual completions as per Employment Requirement Figure; Minimal losses of employment floorspace; Maximise completions on brownfield land

Retail and Town Centres

6.15 The retail sector is facing challenging economic times and economic forecasts over the decade to 2020 remain sobering⁽¹⁷⁾. The recession has dented consumer confidence and has left its mark on the retail landscape with significant rises in shop vacancy rates, although Calderdale centres have so far fared well compared to the national picture. Retailing remains a significant part of the local economy in the district. In 2011 an estimated 7% of all full time equivalent (FTE) jobs were within the retail sector (5,389 FTE posts). This is projected to increase to 8% by 2026 (6,791 FTE posts)⁽¹⁸⁾, a growth of 110 jobs per annum across Calderdale, approximately 20% of the net annual jobs growth for the district. This will result in retailing contributing to an even greater proportion of the local economy than at present.

6.16 In terms of expenditure, the Calderdale Retail Needs Assessment (published in 2009) estimated that £696m was spent in retail premises in 2009. However the study identified significant leakage of expenditure outside the district, with many of Calderdale's residents shopping at destinations such as Leeds, Huddersfield and Bradford. The decline of some of Calderdale's town centres in the retail rankings reflects this trend. The need for additional retail floorspace in many of Calderdale's town centres was identified within this study, and the increase in investment and jobs by meeting these needs should help to reverse this trend.

6.17 Retail needs assessments are based on retaining existing market shares of centres. The claw back of expenditure currently leaking to other centres, and outside the district, may help to increase the vitality and viability of a centre, without changing its role in the overall retail hierarchy. In Calderdale examples of centres experiencing high levels of leakage include; Halifax, which for a long time has lost significant comparison retail expenditure to Leeds, Bradford and Huddersfield centre; and Elland, which has historically lost a significant proportion of local convenience goods expenditure. The provision of floorspace beyond the identified need in the latest published study is therefore accommodated through the proposed policy, subject to appropriate impact considerations being undertaken and submitted in a Retail Impact Assessment. Policy CP 3 sets the broad strategy for new retail provision across the district, within the context of other town centre uses. More specific details of floorspace by centre are presented in the relevant area based policies of this plan.

Policy CP 3

Provision of town centre floorspace

Retail needs

Sufficient land and premises will be sought within town centres to accommodate the anticipated need for between 9,000sqm - 22,000sqm of new convenience goods floorspace to 2026, and between 32,000sqm - 54,000sqm of new comparison goods floorspace, across the district.

New retail floorspace will be accommodated and supported in town centres to at least meet the latest forecast need, and to maintain existing market shares of expenditure. The most recent forecast for floorspace needs should be used in justifying major new proposals for retail development, taking account of outstanding planning permissions and recent completions in each centre.

17 Jones Lang LaSalle, April 2010: Retail 2020

18 Regional Econometric Model, Yorkshire Forward, April 2011

Development beyond the estimated need for new floorspace will be permitted where the proposal will claw back expenditure currently leaking to other centres, and subject to the proposal's impacts being considered in line with the criteria set out in Policy TPE 5 'Retail impact assessments and local thresholds'

The planned requirement will be met using the following sources:

1. Committed sites with planning permission for retail use;
2. Unimplemented but deliverable sites allocated within the Replacement Calderdale Unitary Development Plan, adopted 2006;
3. Sites identified through existing and emerging masterplans for Halifax, Brighouse, Elland, Todmorden, Hebden Bridge and Sowerby Bridge town centres; and
4. New sites considered appropriate for retail use identified within the Land Allocations document.

Table 6.6 Monitoring: Policy CP 3 - Provision of town centre floorspace

Outcomes	Retail floorspace across the district has increased in line with the needs identified to at least maintain existing market shares of expenditure within each centre;
Indicators	New completions of retail floorspace by centre;
Targets	Cumulative completions of new floorspace as per requirement figures identified in the latest retail needs study;

Housing

6.18 Since the publication of the Refined Issues and Options (RI&O) document in 2011 there have been a number of policy and evidential (including the outcome of consultation) changes which have combined to influence the level of housing provision planned for. These are discussed within the Reasons document accompanying these Preferred Options and are not set out here. However setting a locally determined housing requirement to replace that from the Regional Spatial Strategy is an essential part of the preparation of the Local Plan

Local Evidence for Housing

Shaping the Housing Future of Calderdale - Housing Requirement Report (GVA 2011)

6.19 The housing market and housing demand are closely linked to the functioning of the economy. It is therefore important that Calderdale provides sufficient housing supply to meet demand driven by its economy in order to maximise productivity, support wealth generation for its residents and avoid leakage of returns and expenditure generated locally by business and households outside the district.

6.20 It is clear from the Housing Requirement Report that any housing requirement figure for Calderdale should lie between 572 and 999 dwellings per annum. However, the Report qualifies the lower figure by stating that by constraining future housing requirements to below RSS levels (670pa) Calderdale would not have sufficient housing capacity to provide homes for the number of households anticipated as required to support growth within the district's economy over the plan period. A constrained housing figure, which does not reflect economic needs as well as housing needs would result in either people commuting into Calderdale to work, whilst living outside the district (placing greater pressure on transport infrastructure) or potentially unmet work place needs. The latter potential impact holds the possibility of 'holding back' the future performance of the Calderdale economy, if its latent potential cannot be fulfilled. The Council prefers a balanced approach which meets housing needs, supports growth in the economy and recognises the environmental and social implications of development. The housing requirement figure should therefore realistically fall within a range above the RSS figure of 670 and 999 dwellings per annum.

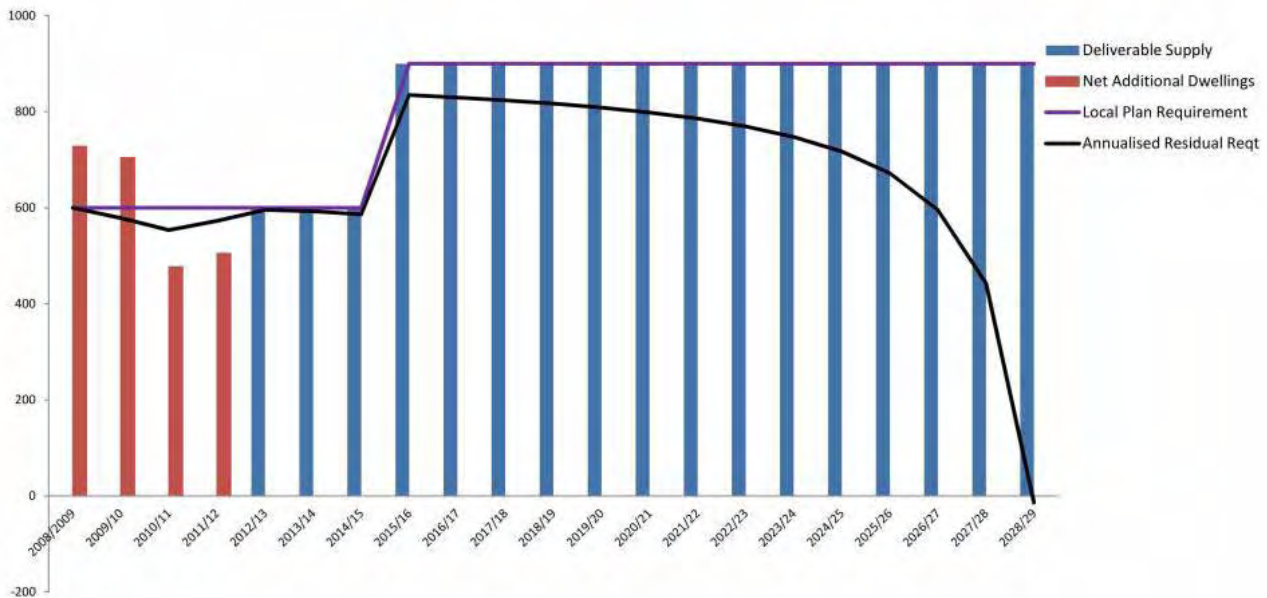
6.21 The Council's preferred approach proposes a total housing requirement figure of 16,800 or 800 dwellings per annum which represents a position around the mid-point of this range. Clearly when looking so far ahead it is impossible to predict the factors which will influence the housing needs of the district with any certainty, particularly given that household projections represent the outcome of complex social and economic processes.

Should circumstances indicate that these factors have changed this will be reflected through the 'Plan, Monitor and Manage' approach to which the Local Plan will be subjected with the housing requirement figure reviewed at appropriate intervals throughout the plan period. Setting the requirement around 16,800 represents a balanced approach which should not hinder economic growth whilst minimising any adverse effects on the character of the district including the features which make it an attractive place in which to live and work and indeed which can be attractive to businesses.

6.22 Other measures of the appropriateness of the 800 pa figure are the 10 year average of 796 dwellings per annum as illustrated by Scenario 5a of the Housing Requirements Study. Previously the RSS figure plus the New Growth Point figure amounted to a combined housing requirement figure of 804 dwellings. In this context the proposed figure of 800 dwellings per annum relates well to past levels of delivery.

6.23 The trajectory in Figure 6.1 makes provision for the level of housing discussed above (16,800 dwellings for the period 2008-2029) including completions to date from the base date of the housing requirement calculation.

Figure 6.1 Housing Trajectory



6.24 Calderdale is planning through the Local Plan to meet its own objectively assessed housing needs but given the constraints imposed by its topography, large areas of high landscape value and heritage assets (matters reflected in the distribution of the RSS housing requirement) it is not realistic for it to compensate for any under provision in neighbouring districts.

Phasing of Housing Requirement

6.25 Delivery of the housing requirement is phased both in terms of the overall numbers to be delivered and the actual positioning of sites within the Plan period. The Core Strategy addresses the number of dwellings to be delivered during different phases of the Plan period whereas the actual positioning of sites within the delivery trajectory will be set out in the Land Allocations document.

6.26 The need to phase the housing requirement relates to the realities of delivery in the early part of the Plan period. It is clear that the economic downturn has depressed completion levels since the onset of the recession around 2008 and recovery to around pre-recession levels is not anticipated before around 2016 according to the regional econometric model as explained in the economy section above. Given that the housing requirement is closely related to the economic performance of the district this is an important consideration when phasing housing delivery. Together with the current lack of mortgage availability and conditions set by lenders, these all point to the effective demand for housing being less than housing need in the first part of the Plan period.

6.27 Up to date information in relation to economic recovery and housing delivery will be reflected in the Publication version of the Plan and the date for a step up in housing delivery moved forward if the evidence supports this. Arriving at a precise date will be aided by the plan, monitor and manage approach applicable to the whole of the Local Plan. Phasing is not intended to place a limit on delivery but to reflect the level likely to be realistically achieved in the first part of the Plan period due to the factors discussed above.

6.28 Phase 2 represents a step up of housing delivery and reflects what are anticipated to be improved economic circumstances giving rise to both demand created by people moving to the district to take up jobs and also to allow a release of pent up demand created by people finding it difficult to access housing in the early part of the Plan period. As the economy improves lenders are also more likely to make mortgages more accessible, a key factor influencing demand as is the general affordability of housing.

6.29 Completion rates since the onset of recession around 2008 have reduced dramatically from the peaks of the preceding 3 years whilst data on starts shows that these have slowed. Pitching delivery levels for Phase 1 close to the average of the 2008 - 2011 period of just over 600 dwellings per annum and taking account of data on starts in the Housing Land Availability Review suggests that a figure of 600 dwellings per annum is realistic for Phase 1 (2008 - 2015). This is clearly not a result of land supply but wider economic factors given that planning permissions exist for in the order of 3000 + dwellings which contributed to the fact that the most recent SHLAA Review demonstrated a 5 year supply of deliverable housing land. Further evidence that this is an appropriate level for this first phase is provided by the fact that it is also close to the figure produced by the scenario for natural change only (with no account taken of migration) as demonstrated in the Housing Requirements Study.

6.30 This stepped approach to the delivery of housing will enable and set the context for the Land Allocations document to take account of windfall developments, including additional sustainable brownfield sites which become available, and assess the appropriate timing and need for bringing specific greenfield sites forward, rather than such sites being cherry picked to the detriment of the Plan's overall approach to encouraging the use of brownfield land and its sustainability objectives. This approach will also ensure that the timing of sites coming forward corresponds with the provision of any necessary infrastructure requirements.

6.31 Phase 2 covers the remainder of the Plan period (2016 - 2029) and to compensate for the anticipated lower levels of delivery in Phase 1 includes an annual figure of 900 dwellings per annum. This compares with, and is a little above, the long term (2001/02 - 2010/11) average of 880 (rounded) and maximum of 1363 in any one year (this was at the height of the 'boom' and reflected the interest in apartments at that time boosting completion levels).

Brownfield Land Target

6.32 The Council has had a target for the use of brownfield land (also known as previously developed land) since 2006. This has been very successful in recycling land. The Council's preference is for a further period of restraint on greenfield land development through the introduction of a target for brownfield land use. RCUDP Policy GH2 Provision of Additional Dwellings (Part B) set a target 'in the order of 85%'. This target has continually been exceeded since the adoption of the RCUDP in 2006 as shown in below.

Table 6.7 Proportion of Housing on Brownfield Land

Year	Total Completions	Brownfield %
2001/2002	569	63.6
2002/2003	534	73.2
2003/2004	736	77.3
2004/2005	1042	81.2
2005/2006	1231	90.3
2006/2007	1400	92.6
2007/2008	1409	96.3

Year	Total Completions	Brownfield %
2008/2009	787	97.0
2009/2010	707	93.6
2010/2011	484	95.9
2011/2012	505	94.3

Source: Housing Land Availability Database

6.33 The NPPF has reduced the national priority given to brownfield land with local planning authorities required to encourage the effective use of land by reusing brownfield land provided that it is not of high environmental value. This approach is more flexible than was formerly the case but the Council considers that it remains appropriate to achieve as high a proportion of development on brownfield land as possible. Such an approach ensures land is recycled and not left to become an eyesore but ensures areas are regenerated. Many such sites are in sustainable locations and served by for example essential infrastructure such as public transport and the necessary utilities. The more land that is recycled the less the need to allocate 'greenfield' land including land currently designated as open space and land in the Green Belt.

6.34 Determining a target figure for the proportion of new housing to be created on brownfield land is not an easy task and the Core Strategy can only include an indicative target figure as the actual proportion can only be known once the Land Allocations document has been adopted including whether any settlement extensions or major redevelopment opportunities are included. It is however, clear that maintaining the high levels achieved in the last few years will not be possible. In considering a brownfield target for the Core Strategy other influential factors include the collapse of the apartment investment market and the move away from a minimum density requirement as advocated by the Coalition Government. Both of these factors have the potential to increase the land take for additional housing. The trend of significant windfall developments on brownfield land and developments on non-allocated brownfield land is expected to continue thus adding to the proportion of housing created on brownfield land over the period of the Core Strategy.

6.35 In order to continue the successful re-use of land and bearing in mind the factors discussed above it is important to continue the principal of a brownfield land target through the Local Plan. Whilst a definite figure can only be set once the actual land allocations are known it is important that the Council's intentions in this regard are set out in the Core Strategy. A target figure in the order of 55% for the period of the Local Plan is therefore proposed. This reflects the combination of extant planning permissions, further windfall sites (predominantly brownfield) and that parts of the older urban areas where regeneration during the plan period (the Local Investment Plan is already looking at some such areas) will combine to increase the proportion of housing on brownfield land.

Policy CP 4

Provision of Housing

The district's housing stock will be improved and increased to provide appropriate accommodation for all households wanting homes, taking account of the economic growth of the district. Provision will therefore be made for in the order of 16,800 additional dwellings to be created within Calderdale between 1st April 2008 and 31st March 2029 in order to meet the housing needs of the district. This housing requirement will be delivered in two phases:

- Phase 1: 2008 - 2015 = 600 units per annum
- Phase 2: 2016 - 2029 = 900 units per annum

Priority will be given to maximising the use of brownfield land with an interim target in the order of 55% for the proportion of new housing built on brownfield land or arising through the conversion of existing buildings.

Table 6.8 Monitoring: Policy CP 4 - Provision of Housing

Outcomes	The district's housing stock has increased with as high a proportion as possible built on brownfield land;
Indicators	Annual net increase to housing stock; Housing Trajectory (completions in relation to dwelling requirements); Number demolished dwellings; Number vacant dwellings; Evidence of deliverable 5-year housing land supply; Proportion development on brownfield land;
Targets	Annual completions as per Housing Requirement Figure; Maintenance of deliverable 5-year housing land supply; In order of 55% completions on brownfield land;

Implications for our Places

6.36 This section shows what the Preferred Spatial Option actually means in terms of the broad distribution of development across the district. Halifax is a Sub-Regional Town and Brighouse is a Principal Town which will take the majority of development whilst Sowerby Bridge and Elland also receive increased levels of development. Lower tier settlements in eastern Calderdale such as Northowram and Shelf also take more development than other settlements in the same tier in other parts of the district. Whilst the level of development to be allocated to settlements in the western part of the district is lower than settlements in the same tier of the settlement hierarchy in the eastern part of the district, these settlements will also experience some growth.

Distribution of New Employment

6.37 The distribution of employment uses within Calderdale is focused upon Halifax and eastern parts of Calderdale where the availability of flat land and access to the motorway are key determinants. Within upper parts of Calderdale, particularly around Hebden Bridge and Todmorden land and opportunities for significant office and modern industrial uses is limited as is access to the motorway network.

6.38 The following section concentrates upon office, industry and warehousing. The approach taken to identifying new employment sites has been to limit the use of green belt and maximise brownfield land wherever possible. The analysis of the previous spatial options contained within the RI&O consultation indicates that the majority of employment uses should be concentrated towards the main towns of Halifax, Brighouse and Elland and therefore these towns receive the vast majority of the employment growth.

6.39 The figures in Tables 6.9 and 6.10 represent the Councils preferred approach for the distribution of these uses. The figures in each table do not include current planning permissions or sites currently under construction but rather look at the potential distribution of new allocations. The tables relate to floorspace rather than site size due to the wide variability of floorspace found within different sites, for example an office development within or near a town centre is much more likely to have a much higher floorspace to site size ratio than an out of town proposal.

6.40 Both of the tables represent up to 120% of the floorspace requirement for the plan period once current planning permissions have been discounted. A figure 20% greater than the overall remaining requirement has been chosen to provide flexibility within the market and to account for some planning permissions never being developed.

Offices

6.41 Office based employment is already important within Calderdale, particularly within the financial and business services sector. The types of job opportunities within offices can be diverse and often provide higher paid employment opportunities which would help to widen the choice of local jobs and potentially to reduce the need for residents to commute out of Calderdale to secure suitable employment.

6.42 The main location for office based employment within Calderdale is within and on the edge of our main town centres, particularly Halifax at sites such as Dean Clough and the Lloyds building. The Core Strategy

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vision and objectives intend to strengthen the role of our town centres and further improve access to jobs. To assist in achieving both of these goals office developments should continue to be located in or on the edge of our main town centres.

6.43 Given the respective size and role of Halifax town centre it is proposed that it accommodates the majority of the office growth with up to 57% or 45,000 sqm (484,500 sqft) of the new office floorspace. Other significant office locations are proposed to be within Brighouse (up to 38%) due to its role as a Principal Town and Elland to build upon the success of developments such as Lowfields Business Park. Other tier 3 centres are anticipated to take lower amounts of office development to account for local needs. Tier 4 and 5 settlements would receive limited growth mainly restricted to small scale conversions or opportunities arising from redevelopment schemes. Holywell Green would receive a more significant amount of office growth than other tier 4 settlements due to the potential identified within the Calderdale Employment Land Review through the extension of existing sites.

6.44 Some office users will make the case for out of centre opportunities being provided on the basis that they are not able to find sites or premises that are suitable, available and viable for their business purposes within centres. If office development is restricted to town centres it is likely that Calderdale would lose out on investment and employment opportunities. In response it is proposed that office development should be accommodated outside town centres only when it can be demonstrated that office users are unable to find suitable, available and viable sites and premises in town centre or edge of centre locations. Office proposals of this type would be accommodated on existing employment sites identified within the RCUDP or new allocations contained within the Local Plan allocations document. It is proposed that the existing RCUDP employment allocation at Clifton, Brighouse could play an important role in fulfilling such requirements and whilst it could potentially accommodate a significant proportion of the districts office requirements it is considered to be a sub-regional resource which could provide significant inward investment potential for Calderdale and the surrounding area.

6.45 Within the rural areas there may be opportunities for office developments within rural diversification schemes and as such an allowance has been made within tier 5 settlements. This tier 5 allowance also identifies the potential for a cross boundary site in conjunction with the neighbouring district of Kirklees at Ainley Top.

Table 6.9 Spatial Distribution of Employment Requirement for B1 Office Uses

Settlement	Status	Tier	% of B1 requirement	Floorspace sqm	% Brownfield	Green Belt / AAT release ⁽¹⁾ (ha)
Halifax	Sub Regional Centre	1	57	45,000	100	0
Brighouse	Principal Town	2	38	35,000	<1	0
Sowerby Bridge	Local Town	3	1	1,000	100	0
Elland	Local Town	3	9	8,000	0	4.5
Todmorden	Local Town	3	3	2,000	100	0
Hebden Bridge	Local Town	3	1	1,000	100	0

Settlement	Status	Tier	% of B1 requirement	Floorspace sqm	% Brownfield	Green Belt / AAT release ⁽¹⁾ (ha)
Mytholmroyd & Luddenden Foot	Local Centres	4	<1	100	100	0
Ripponden/ Rishworth	Local Centre	4	<1	200	0	0
Holywell Green & Stainland	Local Centre	4	2	2,000	0	1
Southowram	Local Centre	4	<1	100	100	0
Northowram & Shelf	Local Centres	4	<1	100	100	0
All Tier 5 settlements	Neighbourhood /Small Rural Centres	5	Up to 4	4,000	0	3.2
CALDERDALE		-	Up to 120%	98,500		Up to 9

1. Assumes any shortfall on sites identified in ELR made up of sites in the Green Belt or Area Around Todmorden

Industry and Warehousing

6.46 Calderdale has a rich heritage in industry particularly manufacturing and has retained a high proportion of manufacturing jobs within the district. The Employment Land Review and Local Economic Assessment indicate a desire from such businesses to locate near existing labour pools as well as near to the M62 for ease of heavy goods vehicle movement and convenient access to other centres in the city region. This has made the areas of Halifax, Brighouse and Elland attractive locations for industry and warehousing.

6.47 The proposed distribution of industry and warehousing has taken account of the proximity of Halifax, Elland and Brighouse to the M62 and the availability of existing land, including current RCUDP allocations assessed to be viable sites. Given the respective size of and role of Halifax town centre in Calderdale it is proposed that it will continue to play an important role in providing office based employment opportunities and as such should take up to 52% or 85,000 sqm (915,000sqft) of the future requirement. The important roles of Brighouse (24%) and Elland (30%) are also recognised due to the high percentages each are proposed to take. The majority of this growth is likely to be through the intensification of uses within existing areas or extensions to current employment areas, this will however require some loss of Green Belt.

6.48 Outside of these areas other tier 3 settlements are expected to accommodate the remaining industrial requirements, the only exception is Hebden Bridge which has a very limited supply of appropriate sites. Tier 4 and 5 settlements are only anticipated to accommodate for the expansion of local firms except for the Mytholmroyd/ Luddendenfoot area which is proposed to take up to 6% or 10,000sqm (107,500 sqft). This is likely to be in the form of extensions to existing sites or the use of current RCUDP allocations. This area is considered an important resource for other parts of the Upper Calder Valley which lack the available land to accommodate industry or warehousing growth.

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Calderdale MBC Core Strategy Preferred Options

Table 6.10 Spatial Distribution of Employment Requirement for B2 to B8 (Industry and Warehousing) Uses

Settlement	Status	Tier	% of B2/B8 requirement	Floorspace sqm	% Brownfield	Green Belt/AAT release ⁽¹⁾ (ha)
Halifax	Sub Regional Centre	1	52	85,000	24	0
Brighouse	Principal Town	2	24	40,000	58	6
Sowerby Bridge	Local Town	3	5	9,000	0	3
Elland	Local Town	3	30	50,000	45	10-20
Todmorden	Local Town	3	2	3,000	100	0
Hebden Bridge	Local Town	3	<1	500	0	0
Mytholmroyd & Luddenden Foot	Local Centres	4	6	10,000	60	0
Ripponden/ Rishworth	Local Centre	4	1	1,000	0	0
Holywell Green & Stainland	Local Centre	4	<1	100	100	0
Southowram	Local Centre	4	0	0	0	0
Northowram & Shelf	Local Centres	4	0	0	0	0
All Tier 5 settlements	Neighbourhood /Small Rural Centres	5	0	0	0	0
CALDERDALE		-	Up to 120%	198,600		Up to 29

1. Assumes any shortfall on sites identified in ELR made up of sites in the Green Belt or Area Around Todmorden

Distribution of New Retail Floorspace

6.49 Retailing will be an important contributor to net jobs growth over the plan period, with full time equivalent

jobs expected to increase from around 7% of all Calderdale jobs to 8% by 2026 ⁽¹⁹⁾, a growth of 110 jobs per annum across Calderdale. The majority of new retail floorspace should be concentrated towards the main centres of Halifax and Brighouse as identified through the Retail Needs Assessment and to further support the proposed housing and employment growth in these settlements. The Refined Issues and Options consultation explored whether to enhance or decrease the role of specific town centres within the retail hierarchy and this is discussed in more detail in 'Calderdale Retail Hierarchy'.

6.50 Indicative new floorspace requirements for the principal centres identified in the Calderdale Retail Hierarchy are set out below. The figures in the table do not include recent planning permissions or sites currently under construction but rather look at the potential distribution of new allocations. The tables relate to floorspace rather than site size due to the wide variability of floorspace requirements depending upon anticipated occupants of new retail units.

Table 6.11 Spatial Distribution of Retail Requirement to 2026

Retail Centre	Retail Hierarchy		Comparison Floorspace		Convenience Floorspace	
	Status	Tier	% of total requirement	Floorspace (sqm)	% of total requirement	Floorspace (sqm)
Halifax	Strategic Town Centre	1	80	25,000 - 40,000	68	5,500 - 13,000
Brighouse	Town Centre	2	8	2,500 - 4,000	18	1,500 - 3,500
Elland	Town Centre	2	2	750 - 1,250	-	-
Hebden Bridge	Town Centre	2	4	1,100 - 1,900	4	300 - 700
Sowerby Bridge	Town Centre	2	1	250 - 400	-	-
Todmorden	Town Centre	2	5	1,500 - 2,500	10	800 - 1,900

Distribution of Housing Allocations

6.51 The distribution of housing in accordance with the Preferred Spatial option has been considered under a wide range of scenarios. These are set out in the 'Reasons for Policies' document accompanying these preferred options.

6.52 As discussed in the 'Reasons for Policies' document and in accordance with the Preferred Spatial Option, Scenario 6 provides the most appropriate basis for the distribution of housing across the district but requires slight modification to properly enable the inclusion of other considerations. The spatial distribution of the housing requirement table below represents a refinement of Scenario 6 with the proportions of housing to the settlements within tiers 1 to 3 lowered in order to release a slightly higher proportion to be distributed to the tier 4 settlements. The exceptions are Hebden Bridge and Todmorden where the proportion has been increased as this was considered too low for tier 3 settlements. Additionally in the case of Todmorden proposals for the 'Todmorden Curve' will increase its accessibility by rail and thereby its attractiveness as a place in which to live. This, of course, stops short of raising its status to a principle town as considered under Option 2 in the RI&O. The proportion for Halifax/Sowerby Bridge falls in between the RSS figure and scenario 6. Reducing the proportion for Brighouse also reduces what was a significant increase in settlement size, whilst Elland remains relatively unchanged as there are topographical limits on its growth. No housing is allocated to the tier 5 settlements

given their more limited role with new housing dependent on windfall proposals.

6.53 Once any remaining non-Green Belt capacity had been used the residual requirement was allocated to the tier 4 settlements relative to their existing size. This provides opportunities in these settlements to at least contribute to meeting their housing needs beyond simply relying on windfalls and provides a steer for any neighbourhood plans that may be produced. To go further and meet demand in some of these settlements (as illustrated in the SHMA - Table 7.6) would require all identified SHLAA sites together with additional land, the majority of which would be Green Belt with severe environmental and sustainability implications given the topographical nature of the western part of the district where the majority of these settlements are located.

6.54 Since the actual residual requirement for which land allocations will be required will vary depending on the contributions from the other sources of housing supply positions where both a higher and lower amount of land may be required were examined through the sensitivity testing model and are discussed in the 'Reasons for Policies' document. The likely 'maximum' position (with a figure of 10,500 dwellings and a site allocation threshold of 0.4ha) is presented here (Table 6.12) as this is considered more realistic given uncertainty around the contribution windfall sites may make to housing supply and the appropriateness of including such sites in housing supply calculations (national guidance immediately prior to the NPPF, for example, precluded the inclusion of an allowance for windfalls whilst the NPPF does allow some such sites to be taken into consideration).

6.55 The 'maximum' position requires Green Belt release around all the tier 1 to 3 settlements whilst all tier 4 settlements with the exception of Luddenden/Luddendenfoot and Southowram require Green Belt releases, albeit relatively minor other than in Northowram and Shelf. There is a shortfall (in relation to the SHLAA) in the case of a number number of settlements where sites not included in the SHLAA will have to be identified. The assumption is that such sites will most likely be from land currently in the Green Belt or Area Around Todmorden unless further sites in the urban areas can be identified. This is portrayed in the Reasons for Policies document which includes maps and figures showing the amount of land required by land type and policy designation (including Green Belt). The Council already has information regarding land owners' intentions through the SHLAA but will need to extend this knowledge to cover any additional land required. The methodology developed for reviewing the Green Belt boundary⁽²⁰⁾ highlighted those parts of the Green Belt for further investigation in the Land Allocations Document and the distribution of the housing requirement corresponds to these areas. Establishing a long term Green Belt boundary as the Local Plan is required to do under the NPPF will need also to reflect the housing distribution

6.56 Clearly at the time the land allocations are made in the Land Allocations document not only will the overall scale of the allocations be known but also the opportunities for those allocations. Whilst this will not influence the broad distribution of the housing requirement it could be important in those settlements with a small portion of the distribution as it could determine whether any Green Belt land is required. Where significant Green Belt releases are required as is the case with the majority of settlements in eastern Calderdale significant settlement extensions may need to be considered and will provide the greatest opportunities to secure funding for new infrastructure as opposed to a more dispersed pattern of allocations. Likely locations for these include around North Halifax, Brighouse and to a lesser extent around Northowram and Shelf. Overall the amount of land required that is currently in the Green Belt could be up to around 213ha depending on, for example, the densities actually achieved. Further information can be found in the Reasons for Policies document.

Table 6.12 Spatial Distribution of Housing Requirement (New Land Allocations Only) Assuming Housing Allocation Figure of 10,500 and Allocation Threshold of 0.4ha

Settlement	Status	Tier	% of total housing requirement	No. New Dwellings	% Brownfield & mixed Brownfield/Greenfield ⁽¹⁾	% Green Belt/AAT ⁽²⁾	Existing Dwellings	% Increase In number dwellings
Halifax	Sub Regional Centre	1	47.9	5,030	24	77.5	34,210	14.7
Brighouse	Principal Town	2	20.0	2,100	70	44.7	15,056	13.9

Settlement	Status	Tier	% of total housing requirement	No. New Dwellings	% Brownfield & mixed Brownfield/Greenfield ⁽¹⁾	% Green Belt/AAT ⁽²⁾	Existing Dwellings	% Increase In number dwellings
Sowerby Bridge	Local Town	3	8.0	840	36	50.6	5,917	14.2
Elland	Local Town	3	10.0	1,050	78	19.7	7,043	14.9
Todmorden	Local Town	3	6.0	630	35	44.8	5,777	10.9
Hebden Bridge	Local Town	3	2.4	252	0	100	2,355	10.7
Mytholdmroyd	Local Centre	4	0.7	68	0	35.2	1,971	3.5
Luddenden Foot	Local Centre	4	0.9	90	0	17.8	1,248	7.2
Ripponden/Rishworth	Local Centre	4	0.4	46	22	56.5	1,915	2.4
Holywell Green & Stainland	Local Centre	4	0.2	17	0	100	1,291	1.3
Southowram	Local Centre	4	0.1	12	0	100	862	1.3
Northowram	Local Centre	4	1.8	184	0	100	1,984	9.3
Shelf	Local Centre	4	1.8	184	100	59.2	1,998	9.2
All Tier 5 Settlements	Neighbourhood /Small Rural Centres	5	0	0	-	-	-	-
Calderdale		-	-	10,502	40	60.8	-	-

1. Proportions of brownfield and mixed brownfield/greenfield are of SHLAA & not overall number of houses allocated to settlements
2. Assumes any shortfall on sites identified in SHLAA made up of sites in the Green Belt or Area Around Todmorden

Infrastructure

6.57 The levels of growth indicated above will inevitably have an impact upon the existing infrastructure within Calderdale, be this roads, schools, health or leisure facilities. To fully understand the infrastructure implications of the Preferred Spatial Option work upon an Infrastructure Delivery Plan (IDP) has commenced. The initial draft of the IDP considered current shortfalls in infrastructure provision including; 'show-stopper' issues for development, and future investment plans of the infrastructure providers. This initial assessment identified a number of current or projected shortfalls in infrastructure provision but did not identify any 'show-stoppers'. This means that in terms of the infrastructure providers there were no issues identified at this early stage which would stop development happening within any specific area of Calderdale, or indeed direct development away from areas, but there were a number of capacity issues which would need to be addressed in the future. Although not exhaustive or consistent across the district these can generally be summarised as; road congestion, public transport provision, commercial waste facilities, flood alleviation, and school facilities.

6.58 A number of strategic transport schemes have been identified for the whole of the district to ensure people can be connected to opportunities. These include improvements to the Calder Valley rail line and strategic highway schemes including the M62 and Local road investment corridors as identified on the key diagram. These strategic routes provide the principal access into and through the district and assist the development of the Employment Growth Areas and Potential Growth Areas identified on the Map 6.1 'Key Diagram'. In addition other more localised infrastructure such as schools, GP surgeries and open spaces will be required, due to the nature of such facilities these are dealt with in more detail later in this document.

7 Presumption in Favour of Sustainable Development

7.1 'Sustainable Development' is central to the aims of the Core Strategy. The most commonly used definition is known as the 'Brundtland Definition', which considers sustainable development as being "development that meets the needs of the present, without compromising the ability of future generations to meet their own needs"⁽²¹⁾. The principle behind the term is to ensure a better quality of life for everyone now and in the future. Sustainable development aims to balance the environmental, economic, and social aspects of development. The Core Strategy's policies therefore are required to ensure that development which takes place within Calderdale over the lifetime of the plan is sustainable.

7.2 The National Planning Policy Framework (NPPF) requires the local plan to reflect the presumption in favour of sustainable development. At the local level, both parts of the Local Plan are required to address meeting local needs and to contribute to delivering sustainable development, which is the basis for the preferred spatial approach. In order to support the NPPF's presumption in favour of sustainable development, the Planning Inspectorate have created a 'model policy', which they suggest will be an appropriate way to meet the expectation of the NPPF. The policy reads as follows:

Policy CP 5

Presumption in Favour of Sustainable Development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development. It will always work pro-actively, with applicants, in order to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no Local Plan policies relevant to the application or relevant policies are out of date at the time of making the decision, the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

Table 7.1 Monitoring: Policy CP 5 - Presumption in Favour of Sustainable Development

Outcomes	Achieving the delivery of sustainable development
Indicators	Due to the overarching nature of this policy the indicators and Targets are as per the Sustainability Appraisal Framework
Targets	

7.3 In addition to policy CP5, a second sustainable development policy is proposed, which has already been subject to consultation in the Core Strategy RI&O. Taking sustainable development as the starting point, all other core policies will flow from policies CP5 and CP6. Policy CP6 has been developed through comments received during the initial consultations alongside the SA, and addresses the following topic areas:

- Meeting Local Social, Economic, and Environmental Needs;
- Climate Change;
- Accessibility;
- Environmental Protection;
- Design;

- Sustainable Construction;
- Minimising Waste;
- Health and wellbeing;

Meeting Local Social, Economic and Environmental Needs

7.4 Policy CP6 aims to ensure that proposals support the identified local needs of Calderdale's communities. It is important to reflect the fact the policies will need to address different types of development proposals, and that development delivered during the lifetime of the Core Strategy will encompass a number of different uses. Developments may address more than one identified need, for example a residential development may support the housing need in a particular area, but such a development may provide support for other local needs, such as open space, road improvements, or other community facilities.

Climate Change

7.5 Tackling climate change is fundamental to the principles of sustainable development, through both adapting to, and mitigation of, the impacts of climate change. Development needs to consider both aspects of addressing climate change; adapting to the impacts of climate change may encompass flood risk management, urban design, and biodiversity; whilst mitigating the impacts through policies that direct development towards sustainable locations that are accessible by sustainable travel, delivering energy efficient development, and generation of renewable and low carbon energy.

Accessibility

7.6 In order to increase accessibility to different opportunities, development should be located in sustainable locations, and which can be accessed by pedestrians, cycling, public transport, or by private car. With this in mind, mixed use developments can often make a positive contribution to sustainable development. Improvement and enhancement of green infrastructure links that encourage walking and cycling will also increase accessibility.

Environmental Protection

7.7 Within Calderdale, there are internationally important environmentally protected areas, the Special Protection Areas (SPA) and the Special Areas of Conservation (SAC), covering the South Pennine moorlands. Additionally there are five Sites of Special Scientific Interest (SSSI) and a number of locally important nature sites. New development should support the protection and enhancement of these areas, in order to protect these environmentally sensitive areas. In addition to biodiversity, the plan needs to reflect the importance of protecting geodiversity resources.

Sustainable Design & Construction

7.8 Throughout the lifetime of the plan, proposals should reflect the distinctive, local character of the area and reinforce this through high quality sustainably designed buildings, that minimise their impact on the planet, and make full use of sustainable construction materials. Making full use of local building materials will also support this element of sustainable development.

Minimising Waste

7.9 Development should reflect the principles of the waste hierarchy as described in the 17 'Waste' section. This requires waste to be considered as a resource, and to ensure that disposal is seen as the last resort. All development proposals should therefore be designed with this in mind, not only during the construction phase, but also to provide suitable segregation and separation areas for occupants of developments, to improve recycling of materials.

Health and Wellbeing

7.10 Planning and the health of the population are closely linked. The local plan will ensure that the contribution that green spaces make towards people's health are reflected in policies; and through ensuring development delivers safe, attractive, public and private spaces, alongside the provision of both formal and informal green spaces that will help encourage more active lifestyles and social interaction. Development proposals should support Strategic Objective 8 (Communities and Narrowing the Gap) which aims to reduce the differences

across Calderdale in terms of health, quality of life, and economic prosperity.

Policy CP 6

Sustainable Development

All new development within Calderdale is expected to make a positive contribution to sustainable development by:

- Ensuring that proposals support the identified local needs of Calderdale's communities;
- Ensuring development addresses climate change adaptation and mitigation;
- Delivering mixed use developments in accessible locations, and which can be accessed safely by a number of different travel modes;
- Protecting and enhancing local, national and internationally important biodiversity and geodiversity sites;
- Requiring development to be designed that reflects the local character of the area;
- Requiring new development to be built using sustainable construction methods;
- Reducing the levels of waste arising from development;
- Ensuring proposals support the health and well being of the local community.

Table 7.2 Monitoring: Policy CP 6 - Sustainable Development

Outcomes	The Local Plan ensures sustainable development is achieved throughout Calderdale
Indicators	As per monitoring Indicators and Targets of Policies CP1 to CP4 and CP7 to CP14 and TPE1 - MRS1
Targets	

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8 Climate Change

8.1 Climate change, as the government states, "is one of the most serious environmental threats facing the world" (www.decc.gov.uk, 2012). The impacts resulting from a changing climate will not only be environmental, but social and economic as well. Environmental impacts are predicted to include extreme weather events, rising temperatures, changes in biodiversity, and flooding. Social impacts are predicted to include negative impacts on health, as a result of heat waves and floods. Economic impacts were highlighted in the Stern Report⁽²²⁾ which stated that if action were not taken, the costs of climate change would be equivalent to losing 5% global GDP each year, whilst the costs of acting in terms of reducing greenhouse gas emissions would be around 1% GDP each year.

8.2 Climate change is caused by the release of Greenhouse gas (GHG) emissions into the atmosphere. GHGs include Carbon Dioxide (CO₂), Methane, Nitrous Oxide, hydrofluorocarbons, perfluorocarbons, and sulphur hexafluoride. The main contributors are Carbon Dioxide, which accounted for approximately 84% of the UK's man made greenhouse gas emissions in 2010,⁽²³⁾ Methane (CH₄), and Nitrous Oxide (N₂O). The Energy Supply and Transport sectors are the main contributors to CO₂ emissions, whilst agriculture is the main contributor to both Methane and Nitrous Oxide emissions.

8.3 Climate Change is relevant to the majority of all the topic areas that are addressed within the Core Strategy. National Planning Policy in the form of the NPPF expresses the government's objective that "planning should fully support the transition to a low carbon economy, taking full account of flood risk.....and water supply and demand considerations". In order to support the move towards a low carbon energy, Calderdale's local plan is required to provide a planning policy framework that :

- Reduces greenhouse gas emissions;
- Supports energy efficiency improvements to existing buildings; and
- Is consistent with the Government's zero carbon buildings policy and adopted national standards.

8.4 There are a number of distinct elements to the Climate Change Policy which cut across a number of specific policy topics as follows:

- Sustainable Transport (Section 15);
- Sustainable Design and Construction (section 12);
- Renewable and Low Carbon Energy (Section 23);
- Flood Risk (Section 20); and
- Biodiversity (Section 21).

8.5 Each of the topics above were incorporated into a series of Climate Change policy options in the Core Strategy RI&O consultation; comments on all these topics have been considered both in the Core policy on Climate Change and also in the specific policy areas that deal with each topic. A brief summary of the issues relating to Climate Change and the individual topic areas is given in the accompanying 'Core Strategy Reasons for Policies' document.

8.6 The following Core policy provides a framework to ensure the impacts from climate change are addressed across different policy areas.

Policy CP 7

Climate Change

The Council will expect development proposals to contribute to mitigating and adapting to the predicted impacts of climate change by:

- Supporting Sustainable Transport Networks through a reduction in travel demand, growth and congestion;

22 Stern Review on the Economics of Climate Change, HM Treasury, 2006

23 Department for Energy and Climate Change, 2011 UK Greenhouse Gas Emissions, Provisional Figures, and 2010 UK Greenhouse Gas Emissions Final Figures By Fuel Type and End -User March 2012

- Locating development in areas accessible by public transport, and safe, attractive well linked cycling and walking routes, whilst recognising the different needs of rural areas;
- Adopting Sustainable Design and Construction methods, meeting national standards as a minimum;
- Increasing levels of Renewable and Low Carbon Energy Generation, through both a range of technologies and domestic, community and commercial scale schemes, whilst taking account of cumulative and environmental impacts;
- Protecting and enhancing Green Infrastructure Networks, acknowledging the benefits these can bring;
- Minimising flood risk, limiting surface water run off;
- Protecting and enhancing biodiversity habitats, taking care not to create barriers to the movement of wildlife over the wider landscape;

Table 8.1 Monitoring: Policy CP 7 - Climate Change

Outcomes	As per relevant policy topics
Indicators	Sustainable Travel - As per Policy TPT 2 Energy Efficiency and Design - As per Policy CP 13 Renewable and Low Carbon (RLC) Energy - As per Policy TPRE 1 Flood Risk - As per Policy TPF 1 and TPF 2 Biodiversity - As per Policies TPNE 1 - 4
Targets	Sustainable Travel - As per Policy TPT 2 Energy Efficiency and Design - As per Policy CP 13 Renewable and Low Carbon (RLC) Energy - As Per Policy TPRE 1 Flood Risk - As per Policy TPF 1 and TPF 2 Biodiversity - As per Policies TPNE 1- 4



9 Locations for Sustainable Growth

9.1 Policy CP8 builds on the selected preferred spatial approach and provides the sequence in which sites will be selected for allocation in the Land Allocations document. It also provides a sequential framework against which planning applications will be considered. Additionally it reflects several core planning principles included within the NPPF. These include encouraging the effective use of brownfield (previously developed) land, provided that it is not of high environmental value. In conjunction with the overall spatial approach it seeks to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

Policy CP 8

Locations for Sustainable Growth

In order to promote development in sustainable locations, reduce travel demand and to protect the countryside, all new development should be sited with regard to the following sequence of locational preferences:

1. On brownfield land within an urban area which is well related to the road network, accessible by good quality public transport, cycling and walking and to services/facilities within the urban area;
2. On an infill site within the main urban areas accessible by good quality public transport and cycling and walking and close to services/facilities and subject to achieving urban greenspace and conserving or enhancing the character of the area;
3. On a site within a transport corridor forming an extension to those settlements named in the Preferred Spatial Option and served by good quality public transport, cycling and walking and accessible to job opportunities and services/facilities.

This policy should be read in conjunction with the sequential approaches for shopping, leisure, offices and housing development within the Thematic Policies section of this document.

Table 9.1 Monitoring: Policy CP 8 - Locations for Sustainable Growth

Outcomes	Site allocations and other development proposals are located sustainably
Indicators	Locational analysis of site allocations and other development proposals Analysis using the Accession Accessibility Model
Targets	Maximum use made of opportunities within urban areas, particularly those on brownfield land



10 Green Belt and Rural Areas

10

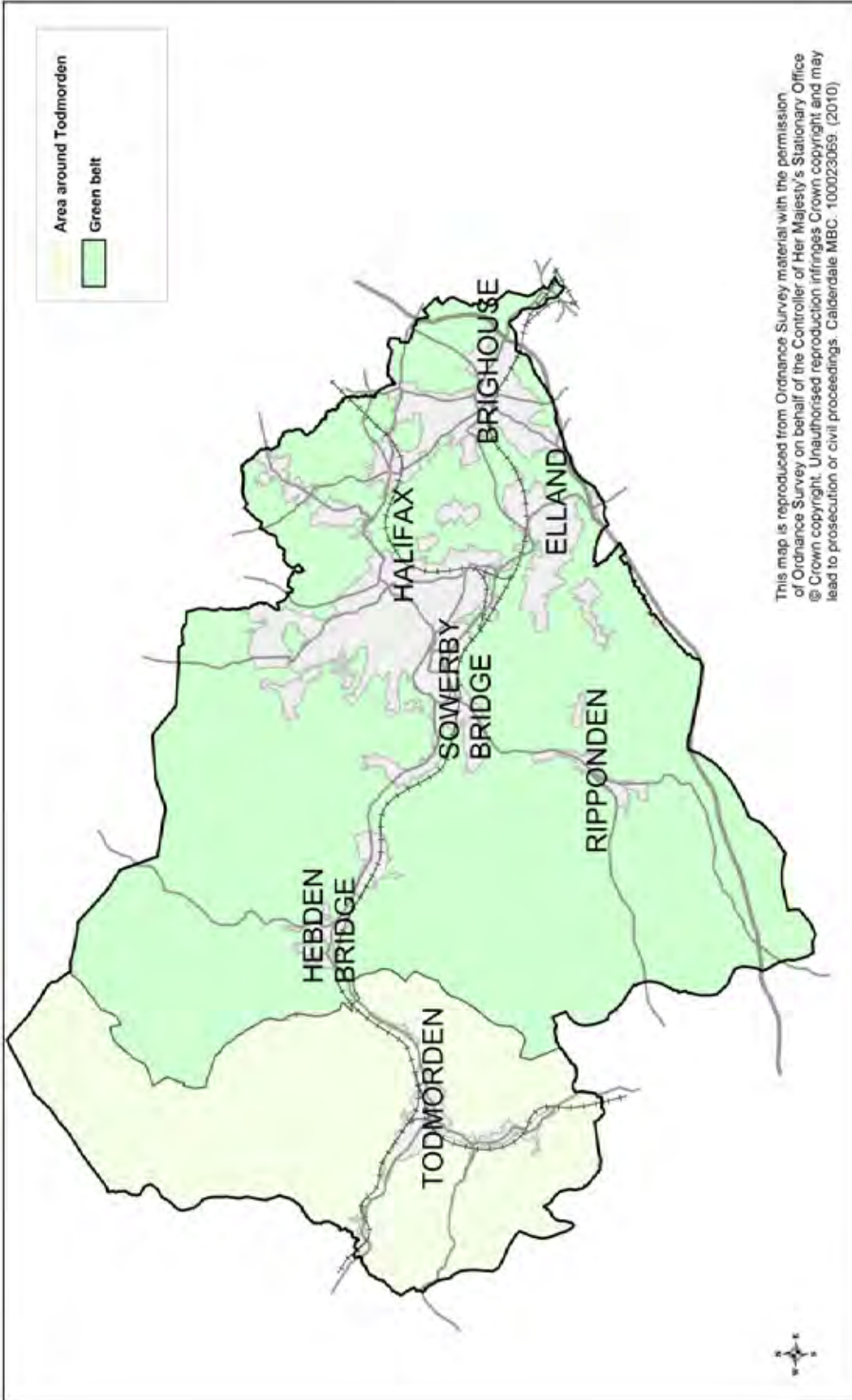
10.1 The Calderdale Green Belt forms part of the extensive Green Belt which extends from Harrogate in the north to Chesterfield in the south surrounding the towns and cities of West and South Yorkshire. It has an important role in retaining the character of the district by preventing uncontrolled urban sprawl and defining the settlements. However not all of Calderdale's countryside is designated as Green Belt as land to the west of the Pennine Way is excluded. The boundaries of the Green Belt in Calderdale were initially prepared in the late 1950's by the former West Riding County and Halifax County Borough Councils. It was eventually adopted in March 1989 following further work by the West Yorkshire Metropolitan County Council in the early 1980's.

10.2 The purpose of Green Belt as set out in national policy is:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns from merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and,
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

10.3 The existing Calderdale Green Belt generally fulfils all of these purposes. Within Calderdale's rural areas outside of the Green Belt other policy control mechanisms apply. The principal policy tool currently used within Calderdale is the RCUDP policy concerning the 'Area around Todmorden'. This policy acts in a very similar way to Green Belt policy and generally fulfils the purposes noted above.

Map 10.1 Current extent of Green Belt and Area around Todmorden



10.4 The Council are keen to retain Green Belt boundaries wherever practicable but a review of the Green Belt and the Area around Todmorden designation are required to accommodate the spatial approach to development proposed in 6 'Proposed Growth'. Whilst the Council aim to keep such incursions to a minimum in some instances the most sustainable locations for development are within the Green Belt or other rural areas. With this in mind the Council will use the Green Belt Review Methodology developed in 2009 to assess areas of possible release. The Council will also seek to work closely with adjoining authorities, partners and other stakeholders in reviewing its Green Belt and rural designations policies to ensure a strategic approach to the West Yorkshire Green Belt and rural designations is retained. The full extent of the detailed changes to the Green Belt and rural designations boundaries will be provided through the Land Allocations document element of the Local Plan. Once approved the boundaries are intended to last beyond the lifetime of the plan.

10.5 It is also important that development proposals within the Green Belt and rural areas respect the five key principles of the Green Belt and the character and openness of the countryside as set out above. The Area around Todmorden policy fulfils a similar purpose to Green Belt locally and therefore a single over-arching policy for both Green Belt and countryside areas has been developed. Until the boundaries of the Green Belt are set within the Land Allocations document the current extent of the Green Belt as set out within the RCUDP including inset settlements remains unchanged.

10.6 In addition to the Green Belt and Area around Todmorden policies much of the upland moor areas of Calderdale form part of the South Pennine Moors Special Protection Area (SPA) and Special Area of Conservation (SAC). These areas are of European significance for the conservation of protected bird species and the protection of habitats respectively. The condition of a large amount of the area is classified by Natural England as being in an unfavourable condition and whilst much of the area is recovering an area to the south of Todmorden is thought to be deteriorating. It is important that any development within Calderdale protects and where possible enhances the habitats of these protected moorlands. The moorland areas are covered in greater detail later in the plan in 'The Moors' section.

Policy CP 9

Green Belt Extent

A Green Belt will be maintained around the main built-up areas to restrain growth outside the urban areas. The Green Belt will be complimented by a rural designation to control growth in the rural areas surrounding Todmorden.

A review of the Green Belt and rural designation boundaries will be necessary to deliver the housing, employment and retail requirements of the district to deliver the spatial distribution of growth as set out in policy Policy CP 1 'Distribution of Growth'

The detailed extent of any changes to Green Belt boundaries together with rural designations will be provided within the Land Allocations element of the Local Plan.

In determining which sites currently within the Green Belt or rural area designation should be re-allocated for other uses the sites will be assessed against the purposes of Green Belt as set out within national planning policy and the criteria identified in the most up to date Green Belt Review Methodology.

Policy CP 10

Development in the Green Belt

Within the Green Belt, the construction of new buildings is inappropriate development except in the following circumstances:-

- Buildings necessary for agriculture, forestry or equestrian activity or other social and economic uses which have a functional need to locate in the countryside;

- The provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as these preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
- The extension or alteration of existing buildings provided that it does not result in a disproportionate addition over and above the size of the original building;
- The replacement of a building, provided that the new building is in the same use and not materially larger than the one it replaces;
- Limited infilling in villages, and limited affordable housing for local community needs under policies set out elsewhere in this Local Plan;
- Limited infilling or the partial or complete redevelopment of brownfield sites, whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development;

Uses other than those identified will constitute inappropriate development and will not be supported except in very special circumstances to be demonstrated by the applicant.

Policy CP 11

Development in the Area around Todmorden

Within the Area around Todmorden development proposals which are considered appropriate will generally be supported providing they do not have a negative impact upon the openness or character of the countryside or upon the Special Protection Area (SPA) or Special Area of Conservation (SAC). The types of appropriate development are:-

- Uses necessary for agriculture, forestry or equestrian activity or other social and economic uses which have a functional need to locate in the countryside;
- Uses which support sustainable growth and diversification of the rural economy including for tourism;
- The re-use and adaptation of existing buildings;
- The extension or alteration of existing buildings providing that it does not result in a disproportionate addition over and above the size of the original building; and
- Sport and recreation uses appropriate to a rural area which do not conflict with other land uses.

Table 10.1 Monitoring: Policy CP 9 - Green Belt Extent

Outcomes	To provide a Green Belt which will endure for at least 30 years. Detailed Green Belt boundaries to be defined in the land allocations document
Indicators	Net change in area of Green Belt in the District
Targets	No further change to boundary after Land Allocations document

Table 10.2 Monitoring: Policies CP 10 and CP 11 - Development in the Green Belt and Area around Todmorden

Outcomes	Development in the Green Belt and Area around Todmorden is appropriately controlled
Indicators	Grant of permissions for "Inappropriate" developments
Targets	No inappropriate development approved

11 High Quality Inclusive Design

11.1 An attractive, inclusive built environment is vital to improving well-being. It can attract people to live and work in the borough and is integral to good place making. It helps to improve the quality of life for existing communities and foster pride in the local area. By incorporating high quality design principles into all new development the built environment can be enhanced, taking account of the local character and local distinctiveness of Calderdale's towns and villages. A high quality built environment can also be one factor in helping to encourage communities to support new development.

11.2 Design issues are a central theme of the Core Strategy, influencing all aspects of new development. Design covers issues of:

- **Aesthetics** - ensuring that new development is sympathetic to its surroundings (both the natural and historic environments). Aesthetics will include issues such as scale and height (including privacy and daylighting), density, form, massing, siting, materials, boundary treatment and landscaping;
- **Function** - will include layout and access considerations, being accessible to disabled people and all aspects of the community - many of the aesthetic considerations will also impact upon function. Improvement of safety and crime prevention are also functional aspects to consider in scheme developments and design, as well as the overall safety and suitability of the development in terms of site constraints such as land instability, pollution or mining legacy; and
- **Sustainability** - in terms of materials used, the energy efficiency of new developments, and renewable energy considerations. In addition, design considerations such as 'trip-end' facilities (changing rooms/showers/storage) in workplaces can help encourage the use of more sustainable forms of transport.

11.3 Good design is important at all spatial scales, from the individual building level (both in internal layout and external architectural details) to the wider neighbourhood and even settlement scale. It will therefore consider outside spaces, local public amenity land and shared spaces equally, alongside the built form. To ensure that developers consider schemes beyond just the building phase, maintenance responsibility for large developments, post-development, could be placed on the developer through planning conditions.

11.4 Good design is important for all types of development, however housing design in particular is a focus for the Council. The Calderdale Housing Strategy sets out the ambitions of the Council to help reduce the amount of poor quality housing and increase the number of decent homes. The Housing Strategy is currently under review, however good design will remain a key part of the future aims in the borough. Although much of the housing strategy work relates to the improvement of the existing housing stock, the design of new housing has an equally important role to play.

11.5 A regional design review process is currently available for assessing design quality via a peer-review panel, in keeping with the principles and practice guidance agreed by Design Council CABE, RIBA, RTP1 and the Landscape Institute. Design review is most effective at pre-planning application stage and provides a positive opportunity to improve scheme design at an early stage. The NPPF requires LPAs to have local design review arrangements in place. It is a long term aim of the Council, as set out in the Conservation Strategy and Action Plan (2011-2014), to implement a local design review process with design agencies and architectural practices with the aim of improving quality of design.

11.6 In addition to design review, a number of design tools are available to help evolve and assess the design elements of proposed new developments, including:

- For homes and neighbourhoods - Building for Life (BfL) assessments, Homes and Communities Agency (HCA) Design and Quality Standards, Code for Sustainable Homes (CSH);
- For the historic environment - Building in Context (BIC);
- For public realm - Manual for Streets (MfS), Spaceshaper; and
- For all new buildings - Design Quality Indicators, BRE Environmental Assessment Method (BREEAM).

11.7 The following policy is proposed to ensure that high quality, inclusive design is integrated into all future developments:

Policy CP 12

High quality, inclusive design

New developments will ensure high quality, inclusive design and demonstrate a holistic approach to design quality. Applicants' Design and Access Statements will demonstrate consideration of the aesthetics, function and sustainability of proposed new developments over the lifetime of the development:

- Aesthetics** – the design style proposed in new developments should respect or enhance the character and appearance of existing buildings and surroundings, taking account of its local context and distinctiveness, in particular any heritage assets. Contemporary, innovative design will be encouraged where it can be demonstrated that this will not harm the setting of a listed building or conservation area.
- Function** – design will consider issues around access by all sectors of the community, ease of movement within and through the development, the general layout of the scheme within the context of its surroundings, safety issues such as land instability, pollution and mining legacy, and secured by design principles to promote community safety and crime prevention measures.
- Sustainability** – climate change and energy efficiency measures will be central to the design of new developments in line with the requirements set out in policy Policy CP 13 'Sustainable Design and Construction'. Design will put sustainable forms of transport (walking, cycling and public transport) above other motor vehicles, including measures of support such as 'trip-end' facilities in work places.

Proposals relating to new housing should be in line with design requirements set out in 19 'Housing' on density, quality and mix, and the Council's latest Housing Strategy.

Major developments will be subject to Design Review; this should be undertaken at pre-application stage, to ensure that proposals are not sufficiently advanced to implement any design changes. Developers of major schemes will also be expected to maintain large development sites for a minimum of 5 years post completion.

Table 11.1 Monitoring: Policy CP 12 - High Quality, Inclusive Design

Outcomes	Improved design and quality of the built environment.
Indicators	Applications receiving national recognition of design best practice (e.g. Housing Design Awards); Applications subject to a design panel / design review; Fear of crime - % of residents in the district stating they feel safe in their local area after dark;
Targets	None

12 Sustainable Design and Construction

12.1 The Sustainable Design and Construction element of the Core Strategy emerged from two specific elements of the original Core Strategy RI&O consultation. The climate change policy options included an 'Energy Efficient New Development' and 'Adapting to Climate Change - Urban Design' elements (RI&O policy options 3 and 6 respectively). For the preferred options, it was considered that a section combining these and other elements could be addressed in a policy concerned with Sustainable Design and Construction.

12.2 The NPPF recognises that good design is a key aspect of sustainable development, and one of its core planning principles is to support the transition to a low carbon future in a changing climate. Sustainably designed developments have a significant role to play in not only reducing the built environment's impact on Greenhouse Gas (GHG) emissions and climate change, but also on the related costs of energy use. The sustainable design policy deals with both mitigating the impacts of climate change, through energy efficiency and therefore reducing GHG emissions, and adapting to the impacts through resilient urban design.

Energy Efficiency

12.3 Poorly insulated and designed buildings are inefficient in terms of their energy use and result in higher fuel costs, as well as being a major source of GHG emissions. The main regulatory body that can secure energy efficiency gains in the built environment is the Building Regulations, especially Part L. The Building Regulations system is gradually increasing the energy efficiency requirements of new residential development in order to meet the government's zero carbon target by 2016. Whilst planning may only have a limited impact on increasing the energy efficiency of existing dwellings, planning policies should ensure that new development, residential or otherwise, meets high standards of energy efficiency. Other national energy efficiency measures include the Code for Sustainable Homes (CfSH). This measures the energy performance of new residential development across a number of different areas and awards a rating of 1 to 6 (6 being considered zero carbon). At present, the equivalent CSH level to Building Regulations Part L is level 3. The UK's most recognised environmental performance assessment method for non residential development is the BREEAM⁽²⁴⁾ rating.

Urban Design

12.4 The design of individual buildings and the spaces between them are important both in climate change mitigation and adaptation; for instance the siting and layout of a building has an impact on the levels of energy it requires; the design of space between buildings can assist in adapting to the predicted impacts of climate change, for instance through provision of shaded areas, or flood storage areas.

12.5 Adaptation will also differ depending on the location - for instance high density urban areas will call for quality open spaces and innovative design, whereas lower density suburban/rural areas will offer opportunities for large scale strategic green space infrastructure and potential flood storage. Any policy will need to ensure conflicts between mitigation and adaptation techniques are managed, for instance, using shading and orientation to avoid excessive solar gain will obviously impact on the energy efficiency of buildings during the winter months.

Policy CP 13

Sustainable Design and Construction

- Developments are required to demonstrate their energy efficiency compared to building regulation standards;
- All new residential development on brownfield land will be required to meet the Code for Sustainable Homes level 3 (or any future equivalent national requirements), rising to level 4 by 2013, and level 6 by 2016, in line with national standards, whilst supporting proposals that demonstrate energy efficiency measures beyond the national minimum standards;
- All new Greenfield residential developments will be required to secure Code for Sustainable Homes level 4 (or any future equivalent national requirements), and level 6 by 2015, unless evidence is provided which demonstrates this cannot be met;

- By 2019, non residential development to meet the government's zero carbon standard; in the interim the following will apply to developments in excess of 1,000 square metres:
 - 2013 -2016 BREEAM 'Very Good' or equivalent standards, unless evidence is provided which demonstrates this cannot be met;
 - 2016 -2019 BREEAM 'Excellent' or equivalent standards, unless evidence is provided which demonstrates this cannot be met;
- Developments should demonstrate that design measures intended to increase energy efficiency have been included in the proposal;
- Developments should reflect the role that Urban Design plays in creating resilient places, both through adapting to, and mitigating the impacts of, climate change, including the protection and enhancement of open spaces and green infrastructure to provide urban cooling and shading;
- The Council will expect development to deliver buildings that are adaptable to the changing needs of both current and future occupants;
- Design should protect and enhance natural resources and biodiversity.

Table 12.1 Monitoring: Policy CP 13 - Sustainable Design and Construction

Outcomes	Improved energy efficiency and quality of design and construction for both residential and non residential development.
Indicators	Number of development achieving Code for Sustainable Homes Level 4 or above; Number of developments achieving BREEAM 'Very Good' rating; Average Annual Domestic consumption of Electricity per household; Average Annual Domestic consumption of Gas per household; Average Energy Efficiency (SAP# Rating) of housing stock;
Targets	To be agreed through the Preferred Options



13 Infrastructure needed to support development

13.1 To ensure the Core Strategy promotes truly sustainable communities it is crucial that new infrastructure is provided with development. The scale of development identified within the Core Strategy has obvious implications for infrastructure needs and requirements. These will range from the need for a new school to accommodate the increase in children or transport improvements to mitigate against the projected increases in traffic.

13.2 The Council will continue to work with infrastructure providers to assess the requirement for infrastructure over the plan period. An initial Infrastructure Delivery Plan (IDP) has been developed with infrastructure providers to sit alongside the Core Strategy. The initial phase of the IDP process considered the current infrastructure provision within Calderdale and identified shortfalls in provision, 'show-stopper' issues for development, and future investment plans of the infrastructure providers. This initial assessment did not identify any 'show-stoppers' to development but did identify a number of current or projected shortfalls which will need to be addressed. The IDP will continue to evolve alongside the Core Strategy and take account of any changes within the strategy.

13.3 To overcome infrastructure deficits the planning system has the power to set charges associated with development for shortfalls in infrastructure funding, or support different types of infrastructure not already funded. In recognition of this the Council will need to consider the introduction of a local 'development tax' through the Community Infrastructure Levy (CIL). CIL will sit alongside site specific development agreements (often known as Section 106 agreements or planning obligations), the scope of which is being scaled back, to assist in plugging any infrastructure funding gap. The current government has suggested that CIL will remain as the intended primary charging method for obtaining contributions from planning permissions for the foreseeable future.

Policy CP 14

Infrastructure provision

To ensure the delivery of strategic infrastructure the Council will consider the introduction of a Community Infrastructure Levy (CIL). This will be applied across Calderdale to all forms of development. It will be used to assist in the delivery of the strategic infrastructure, where alternative funding is either not available or unable to meet the full costs. Such infrastructure may include, but is not restricted to:

- improvements to the strategic highway network and other highway infrastructure;
- public transport enhancements;
- protecting areas of flood risk and mitigating against climate change;
- provision of new educational facilities;
- new sports, leisure and green infrastructure projects.

Local Infrastructure, including facilities and services that are essential for development to take place on individual sites, or which are needed to mitigate the impact of development at the site or neighbourhood level, will be secured through Planning Obligations in line with the Policies of the Core Strategy and the Land Allocations & Designations DPD.

In advance of the adoption of CIL, the Council will seek to ensure the delivery of strategic infrastructure by Planning Obligations and other public funding sources.

Table 13.1 Monitoring: Policy CP 14 - Infrastructure Provision

Outcomes	Provision of infrastructure projects
Indicators	Successful implementation of CIL
Targets	Provision of adequate funding for infrastructure projects

14 Economy

14.1 Calderdale needs a strong, competitive and diverse local economy; which can grow and encourage new businesses and support social enterprises to start-up. Calderdale's Economy and Enterprise Strategy identifies a need to diversify our economic base and build upon the unique natural and built environments of Calderdale. As an integral part of Leeds City Region and functionally linked to Manchester and Central Lancashire City Regions our policies are guided by the long-term economic strategies of these regions. It is also important we build upon our proximity to Leeds and Manchester in order to attract and retain business, residents, learners and visitors as well as provide better access to the opportunities available within both cities.

14.2 The policies contained within this section in combination with the Core Policies will assist in fulfilling the aims of the Economy and Enterprise Strategy and Core Strategy Objective '**Create a resilient sustainable economy founded upon innovation and enterprise; building upon the exceptional character of Calderdale and our location within Leeds City Region and proximity to Manchester**'. The Core Strategy provides opportunities for business through the identification of new employment land, protection of our best employment sites and by supporting a diverse economy. In addition it protects and enhances the very things that make it unique, our towns and countryside.

Employment Land

14.3 It is essential that there is an adequate supply of developable employment land to meet the needs of existing and new firms. Without the availability of sufficient land and property in appropriate locations Calderdale's economy and businesses will suffer. Unsuitable premises and sites can increase costs and constrain growth making their development or continued operation unviable. In contrast suitable premises and sites can lower costs and increase profits making them more viable enabling development or retention of the existing business.

14.4 The employment site allocations within the RCUDP (2006) have achieved mixed success in delivering the economic aspirations of the plan. Some of the sites have suffered from problems with viability, some have been successfully developed, whilst others are being retained by the owner for their own future expansion. The RCUDP also identifies Primary Employment Areas where existing employment uses are concentrated. Many of these areas remain viable and vibrant employment locations, some with the opportunity to intensify uses, however others are no longer suited to modern employment purposes.

14.5 The 2012 Employment Land Review update anticipates a gross need for 98,000sqm (1,054,900sqft) of (B1a) office space and 215,000sqm (2,314,250sqft) of (B1b,c, B2, B8) industrial/ warehouse space across the District over the plan period. This need includes the replacement of unsuitable premises with new more suitable premises. Policy CP 2 'Employment Floorspace Requirements' identifies that this will be achieved through a variety of mechanisms including the retention of existing RCUDP employment allocations, town centre regeneration and new employment allocations.

14.6 The availability, demand, quantity and quality of sites and existing office and industrial/ warehousing premises varies widely across the district. Within the Brighouse and Elland areas there is a good potential supply of both office and industry/ warehousing accommodation. These areas benefit from having less topographical constraints and convenient access to the M62 making them attractive locations. Successful business and industrial parks within the area include Lowfields and Armytage Road. The area also contains the most significant RCUDP employment site in the Wakefield Road, Clifton allocation which has the potential to provide significant inward investment for Calderdale. In addition Brighouse and Elland town centres provide opportunities through regeneration for increased office accommodation.

14.7 Halifax and Sowerby Bridge have a good potential supply of both office and industrial/ warehousing accommodation. The area is the prime area for office accommodation being home to Lloyds and Dean Clough and has significant developments in the 'pipe-line' at Copley. Halifax town centre is currently undergoing transformation through the development of Broad Street plaza and the forthcoming improvements to the Piece Hall. A continuation of this transformation, including a rationalisation of Calderdale Councils office requirements, is likely to provide significant opportunities for office development in the future. The industrial area of North Halifax whilst continuing to be attractive to the local market is constrained by the traffic bottle-necks into and out of the town, these in turn are effecting the viability of some areas.

14.8 Within western parts of the district there is a limited supply of viable employment premises and sites. There is some potential for small scale office development within the town centres, particularly Todmorden.

Due to the lack of viable sites within the area it is important to protect the existing sites and consider more flexible use of other buildings to promote employment.

Policy TPE 1

Providing employment land and premises for future need

Calderdale's employment land portfolio will be reviewed every three years to ensure it retains an appropriate range of viable and sustainable sites and premises that are attractive to the market. New employment sites, including mixed-use sites, will be allocated and development proposals for employment generating uses encouraged where they;

1. address the identified needs and locational requirements of business, as set out within the most recent review of employment land within Calderdale;
2. relate well in terms of scale, character and function to the locality;
3. are accessible by or make provision for good quality public transport as well as pedestrian and cycle access; and
4. are located on brownfield rather than greenfield sites, unless local circumstances dictate otherwise.

Halifax town centre will be the primary location for large scale office development followed by the hierarchy of other towns and centres indicated within Policy TPE 4 'Calderdale retail hierarchy'. Outside of town centres large scale office development will usually be restricted to employment and mixed-use allocations identified for office development on the proposals map. Proposals for large scale office developments outside of these locations will be subject to a sequential test where applicants will need to demonstrate that there are no suitable and available sites capable of accommodating the proposed development within, or with convenient pedestrian access to, adjacent town centres. The sequential approach does not apply to small scale rural offices.

Support will also be given to employment proposals within regeneration areas or sites easily accessible by public transport, walking or cycling from areas of high unemployment if they can be shown to;

1. address the regeneration priorities or employment needs of an area, as identified in the development plan or other Calderdale Council strategies; and
2. be consistent with other policies within the plan

Policy TPE 2

Safeguarding existing employment sites

To maintain a viable employment base within Calderdale it is important that the best employment sites are retained for future use. It is therefore important that good quality employment sites are protected from other forms of development.

Existing employment areas and allocations

Proposals for uses other than employment within the identified employment areas and employment allocations on the proposals map will not be permitted unless;

1. It can be demonstrated that the site or premises are no longer capable of employment use; and
2. There is no demand to use the premises for employment purposes and this can be justified by evidence of extensive marketing of the site over a reasonable length of time at a realistic purchase/lease cost for the site; and
3. The proposed use is compatible with neighbouring uses and, where applicable, would not prejudice the continued use of neighbouring land for employment; and
4. It has been identified for release through the most up to date employment land review; or

- 5. Alternative provision of similar size and improved quality can be provided as part of any permission; or
- 6. It is a small scale use ancillary to the employment site which will reduce the need to travel.

Decisions upon development proposals shall have particular regard to the availability of alternative viable employment sites within Core Strategy areas lacking in alternative provision.

Other employment sites

Outside of identified employment areas and employment allocations proposals for the redevelopment, conversion or change of use of sites and premises in use or last used for employment will be permitted providing that one or more of the following apply:

- 1. It can be demonstrated that the site and/or buildings are not economically or physically capable of supporting industrial, business or other employment generating uses;
- 2. There is no demand to use the premises for employment purposes and this can be justified by evidence of extensive marketing of the site over a reasonable length of time at a realistic purchase/lease cost for the site;
- 3. The establishment of another use is the only viable means of retaining a building of architectural or historical significance;
- 4. The site forms part of a wider regeneration proposal supported by the Council.

Table 14.1 Monitoring: Policy TPE 1 - Providing Employment Land and Premises for Future Need and Policy TPE 2 - Safeguarding Existing Employment Sites

Outcomes	To provide Calderdale with a good supply of employment land and premises fit for modern requirements
Indicators	Net and gross employment floorspace completions - by type (m ²) Amount of available employment land for development (ha) Up to date employment land portfolio
Targets	5,800 sqm new office floorspace & 12,650sqm new industrial and warehousing floorspace per annum 5 year supply of deliverable employment sites Review of ELR every 3 years

Diversifying the Economy

14.9 Calderdale's economy is biased towards the financial and manufacturing sectors both of which have seen employment decline over recent years. This has left the district prone to the effects of the current and any future economic downturn. This identified weakness is thought to be compounded by reliance upon a few large employers within these sectors. The Calderdale Local Economic Assessment (LEA) (2011) indicates the need to improve the economic resilience of the district through diversifying the economy of Calderdale and building upon local distinctiveness. In addition to this reliance upon a few sectors the topography, setting and character of the district present both challenges and opportunities for economic diversification. In diversifying the economy it is important that the Core Strategy also provides opportunities for existing sectors such as manufacturing to continue to thrive through supportive policies and an up to date portfolio of employment land.

14.10 To assist in achieving a more resilient economy the Calderdale LEA (2011) indicates a need to develop conditions which will encourage new businesses to locate and grow within the district. The Core Strategy aims to promote the creation of business clusters that are interlinked to the local market. The advantages of this approach are higher rates of innovation, business formation, and greater productivity, all of which have a positive effect upon the local economy. The Calderdale LEA (2011) agrees with this approach in Calderdale particularly noting that Creative and Digital businesses and finance are already strengths which should be built upon. It also notes a high number of SME's and business start-ups within the district, many of which have high growth potential. To support this type of growth it is important that the Local Plan identifies sufficient opportunities for co-location of businesses through the allocation of sufficient land and the encouragement of SMEs and new

start-ups through the provision of land for incubator units and expansion space.

14.11 The rural areas of Calderdale account for a significant proportion of the district and are home to many SMEs and business start-ups. Promoting and assisting their growth will help the Calderdale economy in becoming more resilient. It is therefore important that the Local Plan encourages these businesses by providing them the opportunity to grow and flourish whilst protecting our rural assets. This will be achieved through the promotion of rural diversification for new business opportunities and assisted by the Council working in partnership with Broadband providers to allow access within the rural parts of the district. Within the rural areas consideration will be given to locational need, access to sustainable transport, environmental factors as well as design and Green Belt or countryside implications.

14.12 Given the attractions of our rural areas and the character of the towns tourism is highlighted as being a potentially important industry for the district which if capitalised could produce greater value without significant investment. At present overnight stays within Calderdale are low and could provide a significant boost to the local economy. The use of farms and other rural locations may be appropriate for holiday accommodation, working holidays and rural leisure pursuits. However, whilst it is acknowledged that there may be a functional need for some businesses to locate in rural areas it is unlikely that large scale development would be appropriate, particularly in more remote locations. It is therefore considered that such development be directed towards our towns.

14.13 The Calderdale LEA and Joint Strategic Needs Assessment both indicate a need to encourage more knowledge intensive industries, particularly Creative and Digital Industries. The local plan will encourage and facilitate business start-ups through the identification of sites for small business and the opportunity for live/work premises. Such uses will be supported through the local plan, providing they do not have a significant adverse effect upon residential amenity. The Council will work closely with partners and providers to develop a network of superfast broadband within the district to aid the opportunity to for clusters of creative and digital industries and the opportunity to work from home.

Policy TPE 3

Diversifying the economy

Decision makers will encourage and promote the diversification of the local economy by supporting;

- economic developments which are located in existing employment areas or allocations and;
 - assist the expansion, or support investment, in the key growth sectors identified within regional and local economic strategies;
 - promote entrepreneurial activity and new business formation; and/or
 - encourage economic activity and/ or skills development within or easily accessible from areas of high levels of worklessness;
- the expansion of firms outside of employment allocations or designations providing;
 - the expansion is proportionate to the character and scale of existing buildings;
 - can be accessed by sustainable methods of transport;
 - would accord with other policies in the plan
- economic activity outside of the main urban areas provided they;
 - help diversify and strengthen the rural economy of the district;
 - promote the re-use of former agricultural buildings and/or home-working providing this does not result in unacceptable levels of unsustainable methods of transport.
- tourism and related facilities providing its development would not conflict with other policies within the plan.

Support will also be given to proposals that provide the supporting infrastructure necessary for start-up and micro-businesses, including the provision of superfast broadband, to become established and for

small and medium-sized enterprises to grow.

Table 14.2 Monitoring: Policy TPE 3 - Diversifying the Economy

Outcomes	To create a sustainable and resilient economy within Calderdale
Indicators	Sectoral change New business registration rate Farm diversification proposals
Targets	Increase and maintain the new business registration rate in Calderdale to 10% over the regional average Reduced reliance upon financial and business services and manufacturing by increasing the amount of other firms Retention of existing companies

Town Centres

14.14 Calderdale’s town centres are a key part of the local economy. They perform a vital role in providing local jobs and services and helping to retain expenditure within the district. They have an equally important social role to play, providing opportunities and places to meet friends and family, and to pursue a variety of leisure and recreational activities.

14.15 Our town centres should be supported in every possible way to help them thrive, to enable the retention of expenditure locally and to increase footfall both day and night. The Core Strategy must ensure that Calderdale’s centres remain vibrant and dynamic places to visit, through the period of the Plan and beyond. With this in mind, the following suite of policies will apply;

- Calderdale retail hierarchy;
- Retail impact assessments and local thresholds;
- General town centre principles; and
- Halifax Strategic Town Centre (in 'Halifax' section)

Calderdale retail hierarchy

14.16 An existing network of centres has developed and evolved over time in Calderdale, providing facilities and services to our varied communities and settlements. Each centre provides its own distinct mix of retail, service, leisure and cultural services, and/or office employment space. Many of the smaller neighbourhood centres provide essential roles within their local communities and economies ⁽²⁵⁾ and are as equally important as the higher level centres within the hierarchy.

14.17 To help ensure that our future communities are the most sustainable that they can be, and to assist with proposed new housing and employment developments in the plan, the following Retail Hierarchy is proposed for Calderdale. The extent of these centres will be defined in the Land Allocations & Designations DPD.

- **Tier 1: Strategic Town Centre** - Serves the district as a whole in terms of the following uses: retail, services, office employment, leisure, tourism and cultural facilities. The strategic town centre will be the primary focus, and principal location for new developments and renovations/improvements to existing facilities;
- **Tier 2: Town Centres** - The Town Centres serve as important service centres in the district, providing a range of facilities and services for their own extensive rural catchment areas including: retail, services, office employment, leisure, tourism and cultural facilities. They will be the secondary focus in the district for new developments and renovations/improvements to existing facilities;
- **Tier 3: District Centres** - District Centres provide appropriate convenience (food and grocery) facilities to enable a weekly shop, supported by a range of other shops, services, leisure and cultural facilities serving their local communities or rural catchments;

- **Tier 4: Local Centres** - Local Centres generally provide a range of small shops and services to meet local day-to-day needs, including typically a small convenience (food and grocery) facility;
- **Tier 5: Neighbourhood Centres** - Neighbourhood Centres generally provide facilities to meet basic, essential needs only, to a predominantly walk-in catchment, and may comprise only a very small number of units in a single parade.

Picture 14.1 The Woolshops, Halifax Town Centre



14.18 The identification of centres within the Calderdale retail hierarchy has been established through town centre and accessibility surveys undertaken in 2010 and 2011. Although it is called the 'retail' hierarchy the full range of retail and service provision in each centre has been taken account of, both quantitative and qualitative aspects, including: total floorspace, total unit count, retail (A1) floorspace, retail (A1) count, services (A2, D1) floorspace, services (A2, D1) count, leisure (A3, A4, A5, D2) floorspace, leisure (A3, A4, A5, D2) count, and household catchment (nearest population). The term 'retail' hierarchy

(as opposed to 'centres' hierarchy that would better reflect both the retail and service element of centres) has been chosen to ensure a clear distinction of centres as defined in the settlement hierarchy.

Policy TPE 4

Calderdale retail hierarchy

An established hierarchy of centres has developed in Calderdale providing facilities and services to local communities at different spatial scales. Development proposals and new investment should help to maintain and strengthen Calderdale centres in line with the following hierarchy:

Calderdale Retail Hierarchy

Strategic Town Centre	Town Centres	District Centres	Local Centres	Neighbourhood Centres
Halifax	Brighouse; Todmorden; Hebden Bridge; Sowerby Bridge; Elland	King Cross; Queens Road; Hipperholme; Mytholmroyd; West Vale; Ripponden; Bailiff Bridge; Northowram	Shelf; Ovenden Cross; Walsden; Boothtown (& Akroydon); Luddendenfoot; Stainland & Holywell Green	Lee Mount; Skircoat Green; Hove Edge; Sowerby; Siddal; Ovenden North; Highroad Well; Mixenden; Southowram; Illingworth

New neighbourhood facilities and centres will be considered where they will improve access to services without impacting significantly on other nearby centres. There is particularly poor/under provision of local/neighbourhood centres in some of the populated parts of Halifax and Brighouse; namely Illingworth, Mixenden, Highroad Well and Rastrick. Should opportunities arise to improve local retail and service provision in these areas they will be particularly well supported in line with current deficiencies.

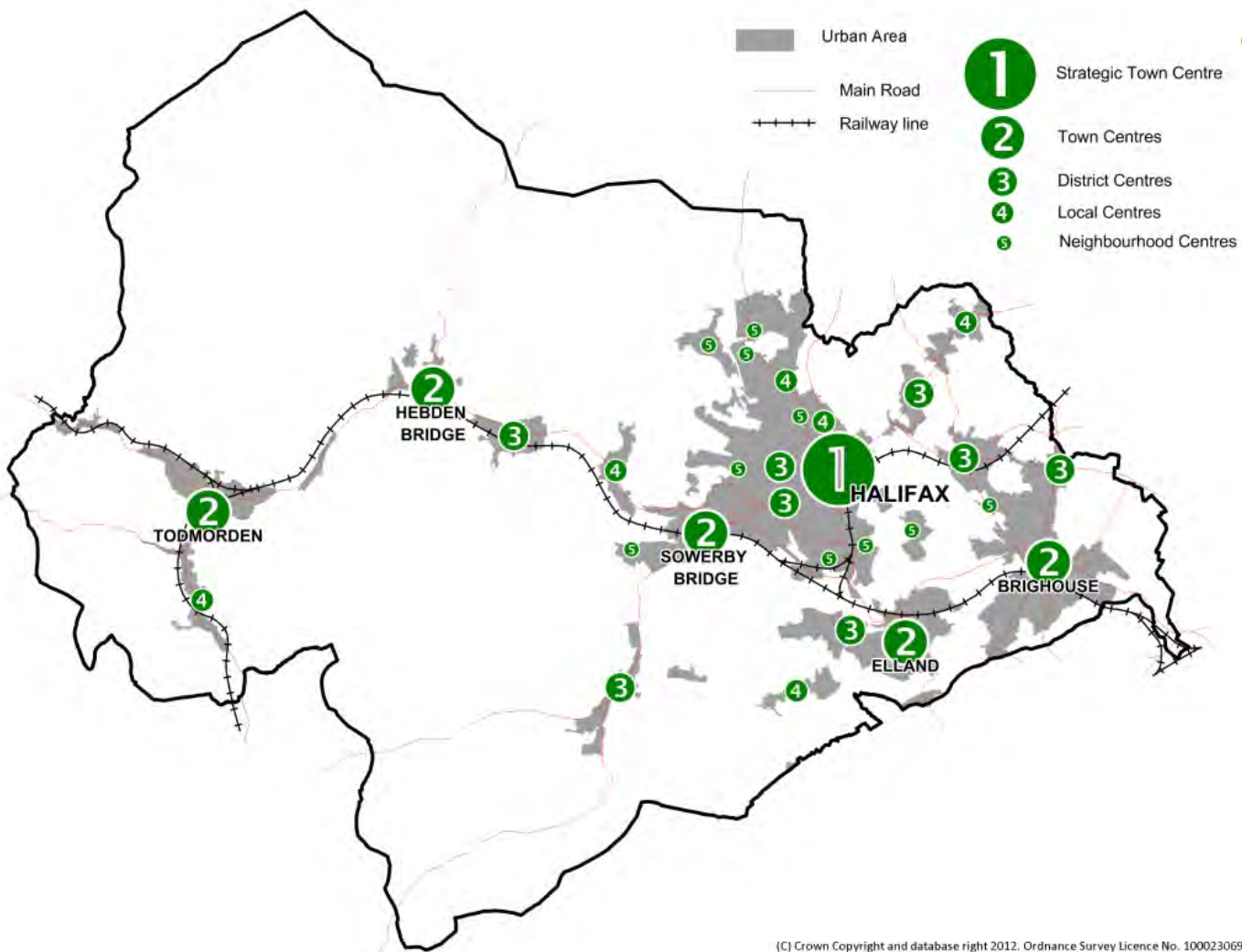
Loss of a service or facility that would undermine the role of a centre in accordance with the retail hierarchy will be resisted. Non-retail uses in centres will be managed through shopping frontages set out in the Land Allocations and Designations DPD.

Out-of-centre retail locations - a number of other existing retail locations outside of the defined centres are located around the district:

- Retail warehouse locations: Halifax Retail Park, Greenmount Retail Park and Crossley Retail Park on Pellon Lane (Halifax);
- Out of town supermarkets/superstores: ASDA, Thrumhall Lane (Halifax); and Morrisons, Keighley Road (Halifax).
- Local retailing and service provision: see Policy TPE 7 'Local retailing and service provision outside of centres'

There is a presumption against further retail development outside of existing centres, unless it can be demonstrated that all relevant tests outlined in current Government Guidance can be satisfied. Any proposed new development or expansion, or new out-of-centre retail locations, will be subject to impact assessment procedures as set out in Policy TPE 5 'Retail impact assessments and local thresholds'.

Map 14.1 Calderdale Retail Hierarchy



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Retail impact assessments and local thresholds

14.19 National planning policy allows local authorities to set local thresholds for retail impact assessments,

and these are set out in the policy below. Each centre in Calderdale will have different sensitivities to new development, therefore this plan proposes local thresholds set using an expenditure approach, with each centre threshold relating to approximately 10% of current expenditure in the centre on the comparable type of floorspace. This approach is viewing the likely turnover of a proposal as an important trigger point for undertaking a detailed analysis of the likely impacts of the development. It is not seeking to make an early assessment of impact, or be a determinant of impact itself.

14.20 Markets support retail diversity, and provide a low risk environment to encourage new enterprises to establish themselves, contributing to Policy TPE 3 'Diversifying the economy'. At their best, markets are a meeting place and a focal point for local people, a place where different communities can come together for a common purpose. They offer access to cheap and healthy food and can act as important cultural and tourist attractions in their own right. As such, markets have a key role to play in helping to build the 'Big Society'—bringing people and communities together, and acting as a 'community builder' that initiates civic pride and somewhere to meet and learn about new cultures⁽²⁶⁾. The majority of Calderdale's town centres retain traditional local markets which complement the high street offer, and provide an important historical and social role to the local communities. They are therefore included within the proposed policy as a specific local impact consideration.

Policy TPE 5

Retail impact assessments and local thresholds

Proposals located on the edge, or outside, of a retail centre's defined primary shopping area will be subject to a retail impact assessment if they exceed the following floorspace thresholds.

Impact Assessment Thresholds on New Gross Floorspace

Centre	Convenience goods	Comparison goods
Halifax	2,000m ²	2,500m ²
Brighouse	850m ²	750m ²
Todmorden	300m ²	300m ²
Hebden Bridge	150m ²	400m ²
Sowerby Bridge	300m ²	100m ²
Elland	100m ²	200m ²
All other centres	All	All

The assessment should consider the following impacts on all centres located within the anticipated catchment area of the new development:

- all relevant impacts set out in national planning policy;
- whether the proposal is of an appropriate scale in relation to the size, role and character of the settlement or intended catchment area;
- the cumulative impact of the proposal and other similar outstanding permissions or recent completions;
- where the catchment area of the proposed development includes a Calderdale markets location, the specific predicted impact on market trading; and
- for major applications the above impacts should be assessed 10 years from the time the application is made.

All applications to remove restrictions on the type of goods sold in out-of-centre retail warehouse locations should undertake an impact assessment.

Where any proposal is likely to have a significant adverse impact on a defined centre it will be refused.

Table 14.3 Monitoring: Policy TPE 4 - Calderdale Retail Hierarchy and Policy TPE 5 - Retail Impact Assessments and Local Thresholds

Outcomes	Retention and strengthening of the Retail Hierarchy in Calderdale Vitality and viability of centres maintained
Indicators	Change in the role of centres within the Calderdale retail hierarchy; Total amount of new floorspace for 'town centre uses' - by location (gross and net); New comparison retail floorspace by town centre (gross and net); New convenience retail floorspace by town centre (gross and net);
Targets	No weakening of centres within the Calderdale retail hierarchy; Latest forecast need for new floorspace by centre; Review of Retail Needs Assessment every 3 years;

14

Core Strategy Preferred Options Calderdale MBC

General town centre principles

14.21 Our town centres and high streets are the heart of our communities⁽²⁷⁾. Healthy town centres should meet a range of business and entertainment needs whilst promoting the diversity and individuality of the area. The retail needs assessment published in 2009 undertook detailed health checks of the six main town centres, and identified a need to improve the qualitative provision of services and facilities in some parts of the borough. A more recent update of town centre qualitative issues has been published as part of the Local Plan evidence base; Town Centre Reports: Qualitative Assessments (April 2012).

14.22 Key factors for the retail sector remaining competitive is that consumer’s most fundamental needs are adequately met; namely convenience, safety and mobility. However our town centres will need to give focus to other elements beyond retail to add to the ‘day-out’ mix. The future will increasingly rely on ‘experience, service, information and communication’ and the holy grail ‘will be to create a community-based shopping experience where retired Boomers feel so comfortable and entertained that they return daily – or even more than once a day’⁽²⁸⁾.

14.23 Economic diversity within high streets is vital for healthy local economies. Although chain stores and global brands have their place amongst our high streets, over proliferation can lead to a degradation of character and distinctiveness, as well as the social fabric of town centres. Research has shown that where large clone stores dominate, people become less engaged with community life⁽²⁹⁾.

Picture 14.2 Hebden Bridge - an attractive and accessible town centre



14.24 Shopping does not have to be the main reason for coming into a town centre, the key to future success of some centres will be to consider the town centre experience as a whole. The leisure and entertainment sector on average accounts for around 27% of town centre turnover⁽³⁰⁾ therefore it is an important part of the offer. The Purple flag accreditation scheme now provides a marker of a good performing town centre after-hours, and one that is clean, safe and convivial. Public well-being and attractiveness is therefore key, along with pursuing principles such as Shared Space in public space developments.

27 High Streets at the Heart of our Communities: the Government’s response to the Mary Portas Review, Communities and Local Government, March 2012

28 Jones Lang LaSalle, April 2010: Retail 2020

29 New Economics Foundation, September 2010: Re-imagining the high street

30 British Council of Shopping Centres, 2010: Better town centres at night

Policy TPE 6

General town centre principles

New development in town centres will, through its design and construction, address and aim to improve the following:

- **Attractions** - increase the attraction of the centre to the local community, visitors and/or business, considering how the application will help to create a diverse range of uses in the centre, including local independent shops;
- **Accessibility** - improve accessibility from/to the centre and within it, and maximise ease of travel for all users. Proposals should seek to increase physical activity where possible and to contribute a positive health impact; and
- **Amenity** - enhance the amenity value of the area/local environment and consider its contribution to distinctiveness and a unique sense of place. This should include consideration of the scheme design, and safety and security of all potential visitors and users.

The loss of existing town centre facilities will generally be resisted unless it can be demonstrated that the facility is no longer needed, or it can be served in an alternative location or manner, equally accessible by the community.

Further specific town centre principles are addressed under the relevant 25 'Area Based Policies'.

Table 14.4 Monitoring: Policy TPE 6 - General Town Centre Principles

Outcomes	Town centre attractions, accessibility and amenity improved
Indicators	Loss of existing town centre facilities
Targets	None

Local retailing and servicing provision outside of centres

14.25 The 'Calderdale Retail Hierarchy' sets out the retailing and service centres around the district, however a significant number of small local shops also exist either individually or in small parades across the district outside of these centres serving a very localised need. Not all residents of Calderdale have easy access to shopping facilities and rely on these very localised facilities to meet their day to day needs.

14.26 Recognising this fact, the Council will seek to ensure that the provision of such facilities, and the retention of existing ones, meet the requirements of local communities within easy walking distance of residential areas (5 minutes walking typically 400m). Small scale local food shopping facilities apply to those able to open all day on Sunday, under 280sqm net retail area, including proposals for ancillary retailing at petrol filling stations.

Picture 14.3 Small scale local convenience store



Policy TPE 7

Local retailing and service provision outside of centres

Small scale stand alone retail or service provision and shopping parades serving local neighbourhoods and communities will be supported where:

- The proposal meets all relevant sequential and impact test requirements where a defined centre falls within the catchment area of the proposal;
- The proposal is of an appropriate scale and nature to meet the specific local need within the catchment area;
- If the proposal is located within 800m walking distance of a defined centre, accessibility to the proposal on foot is no easier than that to the defined centre from residential areas between the proposal and the centre;
- The applicant is able to demonstrate that there is no cumulative impact with other stores in the vicinity on any defined centre; and
- The proposal is to develop or modernise an existing store to help secure its future.

Shops providing an important service to the local area will, wherever possible, be protected in line with the general principles as set out in Policy TPC 1 'Community, Health and Education'.

Table 14.5 Monitoring: Policy TPE 7 - Local Retailing and Service Provision Outside of Centres

Outcomes	Communities and neighbourhoods retain good access to local retailing and service provision
Indicators	Total amount of new floorspace for 'town centre uses' located outside of centres
Targets	None

Hot Food Takeaways

14.27 The growth of fast-food outlets over recent decades has revolutionised how and where food ready to eat is purchased. It has affected our diet, our agriculture and food processing as well as the appearance and nature of town centre and local parades. Hot food takeaways are defined under Class 5 of the Use Classes Order and meet an increasing demand for instant access to hot food and the convenience this brings to our lives.

14.28 Fast food preparation and supply makes an important contribution to the local economy and in some local centres make up a significant proportion of the retail offer. They provide a service to the public, jobs and rental income, which are all positive elements. However hot food takeaways can also have negative effects. The traffic generated, the noise and smells associated with food preparation and sales, the high profit margins relative to their low operating costs, and high rental levels that these uses can generally pay undermining the more traditional convenience or comparison store economy in local centres. Demand for hot food takeaways remains high. Modern living has worked to make our lives more sedentary. As a nation we take less exercise and want more convenience. Less food is prepared from scratch using fresh ingredients. Market forces, demand and the need for standardisation in preparation and product (to save cost), means that more food is pre-cooked, pre-packaged than ever before. This standardisation has also resulted in more preservatives, fats, salt, sugar and other additives being added, sometimes at the expense of nutritional value, such as fibre content.

14.29 Greater consumption and less activity equates to more calories being consumed with less being burnt leading to rising levels of obesity and poorer health. According to the Calderdale joint Strategic Needs Assessment 2011 (JSNA) Calderdale's levels of adult obesity at 26.9% has, for the first time, become worse than the England and Regional averages. The England average is 24.2%. For children there has been an increase in obesity levels at Year 1 - Reception and also an increase at Year 6, the only years for which data is reliably available. This shows that 1 in 3.3 children at year 6 are overweight or obese. Research elsewhere

has shown that an increased opportunity to buy fast-food has increased its consumption, which has, as a result contributed to increasing levels of obesity.

14.30 Hot Food Takeaways provide choice in the food offer being popular with local residents and also visitors. However the siting of businesses can create environmental problems and also contribute to potential health issues. Whilst the Council supports the economic provision of hot-food takeaways it considers that it is appropriate to ensure that they are managed to address these issues.

Policy TPE 8

Hot Food Takeaways

Proposals for hot food takeaways will be permitted where they meet the following criteria:-

1. No unacceptable environmental, safety or other problems are created;
2. The proposed development would not increase the level of disturbance or nuisance to a level that would be unduly detrimental to the amenities of anyone living in the area;
3. The proposed development is not within 400m of the student entrance to the grounds of a secondary school;
4. The proposals would not generate traffic movements or demand for parking that would be unduly detrimental to highway safety or residential amenities;
5. The proposals make adequate and satisfactory arrangements for the discharge of cooking fumes and smells;
6. The proposals comply with shopping frontage policy;
7. The development preserves or enhances Conservation Areas and does not adversely affect listed Buildings or their settings where these are material considerations;

Proposals should apply a sequential approach to site location in accordance with the following preferences:-

1. Sites or buildings within a centre identified in the centres hierarchy;
2. Sites or building within other unnamed centres and parades;
3. Free-standing buildings or sites not within 400m of the student entrance to the grounds of a secondary school;

Where proposals are acceptable, restrictions may be imposed on hours of opening in order to protect the amenity and character of the areas within which the development is located.

Table 14.6 Monitoring Policy : TPE 8 - Hot Food Takeaways

Outcomes	Management of distribution of hot-food takeaways
Indicators	Numbers of Planning Applications received for class A5 uses; Number of Applications implemented; Number of outlets in the designated centres;
Targets	No hot food takeaway to be provided within 400 m of a secondary school;

Cultural provision

14.31 The cultural sector in Calderdale makes an important economic contribution to the district, employing more than 4,000 people and accounting for up to 10% of the total economy⁽³¹⁾. The cultural sector covers a broad range of activities and assets including the performing and visual arts, museums, galleries and the built heritage, libraries, parks and playgrounds, sports and cultural tourism as well as creative industries. As well as the direct economic value of the sector there are clear social benefits of a thriving cultural sector, and to the health and well-being of local communities.

Picture 14.4 Victoria Theatre in Halifax



14.32 Cultural provision in the district is a mix of private, public, voluntary and community activities and is patchy and fragmented across the district. The Council's Cultural Strategy aims to develop and promote the cultural offer across the district, providing appropriate and effective business support, embedding culture in all regeneration projects. The Core Strategy can help support these aims by ensuring that cultural provision is supported and considered in new community facilities where they may be provided, and is integrated as part of place making and regeneration across the district.

14.33 The success of the regeneration of Dean Clough is a fine example of a mixed

use development of commercial activities and the arts becoming a key economic and cultural asset for Calderdale. However over concentration of cultural facilities in the Halifax area should be avoided where possible, and new development should seek to ensure local participation / audience development across the whole of Calderdale. This will help to ensure that cultural facilities remain accessible to all, and spread the economic and tourism benefit that cultural facilities can bring.

Policy TPE 9

Cultural provision

Major new development and large-scale investment, particularly in mixed use schemes, should seek to enhance cultural provision in the district.

Where new community facilities are proposed, the use of space for both performing arts and exhibition space should be considered as an integral element of the design.

New development for cultural provision should seek to ensure that local participation and audience development is enhanced across the district.

The loss of existing cultural provision to other uses will be resisted unless:

- replacement facilities are provided in the local area; or
- it can be clearly demonstrated that the facility is not viable, and the local community have been given adequate opportunity to manage the asset.

Table 14.7 Monitoring: Policy TPE 9 - Cultural Provision

Outcomes	Cultural provision enhanced across the district
Indicators	Total amount of new floorspace for cultural provision by location (gross and net)
Targets	None

15 Transport

15.1 Transport has an important role to play in supporting economic growth, connecting people with places and opportunities, and in providing wider sustainability and health objectives by improving public transport, cycling and walking and minimising unnecessary private car use. National planning policy provides a clear message that the transport system needs to be balanced in favour of sustainable modes, giving people a real choice about how they travel. New developments need to seamlessly link with the public transport network to provide easy access to employment, services and facilities available within our towns and provide opportunities for onward travel to locations outside of the district. It is particularly important in Calderdale to improve public transport as the topography of much of the district inhibits significant new road schemes.

15.2 The policies within this section, combined with the core policies, support the achievement of the Core Strategy Transport Objective ***'To ensure the provision of a sustainable, safe and efficient transport system which reduces the need to travel, promotes economic growth and minimises any adverse effects upon the environment and communities'***.

15.3 To achieve this objective the Core Strategy must support the enhancement, growth and management of the transport network by providing an investment strategy which delivers a sustainable, safe and efficient transport system connecting people and business to opportunities and ensuring new developments contribute to the wider needs of the district whilst also providing for the needs of the development.

Delivering a sustainable, safe and efficient transport system

15.4 The Council will aim to deliver a sustainable, safe and efficient transport system that;

1. promotes economic growth by ensuring places are properly connected;
2. works towards a low carbon transport system by encouraging modal shift away from the car; and
3. minimises any adverse effect upon the environment and communities by providing greater opportunities for healthier lifestyles.

Connecting places

15.5 The **Leeds City Region Transport Strategy** identifies connectivity corridors in the sub-region which provide the major inter-regional connections. Roads within this core transport network cater for the majority of public, private and commercial vehicle movements. The strategy describes three broad spatial priorities for transport investment:

- Priority A transport links beyond the city region
- Priority B developing the roles of the sub regional cities and towns (Halifax) and priority areas for regeneration and housing growth
- Priority C strengthening the service roles of principal towns (Brighouse)

15.6 A local interpretation of these priorities is included on Map 15.1 'Priority transport investment corridors'. The 'Priority A' corridors link Calderdale to cities and onward transport both within and outside of Leeds City Region including Leeds, Manchester and Leeds/ Bradford and Manchester Airports. The 'Priority B' corridors link the district with neighbouring towns and cities within Leeds City Region such as Huddersfield and Bradford as well other towns such as Burnley. These links connect our main towns and growth locations to the 'Priority A' corridors and surrounding towns and cities. The priority C corridors provide internal links between Calderdale's main towns and economic areas. Whilst the priority corridors map indicates the districts priorities for investment to compliment our economic ambitions this does not exclude transport investment on other routes not identified. The city region transport strategy notes there are unlikely to be sufficient resources to extend the road network significantly therefore the priority is to manage, maintain and improve this network. Investment is required within the core network to relieve congestion on the roads and improve passenger experience both on rail and bus services.

15.7 The third West Yorkshire Local Transport Plan 2011-2026 (LTP3) identifies connectivity as a key issue and its overall approach to connectivity is to focus on delivering an integrated, reliable transport system, which enables people and goods to move around as efficiently and safely as possible. This aims to maintain and improve the links into and around urban centres and other employment areas. At the same time the needs and

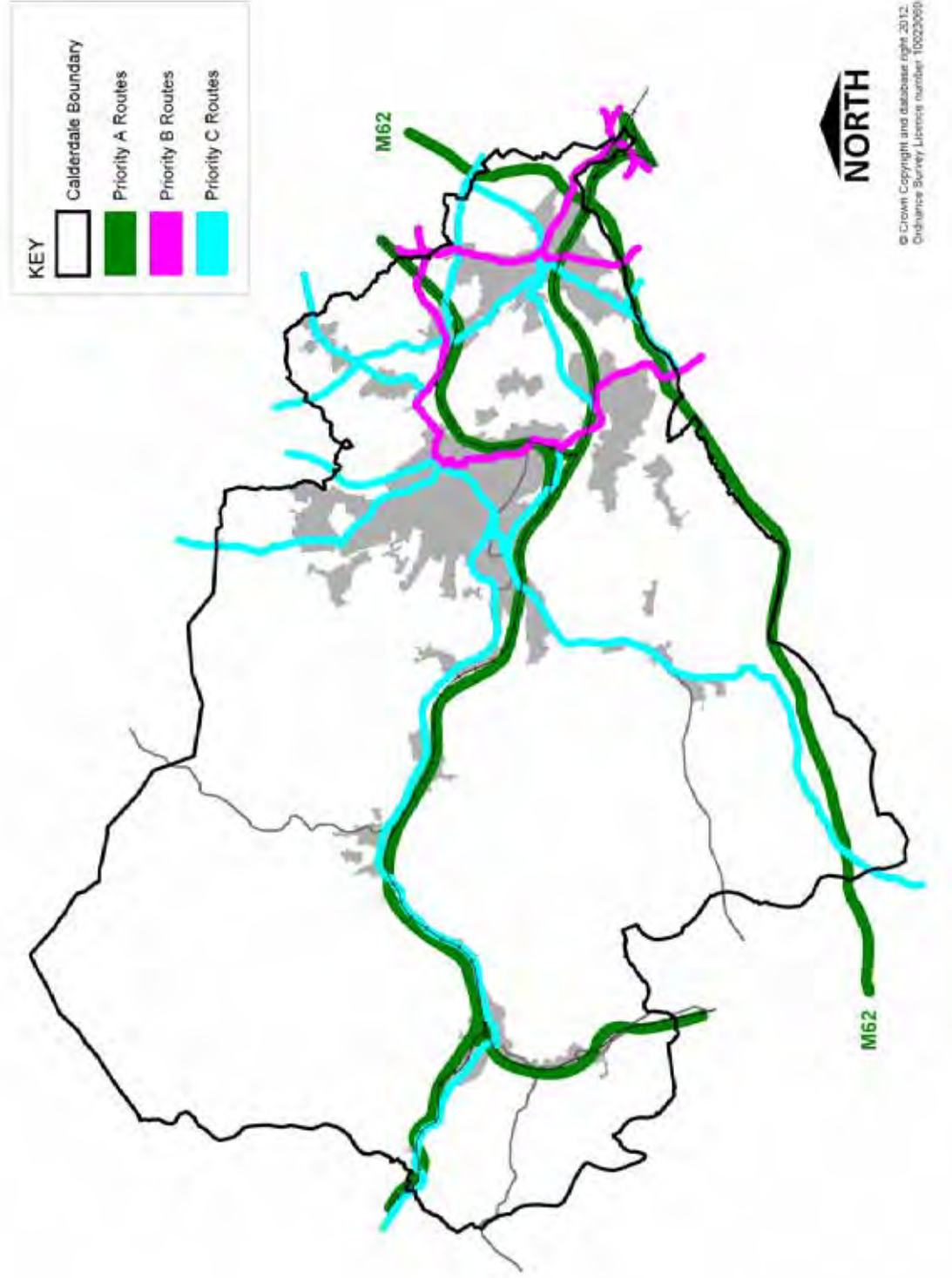
quality of life of the population who are not travelling should not be compromised. These priorities are reflected locally and improvements to Map 15.1 'Priority transport investment corridors' as well as greater opportunities for cycling and walking are key to ensuring these connectivity aims are met.

15.8 The Highways Agency are responsible for the safe and efficient operation of the M62 motorway which has been identified as a 'Priority A' corridor. The agency are clear that the M62 is not operated to cater for unconstrained growth and therefore wish to see mitigation and demand management measures incorporated into plans. The Highways Agency note that the M62 is currently showing stress at several locations which will be exacerbated by additional growth in West Yorkshire. To assist in combating this a managed motorway scheme between Junctions 25 and 30 is being progressed to minimise congestion and delay. However in the longer term the benefits of this scheme are likely to be slowly eroded and delays may become inevitable later in the plan period. The agency note a number of junctions both within and serving Calderdale will require improvement as a result of underlying growth and development proposals within Calderdale and other districts.

15.9 The local road network is showing sign of stress with congestion being experienced in some locations outside of peak periods. Forecasts indicate that travel demand is increasing across the UK meaning congestion is likely to increase within Calderdale, irrespective of any growth planned within the Core Strategy. In terms of Core Strategy growth all four options for the RI&O created additional stress upon the network but none were significantly worse than any other. It was clear, however, that the Core Road Network and several key junctions would be under stress and will require remedial action. To allow ease of movement within and through the district and to support the local economy it is important that these transport 'bottlenecks' are tackled. To improve this situation the Council are working with other authorities in the Leeds City Region to provide a £1billion infrastructure fund through the government's 'city deal' which will seek to address transport issues across the city region. Within Calderdale this is likely to include a number of strategic transport schemes along the 'Priority B' corridors to unlock the economic potential of our main towns and economic areas. The Council are putting together a transport investment plan to provide greater details on the district wide transport priorities. In terms of road infrastructure this may include schemes for the A629 between Ainley Top and Halifax as well as schemes within the Brighouse and North Halifax areas to assist economic growth and the delivery of the Core Strategy spatial option. The detailed planning and costing of these schemes is still to be prepared and funding needs to be secured. To ensure these schemes can be achieved new developments may be charged CIL to assist funding.

15.10 Due to the topographical constraints, particularly in the upper valley areas, improvements to public transport are key to improving connectivity within Calderdale. These improvements will need to concentrate on improving bus movements, which are currently stuck in the same congestion as the cars, as well as the Calder Valley rail line (identified as a 'Priority A' corridor). Whilst the district is well placed in terms of rail links the Calder Valley line suffers from a number of significant issues which include poor public transport interchange, lack of direct services, slow line speeds, poor quality rolling stock and capacity problems at major rail hubs in Leeds and Manchester. LTP3 identifies a number of improvements to the bus network including integrated ticketing and quality bus contracts. In addition to improve local connectivity LTP3 identifies the development of transport hubs for integrated interchange, whilst the locations and details of these facilities are still to be determined it is important that the Core Strategy promotes such facilities as they will aid connectivity and sustainable travel across the district. Transport hubs, particularly newly developed hubs, are likely to require a degree of land take which will need to be planned for.

Map 15.1 Priority transport investment corridors



15.11 A wide package of improvements to rail are currently being developed including the reinstatement of Todmorden Curve, allowing better access to parts of East Lancashire, which was identified for funding in the Autumn 2011 National Infrastructure Plan. Other improvements and aspirations for rail being progressed include;

- Improving rail performance by introducing passing loops;
- Increased capacity for passengers;
- Journey time and connectivity improvements to Bradford and Manchester, including Manchester Airport;
- New services beyond Manchester and Leeds;
- Additional trains between Leeds and Manchester via Bradford;
- Later evening trains and improved Sunday services;
- New Stations at Hipperholme and Elland;
- Smartcard ticketing; and
- Improved, integrated accessibility at all stations

15.12 At this stage none have funding but their development would substantially assist connectivity and therefore they are supported by the Core Strategy.

15.13 In addition to the roads and rail the benefits of improved cycleways and footpaths should not be underestimated. The district already benefits from over 700 miles of footpaths and 125 miles of bridleways and five major cycle routes. To aid connectivity, sustainable travel and healthier lifestyles it is important that new development and investment provides opportunities to link into and extend this network.

15.14 Investment on expanding the cycle and footpath networks can assist in relieving congestion on the priority routes as well as having health benefits for users. The Council will therefore consider improvements and expansion of these routes as a way of improving journey times and congestion on the Priority corridors.

15.15 Transport investment will target improving journey times and reliability for all road, rail, cycleway and footpath users as well as demand management on the Core Transport Corridors as these are the primary distributors connecting people with jobs and opportunities. Service provision and infrastructure improvement on all these routes will be supported, particularly those that increase capacity, improve passenger experience, increase efficiency and extend the choice of destination.

Policy TPT 1

Making sure places are properly connected

Decision makers will support the strategic schemes, relating to Calderdale and the sub region, outlined in the most up to date Local Transport Plan, Leeds City Region Transport Strategy, the Highways Agency and rail improvements associated within the Manchester City Region which benefit Calderdale. In addition equal priority will be given to investment in the local road network and Calder Valley Line.

Investment decisions on the local road network and Calder Valley Line should be based upon the following criteria:

- Unlocking economic development potential;
- Minimising congestion and improving journey times;
- Improving opportunities for walking/cycling and use of public transport;
- Managing travel demand;
- Reducing casualties.

Investment in the local road network and Calder Valley Line will be in line with the priority routes indicated on Map 15.1 'Priority transport investment corridors'.

Decision makers will also support the identification, improvement and development of Public Transport Hubs across the district, particularly where these will improve access to employment.

Land will be identified for protection within the Land Allocations document to ensure the transport schemes

set out in the most up to date Transport Investment Plan can be successfully implemented

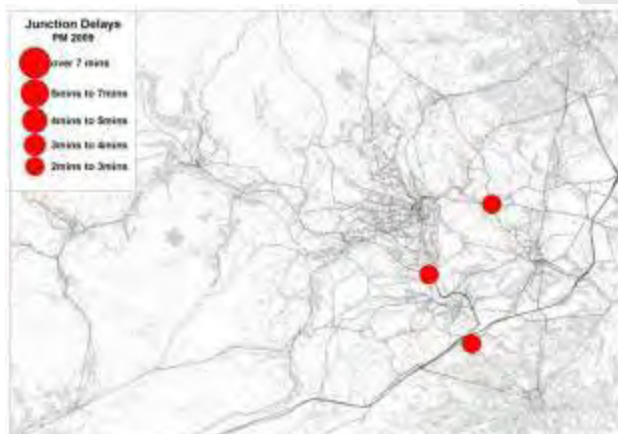
Table 15.1 Monitoring: Policy TPT 1 - Making Sure Places are Properly Connected

Outcomes	To improve accessibility and journey times to services and facilities
Indicators	Congestion levels Additional cycle/ footpath creation % Journeys made by different modes Road accidents
Targets	Year on year reduction in % of journeys using private car/ congestion Reduced road accidents

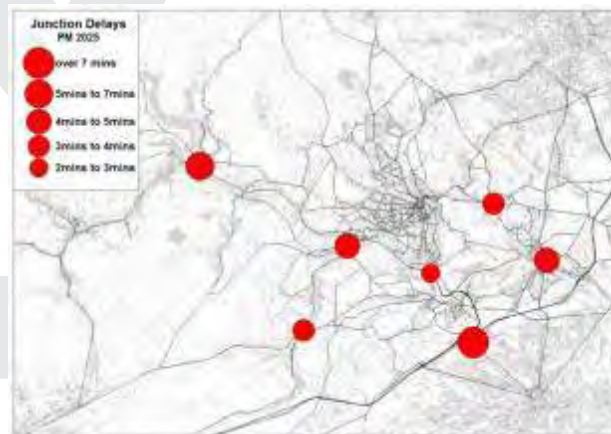
Sustainable travel

15.16 Between 2001 and 2011 Calderdale as a whole has seen a 0.7% growth in traffic on all roads. This overall growth does however mask more concentrated growth in some parts of the district. For example growth around Halifax town centre grew by almost 5% between 2001 and 2010. A significant proportion of the car journeys within Calderdale (77.5%) are made by cars with a single occupant. In addition in 2010 72% of all journeys were still made by car, although this is reduced from 74% in 2005, bus patronage also reduced over the same period from 17% to 16.5%, but encouragingly rail usage increased from 4% to 5%. These high levels of private car use and single occupancy cars have significant impacts upon the road network creating congestion, delay and increased levels of pollution. The high levels of car and particularly single car use do however mean that significant gains can be made in terms of congestion, journey times and pollution if other modes of transport are used.

Map 15.2 Calderdale road junction delays 2009



Map 15.3 Calderdale road junction delays 2025



(Source: Mouchel 2010; Crown copyright. All rights reserved. Calderdale MBC. 100023069 (2009))

In the future demand for travel is predicted to continue to increase across the UK which could lead to more congestion in Calderdale irrespective of any growth identified through the Core Strategy. The 'Junction Delay' maps show the effects on current junctions based upon forecast growth rates in car usage within Calderdale. To combat these future problems it is important not only to prioritise investment but also to manage the demand for travel and encourage more sustainable modes of travel. To achieve this will require an integrated approach to transport

15.17 The Council will seek to manage the local road network by the re-allocation of road space to prioritise bus, coach, freight and taxi movements allowing them to bypass the worst of the congestion. This will not only improve the economic prospects of business but also encourage the use of public transport. In addition all new developments which could generate significant traffic movements will be required to provide a travel plan to indicate how they will maximise the use of sustainable modes of transport.

15.18 Car parking strategies can have a significant impact upon assisting in a modal shift away from the car. The availability of car parking spaces can be a major influence on travel choices. The quantity and location of parking provision, time restrictions and pricing can be used to influence the habits of travellers, ensure that parking does not occupy an excessive amount of scarce land and support the economic vitality of town and local centres. The council has a significant role in providing and managing public car parks and as the local planning authority in specifying the parking arrangements for new developments. The Core Strategy will play an important role in ensuring parking policies across the district support the wider objectives of the plan.

15.19 The Council is currently undertaking a parking review which seeks to manage the Council owned parking stock throughout the district. However, a number of transport operators, such as Network rail, operate car parks which could compliment the Council's approach and be enhanced or expanded where this supports a shift to public transport. Utilisation of long-stay car parks close to railway stations may serve a park and ride function. There may also be opportunities for park and ride facilities at locations around the M62 corridor where bus services can provide an attractive means of access to Halifax or other neighbouring towns and city centres such as Leeds, Bradford and Huddersfield.

15.20 The Council are keen to see the expansion of technologies which reduce emissions of carbon dioxide. The expansion of charging points for electric cars is seen as a key way to supporting the growth and use of electric cars within the district. The Council will therefore support applications which incorporate electric charging points.

Policy TPT 2

Sustainable travel

Decision makers will aim to reduce travel demand, traffic growth and congestion through the promotion of sustainable travel modes. This will be achieved by a range of mechanisms that discourage inappropriate car use and encourage the use of other forms of transport with lower environmental impacts. These mechanisms will include;

- Effective management of the existing road, rail and waterways network to address congestion. Road space will be re-allocated to support movement by travel modes other than the private car;
- Managing demand through the implementation of the Council's parking strategy
- Enhancement and expansion of the footpath, bridleways and cycle networks within Calderdale and the continued creation of links with neighbouring authorities;
- Improved access and facilities at rail stations including public transport interchange facilities in Halifax as well as increased parking provision at other stations
- Encourage development along, and to link with, the Core Bus Network or within walking distance of rail stations
- Electric car charging points should be supported and actively pursued in all new major developments
- Provision of park and ride facilities will be appropriate where this supports the use of public transport and/or reduces congestion
- All new developments which are likely to generate significant levels of traffic generation will be required to provide a Travel Plan highlighting how they will minimise use of the private car.

Table 15.2 Monitoring: Policy TPT 2 - Sustainable Travel

Outcomes	To reduce reliance upon the private car and improve public transport provision
Indicators	Growth in traffic levels; % Journeys made by different modes; Additional cycle/ footpath creation;; Travel plan implementation
Targets	Year on year reduction in % of journeys using private car All major applications to be accompanied by a travel plan

Site specific transport considerations

15.21 New developments will inevitably generate vehicle movements. To counter this people need to be encouraged to make greater use of more sustainable forms of transport. It is therefore important new development is located where these travel choices are available. If people live within convenient walking distance of the core public transport network, which connects with the main centres within and beyond Calderdale, they have the choice to use sustainable transport for journeys to work, school and for shopping and leisure trips. The Core Strategy proposes to focus new employment, shopping and leisure development in town centres, wherever possible, in order to ensure that they are accessible using the public transport network. Locating developments within a convenient walking distance to existing and proposed services and facilities such as local shops, primary schools and doctors surgeries is likely to encourage walking.

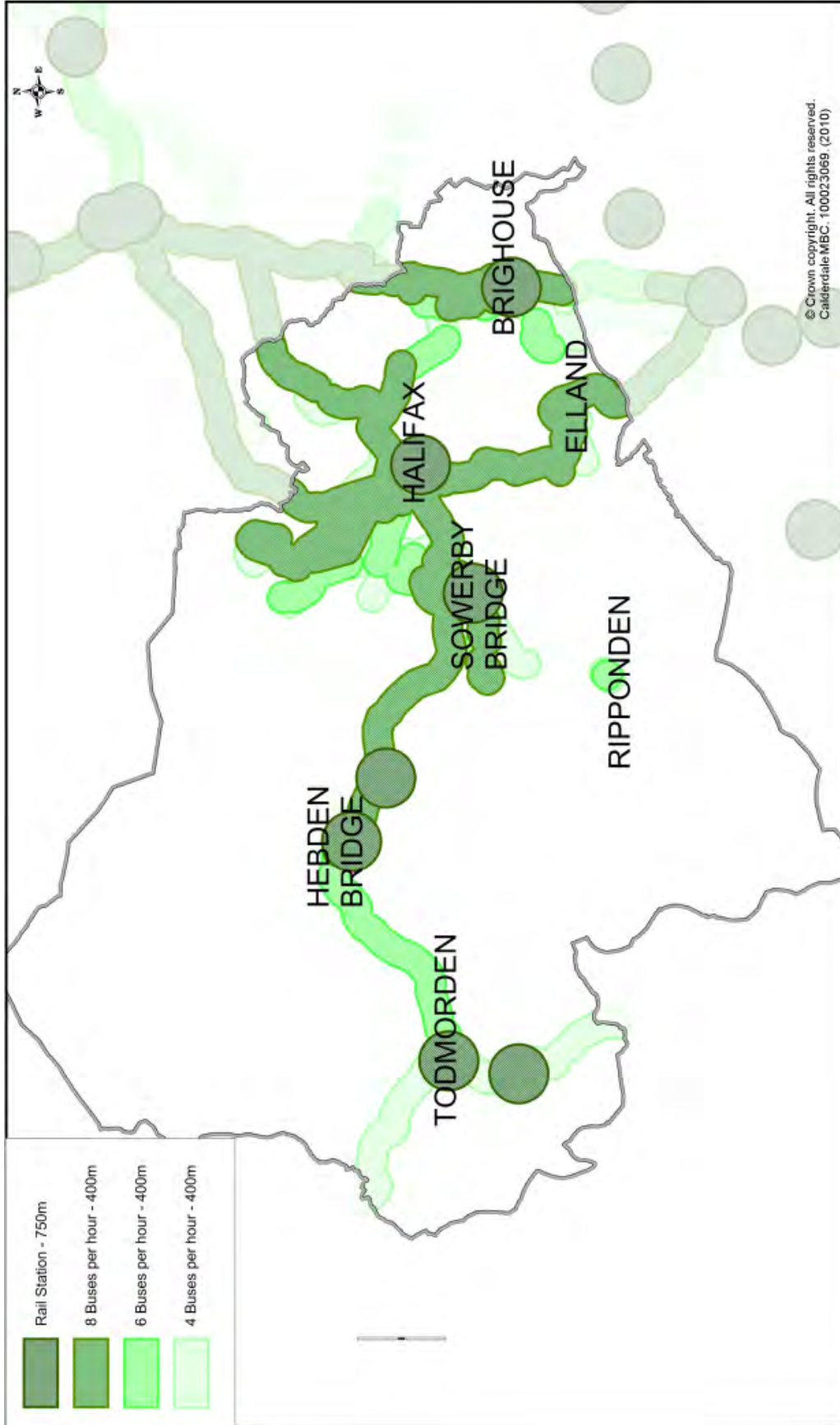
15.22 A convenient walking distance will vary with personal circumstances, however the Calderdale settlement hierarchy suggests an upper limit of 750m within Calderdale. This distance equates to an average 10 minute walk taking account of the hilly nature of the district.

15.23 Higher order facilities and services are generally located in the main town centres. Within Calderdale, whilst many other centres play important local roles, Halifax and Brighouse provide the majority of the services, facilities and jobs therefore access to these centres by public transport is key to encouraging more sustainable travel. Access to other higher order settlements outside of Calderdale including Huddersfield, Bradford, Leeds, Burnley, Rochdale and Manchester are equally as important as Halifax and Brighouse. To encourage sustainable transport this access should be easily achieved by public transport, therefore in most cases allocations and development proposals should be located either within walking distance of such a centre or within 400m (5 minutes) walk of a bus route⁽³²⁾ with a 30 minute service to a main town or 750m (10 minute) walk of a train station which provides direct access to such services.

15.24 Whilst we intend to focus new employment in or next to town centres, it will not be practical to do this in all cases. It is important that new employment outside these centres is located within 400m of a bus route or 750m of a railway station which links to a main town or that new transport services are provided to link the location to one of the main towns as noted above. New developments will be expected to consider how they fulfil these access requirements through the submission of formal travel plans to be submitted with planning applications, in accordance with national guidelines. Map 15.4 'Public transport accessibility' indicates the areas which fall within these guidelines. Four buses per hour indicates a half hourly service to a main town (i.e. two buses in each direction per hour).

32 The figure for bus routes is in line with the Institution of Highways & Transportation guidelines, which states the maximum walking distance to a bus stop should not exceed 400 metres

Map 15.4 Public transport accessibility



15.25 New developments will also need to consider linking developments with cycling and walking routes, wherever practicable. This will not only assist in limiting future congestion on our roads but also help deliver the health, air quality and sustainability benefits associated with these forms of travel. For short trips local provision of alternatives to the car may include new and improved walking and cycling routes to local shops, schools, employment and local services. For longer journeys the enhanced walking and cycling routes should integrate with the wider public transport network, including rail stations. These improvements need to be designed, delivered and maintained in conjunction with public transport operators to ensure they integrate with existing networks and within new developments. By working closely with Metro and our regional partners we can increase the number and patronage of buses, improve park and ride facilities particularly at train stations, increase the frequency, speed and capacity of rail, and improve the walking and cycling network.

15.26 The design of new developments, including parking provision, is an important transport consideration. It can both encourage and discourage the use of different modes of transport. As noted through earlier policies the Council are keen to promote the use of sustainable modes of transport and it is therefore important that individual sites and allocations contribute to this through appropriate levels of car parking and a defined user hierarchy which identifies pedestrians as the most important users.

15.27 The 2006 RCUDP set maximum parking standards for new development across the district taking account of the needs of differing types of development. Within the town centres of Calderdale application of the maximum parking requirements could have serious implications upon congestion, regeneration, use of land and efforts to encourage sustainable modes of transport. As a result the Council will not expect developers to provide parking with their developments in these centres. Likewise in the case of conservation areas and listed buildings it may be necessary for conservation or amenity grounds to preclude parking altogether. There may however be circumstances within town centres where operational parking is required, such requirements will be assessed on their individual merits.

15.28 LTP3 identifies a '*consideration of users toolkit*' which provides guidance for use in the design of new highway measures. The toolkit provides important principles for new developments in terms of ensuring that the needs and safety of each group of road users are considered in a common sequence, with the most vulnerable generally being the primary consideration. It is important that each group of users is given due consideration, in line with the Core Strategy and LTP3 strategy and trade-offs are indicated in a transparent manner. The '*consideration of users*' does not mean that users at the top will always receive the most beneficial treatment as this will need to be determined by the location of the proposed improvement or works. However, in relation to most site allocations and development proposals, the consideration of users outlined below should be given significant weight by decision makers.

Policy TPT 3

Transport requirements for site allocations and development proposals

Site allocations and new development proposals will be expected to fulfil the following minimum requirements;

Accessibility

- The significant majority of any site allocation or new development proposal should be located within walking distance (750m) of a Tier 5 local centre or above (Table 2.1 'Proposed Settlement Hierarchy and Settlement Status'). They should also be;
 - located within 400m of a bus route or 750m of a rail station with a minimum 30 minute direct day time service to Halifax and/or Brighouse town centres or equivalent higher order settlement outside of Calderdale; or
 - provide a new transport service to directly link the development to Halifax and/or Brighouse or equivalent higher order settlement outside of Calderdale.

Car parking

- New development should provide parking not in excess of the maximum allowances set out within saved RCUDP policy T18 or the most up to date review of car parking standards. In addition
 1. In determining the appropriate level of parking for any given development, consideration will be given to the accessibility of the site, the type, mix and use of development, opportunities to use alternative modes of transport and relevant parking or traffic management strategies.
 2. Parking for those with physical disabilities will be for 1 disabled space per 10 spaces provided and this shall be in addition to the maximum allowances indicated in 1

Consideration of users

- The design and location of highway works and new developments should generally follow the list of users below, with those at the top of the list given priority;
 1. Pedestrians
 2. Cyclists
 3. Public transport passengers
 4. Commercial vehicles (including taxis, coaches and HGVs)
 5. Cars and motorcyclists
 6. Horse Riders (to be considered in local circumstances)

Transport Assessments

- New developments generating a locally significant amount of transport movement will be required to submit a transport assessment which considers how the development will mitigate against adverse traffic impacts.

Table 15.3 Monitoring: Policy TPT 3 - Transport Requirements for Site Allocations and Development Proposals

Outcomes	To ensure all new developments are safe and accessible and minimise their impact upon their locality
Indicators	Accessibility of new dwellings/ business premises Number of transport assessments submitted Travel to work distances Number of developments complying with parking standards
Targets	100% applications fulfilling accessibility criteria in policy 100% compliance with parking standards Year on year reduction in travel to work distances

16 Minerals

16.1 Minerals are an important element in the national, regional, and local economy. Mineral workings can contribute significantly to the local economy but this must be done in accordance with the principles of sustainable development. As the Minerals Planning Authority (MPA), Calderdale Council is responsible for applying national, regional, and local policies to ensure there is a sufficient and sustainable supply of minerals to meet the needs of society, whilst protecting the environment and local communities. Minerals development is different to other types of development as they can only be worked where they naturally occur - this can result in conflict between the benefit extraction can bring and the impacts that can arise from mineral operations.

16.2 The planning framework for mineral extraction has to balance the impact on the local environment from extracting locally sourced materials, compared to the impact an increased amount of imported materials can have. Continued use of locally won minerals can reduce the district's CO₂ emissions, by reducing the importation of building materials, and providing local employment opportunities.

Calderdale Geology

16.3 The geology of Calderdale is typically made up of an ever changing succession of sandstones, gritstones, shales and mudstones. The sandstones and millstone grit continue to be the main focus of the minerals industry in Calderdale, extracted for building stone and to a lesser extent crushed rock aggregate; the building stone contributing significantly to regional and national output. Shale, mudstones and clays have been extensively worked in Halifax, Elland, Hipperholme, Shelf and Todmorden, and although many of the workings no longer operate, some small workings continue.

16.4 In terms of other minerals, a small opencast coal operation exists in Shelf, some sites produce recycled aggregates, but there are no sand and gravel workings operating in Calderdale at present, due to the lack of a viable resource. Overall, apart from a small number of large mineral sites, the majority tend to be small operations, and worked to meet market demands.

16.5 Mineral workings in Calderdale have historically provided the local building stone that adds to the local identity and quality of the built environment, enhancing and conserving the overall environment. Stone from Calderdale is also important nationally, reflected in its use to maintain prominent heritage sites, such as St Johns, Jesus, and Corpus Christie Colleges in Cambridge, the Royal Courts of Justice, the Monument, and St Paul's Cathedral, London. In addition, stone quarried from Calderdale has been used in constructing the Olympics. Minerals quarried in Calderdale are therefore a vital source of materials when restoring historic buildings and nationally significant development. Other end uses for minerals worked in Calderdale include brick and pipe manufacture, with pipe manufacturing continuing to take place in the district. Brick Clays and Fireclays are both minerals which are considered as an important material to meet society's needs according to the NPPF.

National Minerals Policy

16.6 National mineral policy in the form of the NPPF recognises that minerals are essential to support the economy and quality of life, and the local plan is required to incorporate policies for the extraction of locally and nationally important minerals, whilst recognising the contribution secondary or recycled minerals make to construction and infrastructure ⁽³³⁾.

16.7 In defining Mineral Safeguarding Areas (MSA), the local plan should ensure that known locations of minerals are not needlessly sterilised by non mineral development, although this does not carry a presumption the resources will be worked. Policies should also set out environmental criteria that planning applications will be assessed against, and include reclamation and restoration policies to ensure that once the supply of materials is worked out, the site is restored to a high quality.

Calderdale's Aggregate Apportionments

16.8 The MPA is required by the NPPF to plan for a 'steady and adequate supply of aggregates', which consist of Sand and Gravel and Crushed Rock. However, the RI&O consultation indicated there are no viable

33 Recycled aggregates can consist of construction / demolition wastes and road planings; secondary aggregates can include mineral waste or industrial wastes.

Sand & Gravel reserves within the district, and no comments were received from the industry to offer an alternative view. For information, the extent of the Sand and Gravel resource that does exist can be viewed on Map 16.5 'Map showing unconstrained Mixed Clay, Silt, Sand and Gravel Resources'. There are no sites within Calderdale producing primary aggregates. Therefore the local plan apportionment is concerned solely with crushed rock.

16.9 The district has a number of sandstone quarries, some of which produce crushed rock as a by product of the building stone product. In terms of the tonnages produced per annum, the most recent estimate provided⁽³⁴⁾ shows that approximately 100,000 tonnes of crushed rock was produced in 2008/9. Subsequent permissions have been granted for extensions to existing sandstone quarries; planning statements accompanying the applications indicate that these will continue to produce some crushed rock, ensuring Calderdale continues to make a contribution the sub regional crushed rock apportionment.

Built Heritage and Local Mineral Supply

16.10 The NPPF requires local planning authorities to consider how to meet any demand for small scale extraction of building stone at, or close to, relic quarries needed for the repair of heritage assets, taking account of the need to protect designated sites. As part of the evidence for relic quarries, BGS and English Heritage are conducting a Strategic Stone Study, which aims to describe the stone types used for buildings, identify representative buildings and villages where these stone types have been used, and map these important sources of heritage stone. The results of the study are gradually being mapped on the English Building Stone Pits (EBSPits) web site, although at the time of writing the results for West Yorkshire are not yet available. This aspect of minerals planning highlights the important link between local materials and the built environment of the whole district. Local mineral extraction can often support planning aims such as Conservation Areas, and local distinctiveness, as well as providing skilled, local employment; all of which support policies concerned with design and the local economy.

Minerals Strategy

16.11 Policy TPM1 sets out Calderdale's strategic approach to mineral extraction over the lifetime of the Local Plan. The Core Strategy will set the framework for future minerals development, and support the other West Yorkshire Authorities in meeting the sub regional apportionment, especially in terms of crushed rock. The strategy is based around the Minerals Strategic Objective.

16.12 No specific strategic mineral policy was included in the RI&O. In order to reflect the strategic nature of the Core Strategy, and support the Minerals Strategic Objective, it is considered necessary to propose a strategic minerals policy through the preferred options.

16.13 The Minerals Strategy policy deals with the National mineral planning objectives of planning for a steady and adequate supply of aggregates. Although the district has very little sand and gravel reserves to make a contribution to this element of the sub regional apportionment, there are quarries supplying crushed rock to the market. The policy establishes the principle for establishing local MSAs, and reflects the importance of local materials, not just for use within Calderdale but further afield, as well as the efficient use and recycling of minerals to reflect the contribution that secondary or recycled materials can make to the supply.

Policy TPM 1

Minerals Strategy

In recognising that mineral resources can only be worked where they are found the Council will ensure a sufficient and sustainable supply of minerals and contribute to the sub regional apportionment through implementing the following policy:

- The Local Plan will identify viable resources to enable Calderdale to continue to provide a supply of minerals including aggregates to contribute to the sub regional aggregates apportionment;
- Extensions to existing mineral workings will be preferred to the opening of new workings, whilst acknowledging that minerals can only be worked where they are found;

- The Council will encourage the processing of secondary and recycled aggregates in order to reduce reliance on primary extraction;
- The district will identify and safeguard known mineral resources of local and national importance to ensure they are not needlessly sterilised by non mineral development. Mineral Safeguarding Areas (MSA) will be designated for:
 - Sandstone;
 - Surface Coal;
 - Brick Clay / Fire Clay.
- Proposals for extracting other types of minerals and proposals for the production of recycled and secondary aggregates will be assessed in accordance with national policy and the environmental criteria set out in the RCUDP saved policies M1 and M2 and the subsequent replacement policies in the Land Allocations document;
- Proposals for new or extended mineral developments will be expected to show how they will minimise waste during the extraction;
- No permissions will be granted for peat extraction;
- Proposals will be required to ensure that mineral sites are restored to a high quality and a beneficial use;

Table 16.1 Monitoring: Policy TPM 1 - Minerals Strategy

Outcomes	Key mineral resources safeguarded; Maximising use of secondary and recycled aggregates wherever possible
Indicators	Levels of mineral extraction; Levels of secondary and recycled aggregates; Number of mineral planning permissions granted;
Targets	To contribute to the sub regional aggregates apportionment

Minerals Safeguarding Areas

16.14 The purpose of Mineral Safeguarding Areas (MSA) as expressed in the NPPF, is to protect known locations of specific minerals resources of local and national importance, ensuring they are not needlessly sterilised by non-mineral development. Designation of MSAs do not carry a presumption that any resources will be worked, nor do they preclude other forms of development taking place. The BGS Guide to Mineral Safeguarding⁽³⁵⁾ states MSAs are "intended to make sure that mineral resources are adequately and effectively considered in land use planning decisions" . It is not only mineral resources that are to be safeguarded, since the NPPF also requires existing, planned or potential sites for concrete batching, the manufacture of coated materials, other concrete products and the handling, processing and distribution of substitute, recycled and secondary aggregate material. There is also a requirement for transport facilities to be safeguarded, such as rail links to quarries, wharves and associated processing facilities for the bulk transport of minerals by rail sea or inland waterways. Given the geography and current physical infrastructure of Calderdale, alongside the nature of the local quarrying industry, it is not intended to safeguard the transport element of the minerals supply chain.

16.15 The BGS guidance proposed a six step approach to creating a MSA, which is as follows:

- Assess what is the best geological and resource information available;
- Decide which minerals are or may become of economic importance in the 'foreseeable future';
- Decide how the physical extent of the MSA resource should be determined;
- Incorporate steps 1-3 into a policy on MSAs;
- Decide how MSAs can be used most effectively to safeguard mineral resources; and
- Implement Mineral Consultation Areas (although these are not applicable to Unitary Council's like Calderdale).

35 A Guide to Mineral Safeguarding in England, British Geological Survey Open Report, 2007

16.16 The eventual MSA policy in the Core Strategy therefore is intended to both safeguard potentially valuable minerals from needless sterilisation, and to alert potential applicants of non mineral development to the presence of the mineral resource, encouraging prior extraction if appropriate.

16.17 The preferred option proposes to safeguard three different types of minerals, sandstone; coal; and clay (Brick Clay and Fire Clay). BGS data⁽³⁶⁾ suggests that the extent of the clay resources within Calderdale are coincidental with the coal resources. Fireclay especially is associated with surface coal extraction, and therefore the MSAs for coal and clay will be coincidental.

16.18 Given that a number of MSAs are proposed up to Calderdale's boundary, discussions with neighbouring authorities will enable a degree of consistency to be applied across the district boundaries. For example, should a MSA be designated up to the Calderdale boundary, then consideration would need to be given to extending the MSA into Calderdale in line with the mineral resource.

16.19 The preferred option consultation is intended to be used to refine the approach to designating MSAs, taking into account comments received from the RI&O, a Minerals Stakeholder workshop, and discussions with neighbouring authorities.

Proposed Extent of Mineral Safeguarding Areas

Coal and Clays

16.20 Map 16.2 illustrates the entire, unconstrained surface coal (and associated clays) potential resource within Calderdale. This shows that the main extent of the potential resource is located in the eastern part of the district, with a smaller potential resource area at the western edge of the district. This means a large part of the resources are under the urban area. Given the resources lie under well established urban areas and the pattern of residential development in Calderdale, it is proposed to reflect a pragmatic approach, and exclude the following from the coal MSA:

- Urban Areas;
- Conservation Areas;
- Special Protection Areas;
- Special Areas of Conservation;
- Sites of Special Scientific Interest;

16.21 Where sites of 5ha or above are proposed within the urban area, proposals will be required to explore the potential for prior extraction, providing this would not result in significant delays or affect the viability of the non minerals developments.

Sandstone

16.22 Map 16.1 shows the potential unconstrained sandstone resource in Calderdale. The length of time required to extract from urban sites may prevent prior extraction taking place in the urban area, especially as in Calderdale there are few sites that could be identified where the size of site combined with a separation from residential development are to be found. Therefore in terms of a MSA for sandstone, it is proposed to exclude the same designations from the MSA for sandstone as those applied to the coal MSA.

16.23 For the purposes of the MSAs, the extent of the exclusions listed above are defined at present in the RCUDP. Until these are replaced by the Land Allocations document, the extent of the RCUDP designations will apply. Maps 16.3 and 16.4 show the proposed extent of the Sandstone and Coal MSAs respectively. Detailed maps of the MSA boundaries will be presented in the Land Allocations document.

16.24 The following MSA policy is therefore proposed:

Policy TPM 2

Mineral Safeguarding Areas

In order to protect mineral reserves from sterilisation from non mineral development, the Council will identify Mineral Safeguarding Areas for the following resources:

- Sandstone;
- Coal;
- Brickclay and Fireclay;

All non minerals development proposals that fall within the MSA will be encouraged to explore the potential for prior extraction. Proposals that are above 0.5ha will be required to carry out a site specific geological assessment, unless it can be evidenced that:

- The proposal is of a temporary or minor nature;
- The proposed development outweighs the requirement to extract the mineral;
- The mineral resources are not present or have been previously extracted;
- The mineral resources identified are of no economic value;
- It is not feasible to extract the potential resource;
- Abnormal costs would adversely affect the viability of the scheme;
- Prior extraction of minerals would cause unacceptable impacts on neighbouring uses, local amenity and other environmental assets.

Where non mineral development is proposed, prior extraction of the mineral resource is especially encouraged as part of regeneration, land remediation or where it would assist any land stabilisation schemes.

Proposals of 5ha or more within the urban area will be encouraged to demonstrate that the potential for prior extraction has been investigated

Detailed boundaries for each of the MSAs will be set out in the Land Allocations document.

Mineral Allocations and working mineral sites will be included within the MSA and identified in the Land Allocations document.

Within each MSA, areas that are valued for their biodiversity will be identified in the Land Allocations document.

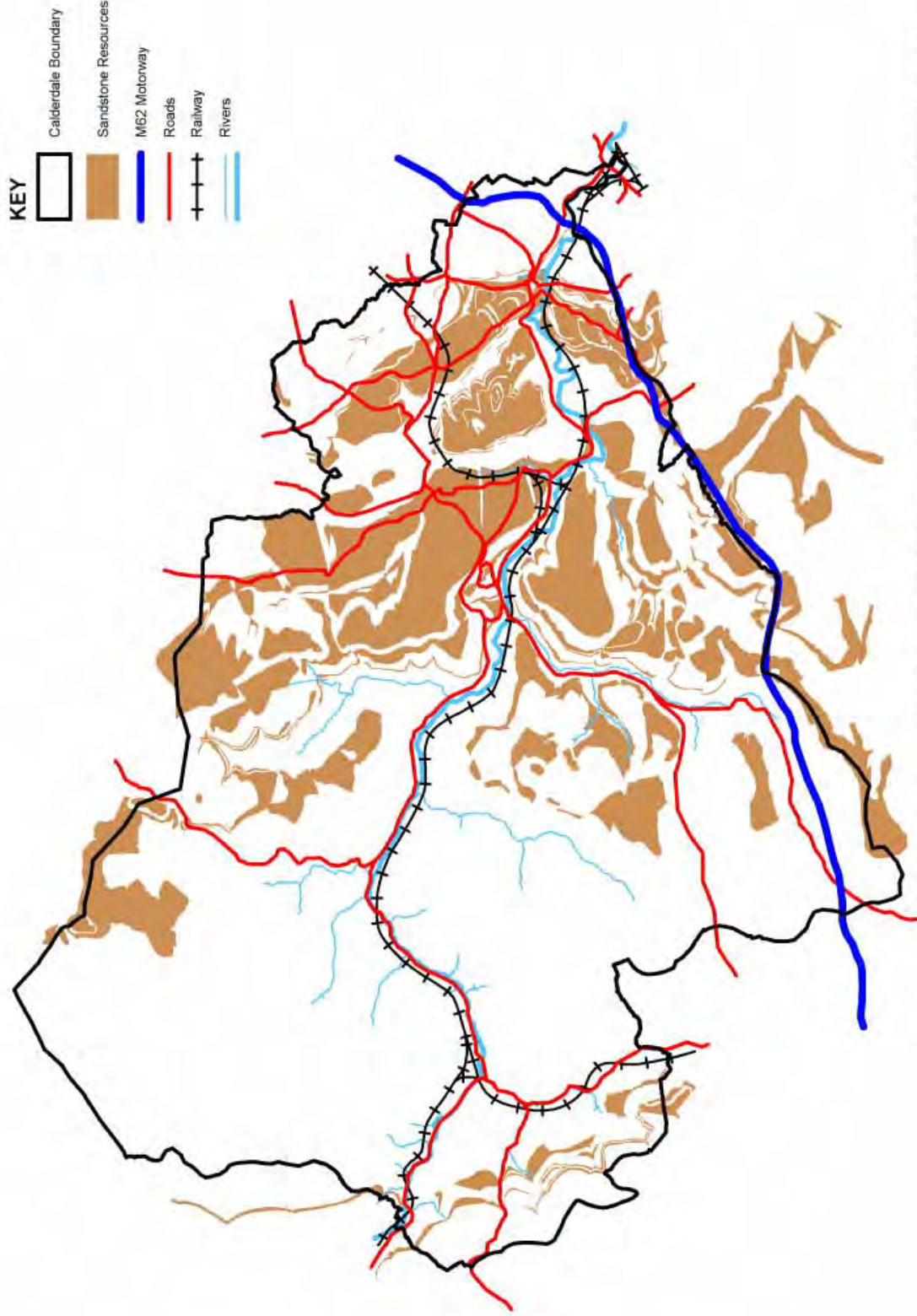
Existing and planned facilities that are involved with the processing, handling, storage and transport of minerals will also be safeguarded through the Land Allocations document.

Buffer Zones along the boundaries of each of the MSAs will be identified in order that non mineral development adjacent to the MSA does not prevent mineral extraction taking place within the MSA. The extent of these buffers will be identified on the Land Allocations document.

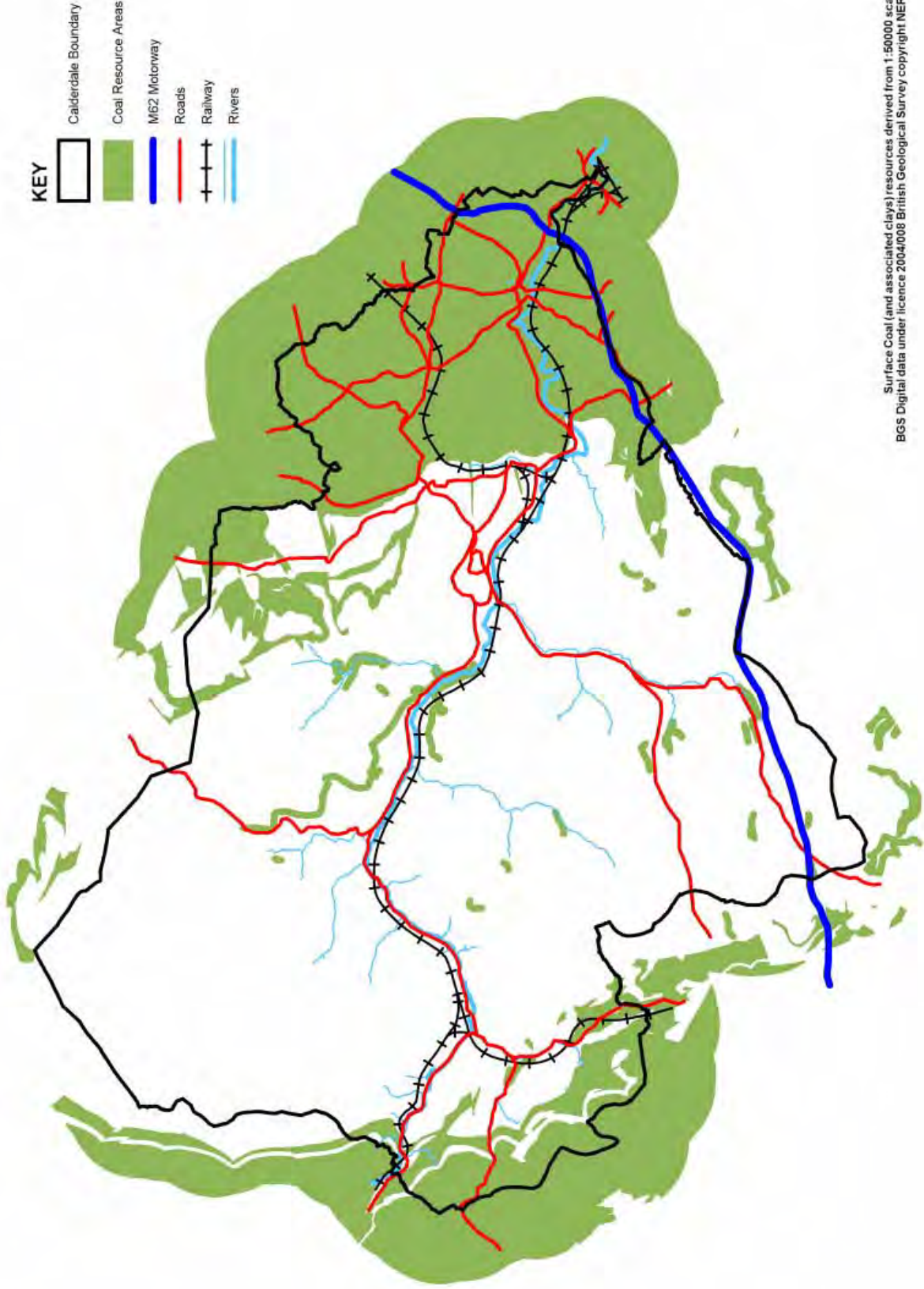
Table 16.2 Monitoring: Policy TPM 2 - Mineral Safeguarding Areas

Outcomes	Key mineral resources safeguarded
Indicators	Number of qualifying non mineral development planning permissions granted within MSA without mineral resource assessment . Mineral extraction within MSA over plan period.
Targets	Nil permissions granted for qualifying non mineral development within the MSA without mineral resource assessment

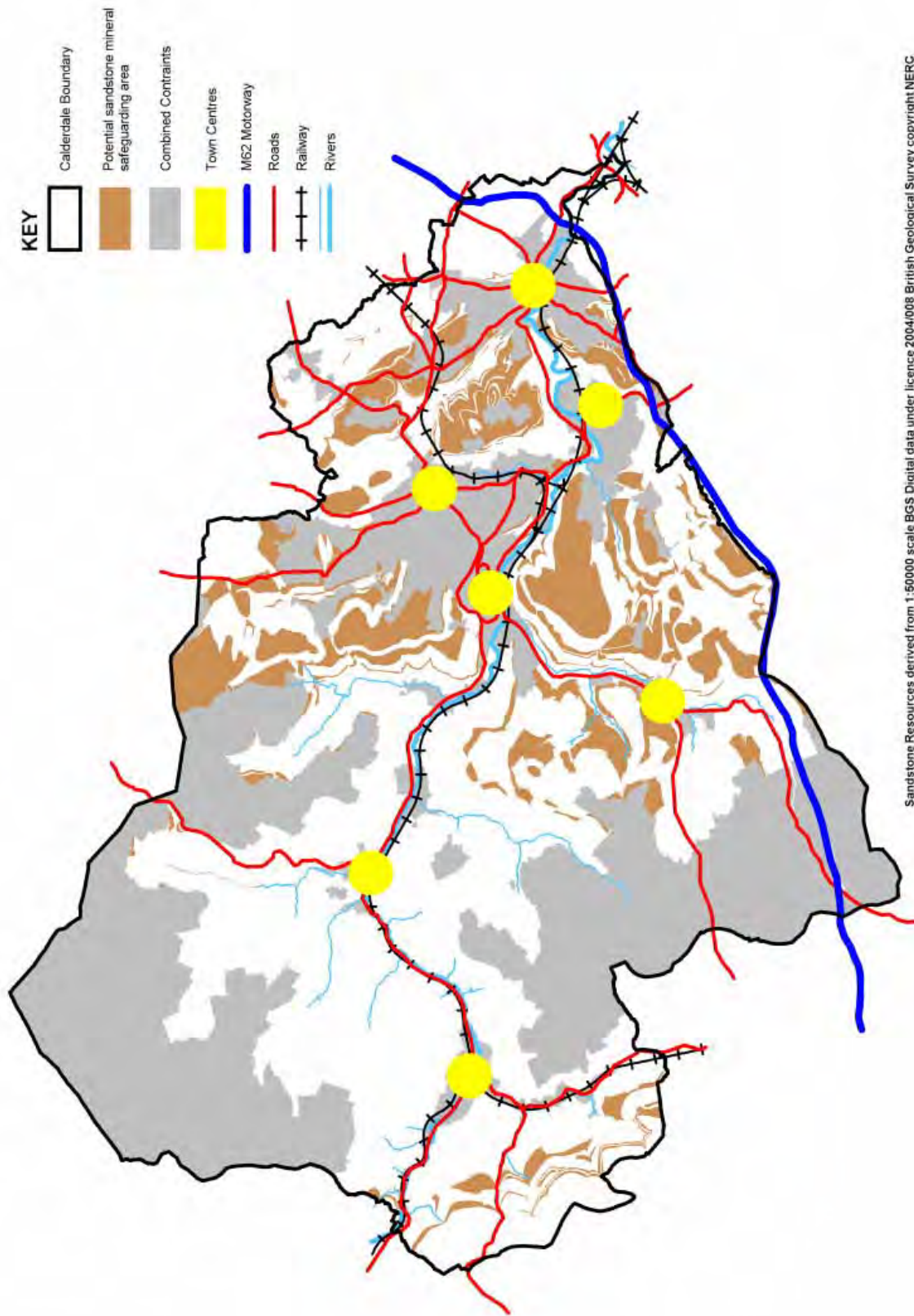
Map 16.1 Unconstrained Sandstone Resources



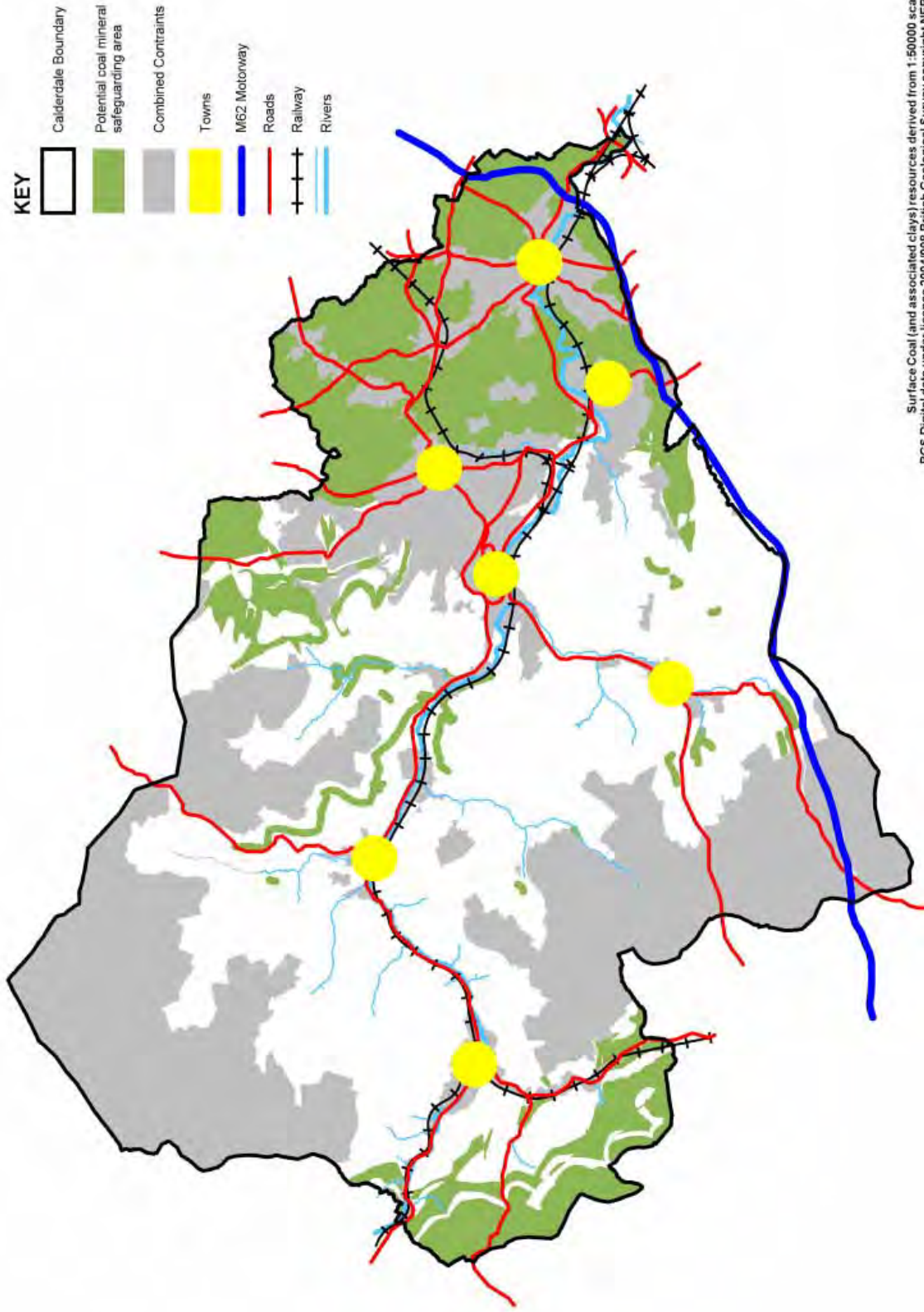
Map 16.2 Map Showing Unconstrained Surface Coal Resources



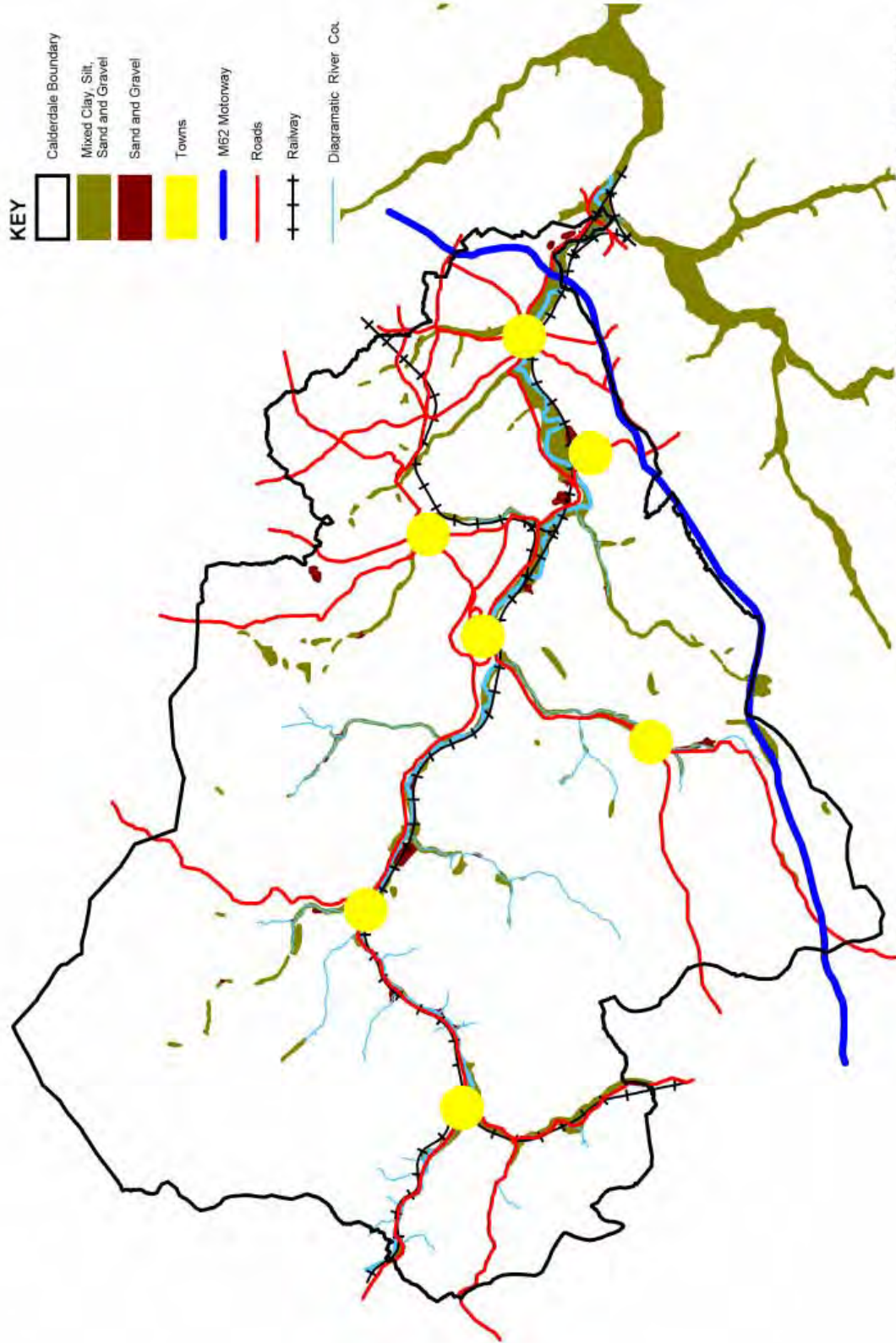
Map 16.3 Potential Sandstone Mineral Safeguarding Area



Map 16.4 Potential Coal Mineral Safeguarding Area



Map 16.5 Map showing unconstrained Mixed Clay, Silt, Sand and Gravel Resources



Superficial Mixed Clays, Silt, Sand and Gravel resources derived from 1:50000 scale BGS Digital data under licence 2004/008 British Geological Survey copyright NERC

17 Waste

17.1 The Local Plan is required to set policies and identify sites and areas suitable for new or enhanced waste management facilities. The Core Strategy's waste policies will set out a policy framework for the Land Allocations document to provide sufficient sites for waste handling facilities during the lifetime of the Local Plan. The waste element of the Core Strategy is not about who collects household waste or when those collections take place; instead it is about how and where all waste that is generated is managed. The Core Strategy will incorporate a strategic policy on the waste hierarchy, establish 'Broad Areas of Search' for the location of new waste management facilities, and a criteria based policy against which waste facility proposals can be assessed.

17.2 The waste element of the Core Strategy has been subject to a number of consultations, the Issues and Options, Refined Issues and Options (RI&O), and more recently, a Waste Policy Options stakeholder consultation during February and March 2012. Feedback from the consultations can be found on the council's website.

Cross Border Issues

17.3 Because of the nature of waste management, planning for waste facilities involves a strategic approach, since disposal and treatment arrangements often involve waste being transported across district and county borders. Due to differing approaches and timescales, it has not been possible to prepare a West Yorkshire waste plan. However, discussions continue between waste planning officers and the Core Strategy and Local Plan will need to consider the impacts of facilities in close proximity to Calderdale's border.

17.4 The Bradford and Calderdale waste partnership has been formed in order to secure a facility through the PFI process that will deal with both authorities residual (black bag) Municipal Solid Waste (MSW). Calderdale currently sends the residual MSW waste to landfill outside of the district. The facility will treat the waste and help make a significant reduction in the amount of MSW ending up in landfill. It is due to be operational by 2016, and the agreement runs until at least 2040. Whilst maximising the district's self sufficiency, it is recognised that due to market pressures and economies of scale waste will continue to be both exported and imported during the lifetime of the plan and beyond.

Waste Policy

17.5 At a European level, there are a number of directives that influence waste planning policy, such as the EU Landfill Directive⁽³⁷⁾ which introduced measures that required more and more waste to be diverted from landfill, and the EU Waste Framework Directive⁽³⁸⁾ which introduced the Waste Hierarchy. The Waste Hierarchy places prevention of waste as the top priority and disposal as the least favoured option of dealing with waste.

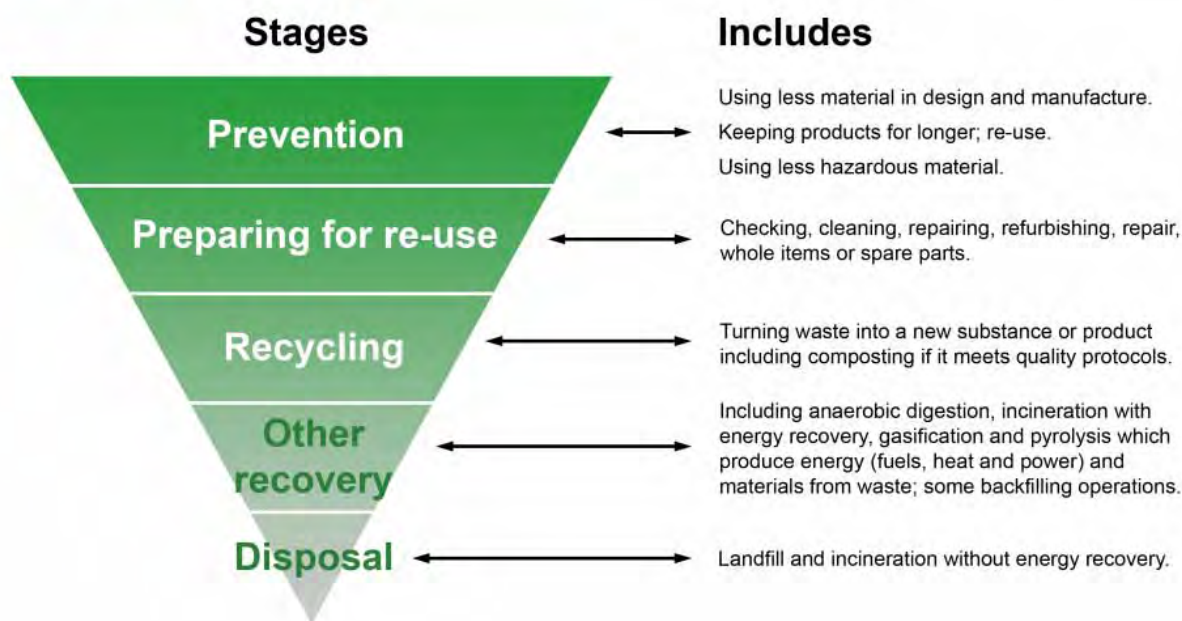
17.6 National level planning policy in the form of the National Planning Policy Framework (NPPF) does not contain any waste policies; therefore, whilst the NPPF requires waste plans to have regard to its policies, PPS10: 'Planning for Sustainable Waste Management' remains in force until a new set of national waste planning policies are published alongside a National Waste Management Plan. In addition, the coalition government published a Waste Policy Review in 2011.

37 EU Landfill Directive, 99/31/EC

38 EU Directive 2008/98/EC

Figure 17.1 Waste Hierarchy

The Waste Hierarchy



Source: Government Review of Waste Policy in England, 2011, Defra

17.7 The Local Plan is required to provide a planning framework for different types of waste, as set out below:

Table 17.1 Waste Types

Waste Type	Description
Municipal Solid Waste (MSW)	Includes all household wastes, street litter, waste delivered to Council recycling points, Council office waste, Household Waste Recycling Site waste, and some commercial waste from shops and smaller trading estates where local authority waste collection agreements are in place.
Commercial & Industrial (C&I)	Commercial - Waste arising from premises that are used wholly or mainly for trade, business, sport, recreation or entertainment. (Note - If a local authority has waste collection agreements in place it will be classed as MSW). Industrial - Waste arising from factories and industrial plants.
Construction, Demolition & Excavation (CD&E)	Waste arising from construction, maintenance, and demolitions of buildings, roads and other structures.
Hazardous	Previously known also as 'Special waste', Hazardous wastes pose a greater risk to the environment and human health and are therefore subject to a strict control regime.
Waste Water	Water and solids flowing to a sewage treatment plant operated by a water company
Agricultural	Waste arising from farms

17.8 The following policy is the preferred strategic approach to planning for sustainable waste management and applying the waste hierarchy.

Policy TPW 1

Planning for Sustainable Waste Management

Waste Facilities

The Council will implement the waste hierarchy through the following policy:

a. Proposals for new or extended waste management facilities must support the waste hierarchy, with the order of priority as follows:

- prevention;
- preparing for re-use;
- recycling;
- other recovery, including energy recovery;
- disposal.

b. Proposals will be expected to contribute to a continual reduction in the amount of biodegradable waste being disposed of in landfill sites.

c. Proposals for new landfill facilities will not be permitted unless:

- these are as part of a restoration of a minerals site using inert waste, and are consistent with other policies in the Core Strategy;
- they are proposals for inert waste disposal that are related to the restoration of a mineral site or landraising and will provide clear benefits for biodiversity and /or recreation and/or agriculture;
- it can be demonstrated that the residual waste to be disposed of has already been subject to extensive treatment and there are no alternative means of disposal;
- the proposal does not pose an unacceptable environmental risk, including groundwater sources;

d. Support will be given to proposals that maximise as far as practicable the districts self sufficiency in relation to waste management;

Non Waste Developments and Sustainable Waste Management

e. Non waste development proposals must provide evidence as to the arrangements for onsite waste management, including the provision of appropriate storage and segregation facilities, both during the construction phase and once occupied, however the following types of applications will be excluded;

- applications for householder development;
- applications for conservation area consent;
- applications for listed buildings consent;
- applications advertisement consent;
- applications for tree works;
- certificates of lawfulness of existing or proposed use or development;

f. All development proposals should be consistent with the objectives of the waste hierarchy.

Table 17.2 Monitoring: Policy TPW 1 - Planning for Sustainable Waste Management

Outcomes	Continual reduction in waste disposed of in landfill; Reduced levels of exported waste;	
Indicators	Total waste arisings by type; Waste recycling Levels; Waste recovered; Waste disposed of in landfill; Number of planning applications for waste management facilities by type; Annual assessment of capacity of waste management facilities	
Targets	National waste reduction targets: By 2013 to reduce Biodegradable Municipal Waste landfilled to 50% of that produced in 1995; By 2020 to reduce Biodegradable Municipal Waste landfilled to 35% of that produced in 1995; Calderdale local target for recycling and composting of Municipal Waste is 46% by 2015 and 50% by 2020.	

17

Core Strategy Preferred Options Calderdale MBC

Waste Data Evidence

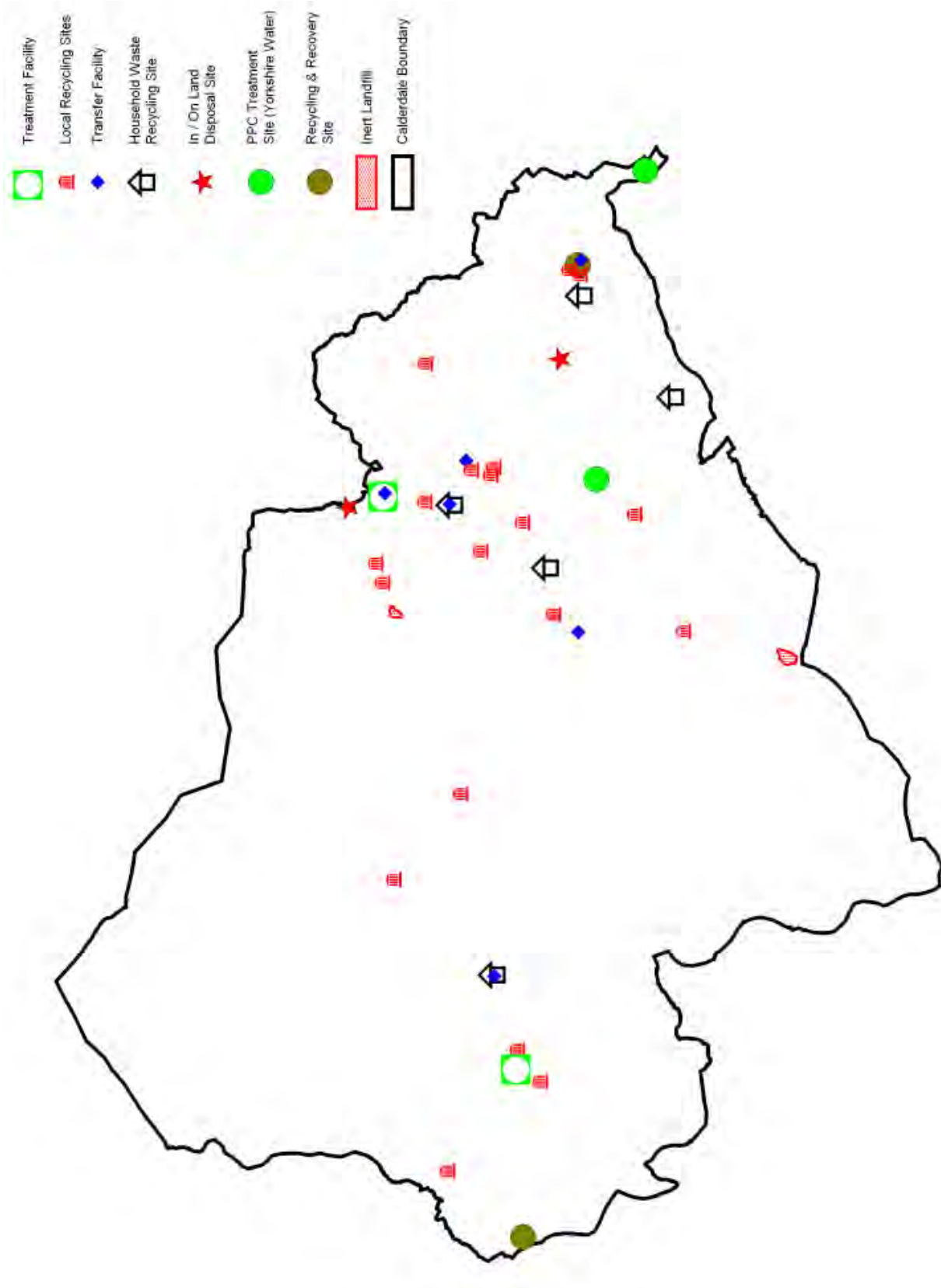
17.9 The Council published a [Waste Data Evidence Report](#) alongside the Waste Policy Options consultation in February 2012, this was updated in June 2012, and can be viewed on the Council's website. The main findings of the evidence are set out in the accompanying 'Core Strategy Reasons for Policies' document.

17.10 In terms of waste arisings, the most accurate recording data exists on Municipal Solid Waste (MSW), and also Hazardous wastes. The levels of Municipal Solid Waste (MSW) arisings in 2010/11 was 82,622 tonnes. According to the Environment Agency, Hazardous Waste arisings in 2010 were 9,562 tonnes. Data collection on other waste streams is limited to estimates, but indicate that arisings of Commercial and Industrial (C&I) waste in 2011 were 217,199 tonnes, and Construction Demolition & Excavation (CD&E) waste arisings in 2010 were 138,036 tonnes.

Waste Facilities

17.11 The following map shows the distribution of permitted waste sites within Calderdale as at April 2010. This shows that as expected, the majority of waste management facilities lie in the more urbanised east of the district, compared to the upper valley. It is also evident that some sites perform more than one waste management role; for example the Halifax and Eastwood Bulk waste transfer stations double up as Local Authority Household Waste Recycling Sites, others double up as waste transfer and treatment facilities.

Map 17.1 Distribution of Permitted Waste Sites in Calderdale



Future Waste Arisings and Capacity Requirements

17.12 By 2029, MSW arisings are projected to be 86,252 tonnes per annum, whilst it is estimated C&I arisings will be approximately 203,065 tonnes per annum⁽³⁹⁾

17.13 In light of the waste hierarchy and the drive to reduce the amount of waste going to landfill, by 2029 the following recycling, composting and treatment capacities will be required for Municipal Solid Waste and Commercial & Industrial waste:

- **Overall Recovery Capacity requirements**
- **Municipal Solid Waste**
 - 60,939 tonnes per annum;
- **Commercial & Industrial**
 - 152,299 tonnes tonnes per annum;
- **Municipal Solid Waste and Commercial & Industrial Recycling and Composting Requirements;**
 - 142,159 tonnes per annum;
 - Shortfall of 62,159 tonnes per annum against current capacity
- **Municipal Solid Waste and Commercial & Industrial Treatment Requirements;**
 - 71,079 tonnes per annum;
 - Shortfall of 11,079 tonnes per annum against current capacity;
 - If a 'zero' landfill approach is adopted there would be a shortfall of 61,846 tonnes per annum against current capacity.

17.14 The above figures have been calculated by comparing the predicted arisings of MSW and C&I waste against the estimated capacity provided by the Environment Agency; more detail is provided in the updated Waste Data Evidence Report.

17.15 There are no national treatment or recycling targets for either CD&E or Hazardous wastes; however by 2029 the predicted arisings are 151,978 tonnes of CD&E, and 10,015 tonnes of Hazardous wastes. Although the main focus of the Core Strategy is on MSW and C&I, both these other waste streams, along with Agricultural wastes will be considered when assessing future site requirements in the Land Allocations document. Hazardous waste is often transported longer distances than other waste streams due to the specialist nature of treating this waste; discussions with other local and regional authorities will endeavour to find solutions to reducing the distance this waste travels.

17.16 The Local Plan is required to identify sites and areas suitable for new or enhanced waste management facilities. The proposed role of the Core Strategy is to identify 'Broad Areas of Search', whereas the Land Allocations document will identify specific sites. When identifying land, PPS10 recommends the plan should:

- be in conformity with the Regional Spatial Strategy (RSS);
- allocate sufficient sites/areas;
- demonstrate the way in which sufficient capacity equivalent to at least 10 years of the RSS projections will be provided;
- identify the types of facilities;
- avoid unrealistic assumptions on the deliverability of sites.

17.17 In addition, to avoid inappropriate development of waste management facilities, the Core Strategy includes a policy concerned with environmental protection, which is a development of the policy options MW14 and MW15 set out in the RI&O consultation. The criteria against which proposals will be assessed is intended to enable the Council to consider the likely impact on the local environment, as well as securing a high quality

39 There are no available projections past 2026 for MSW and C&I waste; therefore assumes no growth in waste arisings for these two waste streams 2026 to 2029.

of design for new waste facilities.

17.18 The following policies are therefore proposed, TPW2 proposes a 'Broad Area of Search' for new waste facilities, and policy TPW3 proposes a set of criteria against which proposals for new waste facilities will be assessed:

Policy TPW 2

Broad Areas of Search for New Waste Facilities

a. The 'Broad Area of Search' for proposals for new waste facilities will be within a 'Core area' or within 'Safeguarded Sites', both of which will be identified on the Land Allocations proposals map.

b. The focus within the Core area will be the urban areas, and within the urban area priority will be given to:

- existing waste facilities;
 - evidence will need to provide suitability of the existing site to be extended or altered;
 - priority will be given to those in primary employment areas;
 - priority will be given to proposals that seek to complement existing activities where adverse cumulative impacts would be avoided;
- safeguarded sites:
 - allocated waste sites;
 - existing or former mineral sites requiring some form of waste operation for restoration;
- existing or allocated employment land;
- brownfield land within the urban area;

c. Proposals for waste management facilities outside the Core Areas and Safeguarded Sites will be considered should they be able to demonstrate:

- there is a need for the facility;
- the proposed operation could not be carried out within the 'Broad Areas of Search' or 'Safeguarded Sites';
- the proposal would not give rise to unacceptable adverse impacts on people, transport routes, or the environment;
- the proposal supports the Core Strategy Strategic Objectives and Policies, and is consistent with National Waste Planning Policy.

d. Alternative uses proposed for 'Safeguarded Sites' that result in a loss of an existing or allocated waste management facility must be accompanied by the following:

- evidence setting out how much waste management capacity would be lost as a result of the proposal;
- the impact on the districts waste management capacity and justification for the loss of capacity;
- this also applies to site allocations in the Land Allocations document and any new strategic waste facilities implemented within the lifetime of the plan.

Table 17.3 Monitoring: Policy TPW 2 - Broad Areas of Search for New Waste Facilities

Outcomes	A network of waste facilities that enable a continual reduction in waste disposed of in landfill; Reduced levels of exported waste.
Indicators	Number of proposals for new waste facilities within the 'Core areas' or 'Safeguarded Sites'; Annual assessment of capacity of waste management facilities; Number of non waste development permissions at Safeguarded Sites.
Targets	Ongoing reductions in exported waste

Policy TPW 3

Proposals for New Waste Management Facilities

Applications for new or extended waste management facilities will be required to provide evidence that the proposal would not give rise to unacceptable impacts on people or the environment. Therefore the following criteria will apply:

- proposals will be required to avoid adverse impacts on the local environment including noise, dust, air quality, vibration, odour, litter, contamination, attraction of vermin or birds; in particular, the following will be assessed:
- the proposal does not create adverse impacts on water resources and the natural water environment, groundwater levels, water quality, flood risk, along with the capacity of flood storage or existing flood defence structures;
- the proposal will not give rise to adverse impacts on Conservation Areas, Listed Buildings or their settings, Scheduled Monuments, Historic Parks and Gardens and other sites of archaeological or historic interest where these are material considerations;
- the proposed facility will achieve a high quality design, and not be visually intrusive. The scale, form and character is appropriate to its location and setting;
- biodiversity and geodiversity, including sites subject to national and local statutory protection, will suffer no adverse impacts as a result of the proposal;
- evidence as to the ability of the existing highway network to safely accommodate the traffic generated;
- the impact on Potentially Unstable Land;
- no adverse impacts result from a cumulative impact of waste management facilities in a particular location;
- additional information concerning the operation of the facility will be required, including hours of operations, traffic movements, vehicle cleansing, loading, and unloading arrangements;
- the proposal is in line with the Strategic Waste Objective and consistent with other Local Plan Policies.

Table 17.4 Monitoring: Policy TPW 3 - Proposals for New Waste Management Facilities

Outcomes	Continual reduction in waste disposed of in landfill; Reduced levels of exported waste;
Indicators	Annual assessment of capacity of waste management facilities;
Targets	National waste reduction targets: By 2013 to reduce Biodegradable Municipal Waste landfilled to 50% of that produced in 1995; By 2020 to reduce Biodegradable Municipal Waste landfilled to 35% of that produced in 1995; Calderdale local target for recycling and composting of Municipal Waste is 46% by 2015 and 50% by 2020.

18 Well Being

18

Calderdale MBC Core Strategy Preferred Options

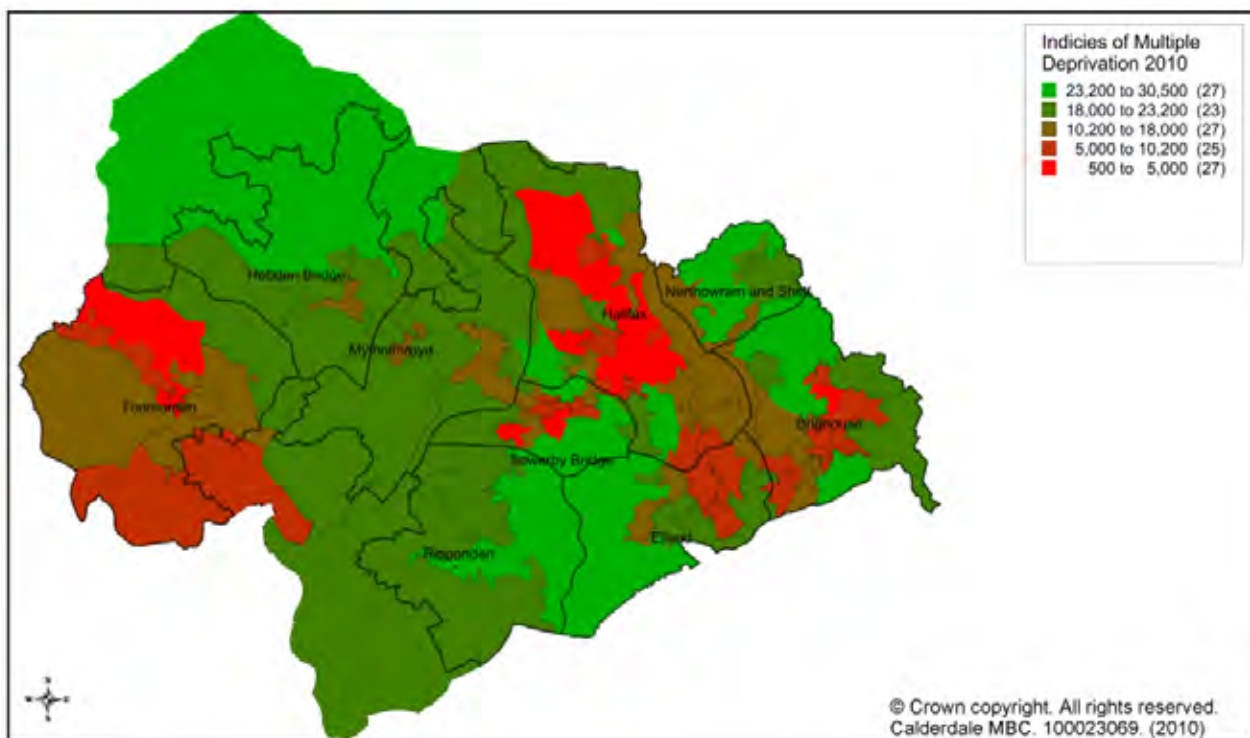
18.1 Well being covers a wide range of issues ranging from health and education to community facilities. The emerging Calderdale well-being strategy has a number of outcomes relevant to improving life chances and well-being including making Calderdale;

- a place where fewer children under the age of 5 live in, and are born into, poverty;
- a place where everyone has a sense of pride and belonging based upon mutual respect;
- a place where older people live fulfilling and independent lives;
- a place where people have good health; and
- a place where children and young people are ready for life

18.2 The policies contained within this section, in combination with the Core Policies will assist in achieving the aims of the emerging Calderdale Wellbeing Strategy and the Core Strategy objective of **'Work to ensure that the differences in health, quality of life and economic prosperity between different communities in Calderdale reduce'**.

18.3 The Indices of Multiple Deprivation show a dispersed nature of deprivation across the borough with particular pockets being found in Halifax, Sowerby Bridge, Todmorden and Brighouse areas. In many instances the deprivation is often compounded by poor accessibility to jobs, services and other opportunities. The Local Plan seeks to improve access, support new services and facilities as well as protecting existing local services and facilities.

Map 18.1 Indices of Multiple Deprivation 2010 and Local Plan Areas



Community Facilities

18.4 An important element of the Local Plan is to attempt, as far as possible, to provide everyone with equal opportunity to access the opportunities and facilities they need to lead a fulfilling and active lifestyle. Adequate neighbourhood provision will allow all residents to enjoy the same high quality of life, and help them realise their potential and contribute to their physical, social and spiritual well being.

18.5 Community facilities include, but are not restricted to, public services, community centres, public halls, emergency services, youth centres, libraries, open spaces, cultural facilities, the voluntary sector, public houses, post offices, health and educational facilities. Some of these issues such as open spaces are dealt with elsewhere

within the plan (21 'Green Infrastructure and Natural Environment') and Health and Social Care and Educational Facilities are dealt with later in this chapter.

18.6 The NPPF identifies the delivery of sufficient community and cultural facilities and services to meet local needs as a core planning principle. It also advocates the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship, particularly in rural areas where access to services can be limited. Map 18.2 'Community facilities and emergency services' indicates a concentration of services and facilities within and around the main urban areas, with limited facilities elsewhere.

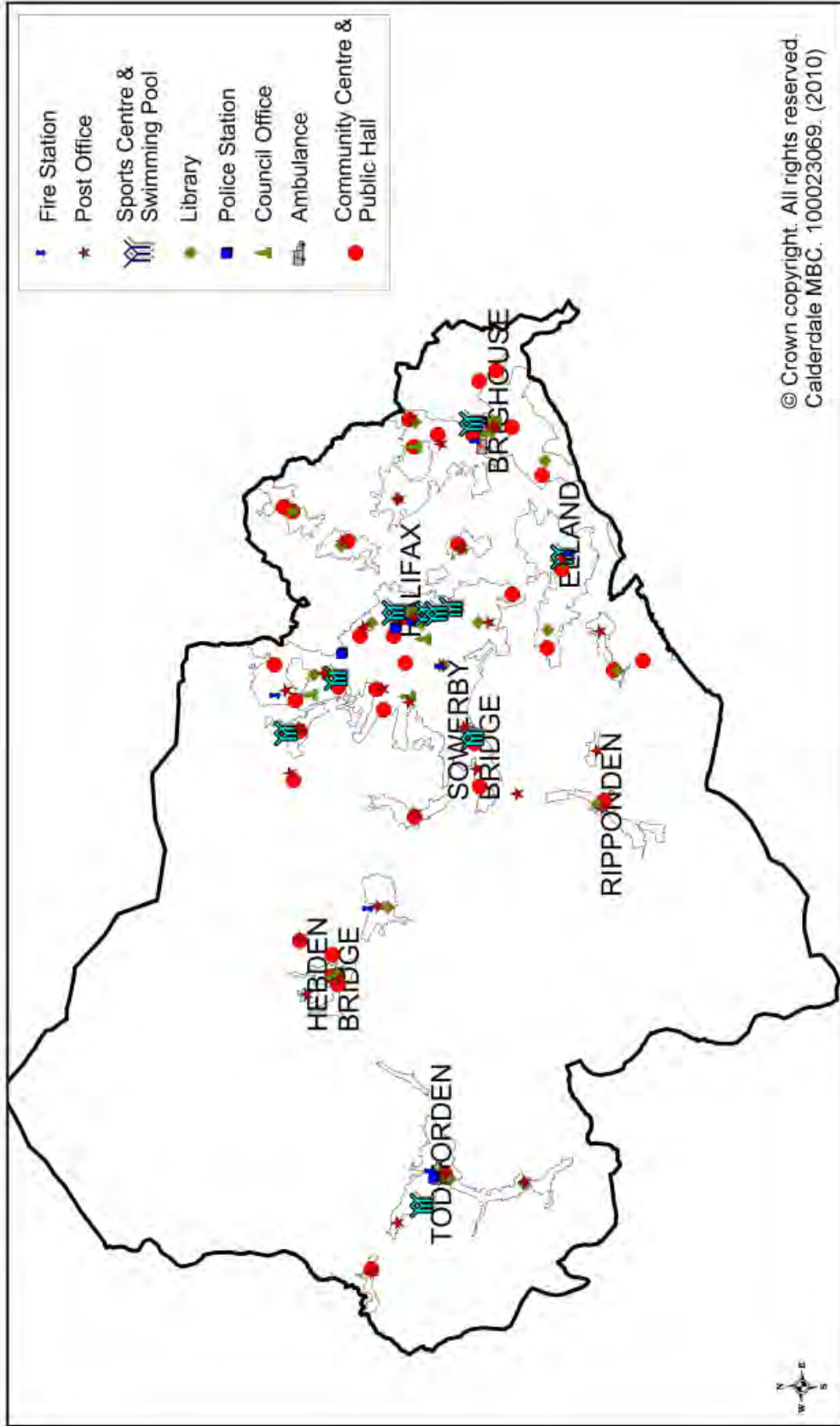
18.7 The Council will work closely with partners, developers and other organisations to ensure the adequate provision of services and facilities, especially in areas of relative deprivation and the main areas of growth as indicated in the 6 'Proposed Growth' section. In many cases the Council will not deliver the service or facility but it will play a role in facilitating the development and ensuring land is allocated through the Land Allocations document.

18.8 The allocation of sites and new services and facilities will be provided in locations easily accessible to the local population and where possible address geographical inequalities in provision and areas of social deprivation. Such facilities and services are often developed to fulfil a specific community need and therefore will be expected to be developed within easy access to the community.

18.9 Where relevant, the development of new community facilities will need to take account of Policy TPE 9 'Cultural provision' to ensure that use of such spaces for performing arts and exhibitions are considered in the design. This will not only provide a further community benefit but could provide further income streams for the building. The Council will support the co-location of services and facilities in new or existing buildings to create community hubs.

18.10 Community facilities, such as village/ community halls, nurseries and places of worship all contribute to the vitality and vibrancy of settlements, particularly in rural areas. The continued erosion of local pubs, shops and services is of particular concern and the Council will seek to retain such services and facilities wherever possible to ensure the continued vibrancy of settlements.

Map 18.2 Community facilities and emergency services



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Health Facilities

18.11 Health is fundamental to well-being and is influenced by many factors such as economic activity, housing, physical activity and access to services and facilities. Issues such as housing, economy and physical activity are dealt with through other policies in the plan, therefore this section will focus upon the provision of health facilities.

18.12 The Calderdale Joint Strategic Needs Assessment (JSNA) identified a number of key messages relevant to the health agenda in Calderdale. These included;

- The population of Calderdale is set to increase, and this increase will be greatest in the 65+ age group;
- The population of children and young people is set to rise, with the greatest increase in the 0 to 15 year-old age group;
- There is projected to be a fall in the working age population in Calderdale;
- Life expectancy in Calderdale has improved for men in line with the rate for England but for women it has levelled off and is below the national and regional average;
- There is a growing health gap between the average and most deprived areas;
- Those living in Calderdale's most disadvantaged communities experience greater ill-health than elsewhere in the district. There are differences in life expectancy between wards within Calderdale of up to 7 years;

18.13 The above key messages have implications for the Core Strategy in how it supports future health infrastructure as well as healthy lifestyles. Access to health care facilities is an important element to well being. Map 18.3 'Health facilities and care homes' shows the majority of services are found in urban areas. Whilst it maybe acceptable to travel to dentists where visits are usually limited to twice a year access to basic health care such as a GP surgery is often required more locally and frequently.

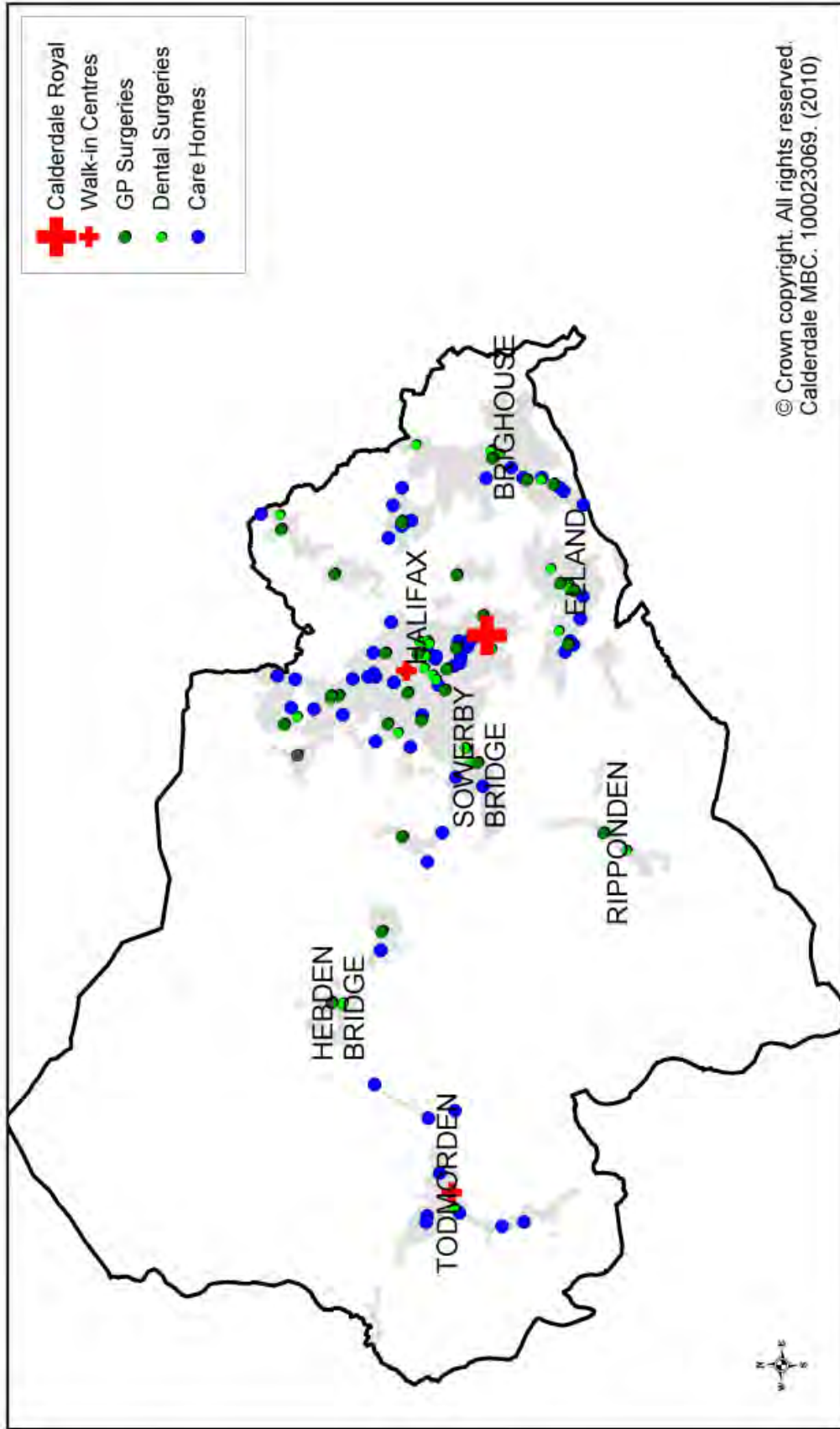
18.14 The Core Strategy seeks to reduce and address inequalities by providing a positive policy framework to improve access to health care facilities and well being across the district by working towards ensuring everyone has easy access to quality health care by providing opportunities to strengthen service delivery at a local level. This approach to delivering health care is supported by larger primary health care facilities which offer a wider range of services targeted at local health needs. The new health centre in Todmorden is a good example of this approach.

18.15 Where there is a need to provide care and social facilities for older or younger people these will also be supported by the Local Plan. The provision of youth facilities, particularly in areas of deprivation provide opportunities for social interaction and recreational activities as well as support. The need for care homes is also likely to increase due to the forecast population increase in the over 65 age group. In Calderdale, Pennine Housing run extra-care housing schemes, which are made up of self-contained flats and other facilities all under one roof, designed to suit older people. Care and support services are also provided, to help people manage in their own homes. This means that most people can stay in their own flat, even if they are quite frail or become more dependent over time. This is an important element of well-being which the Local Plan will continue to support.

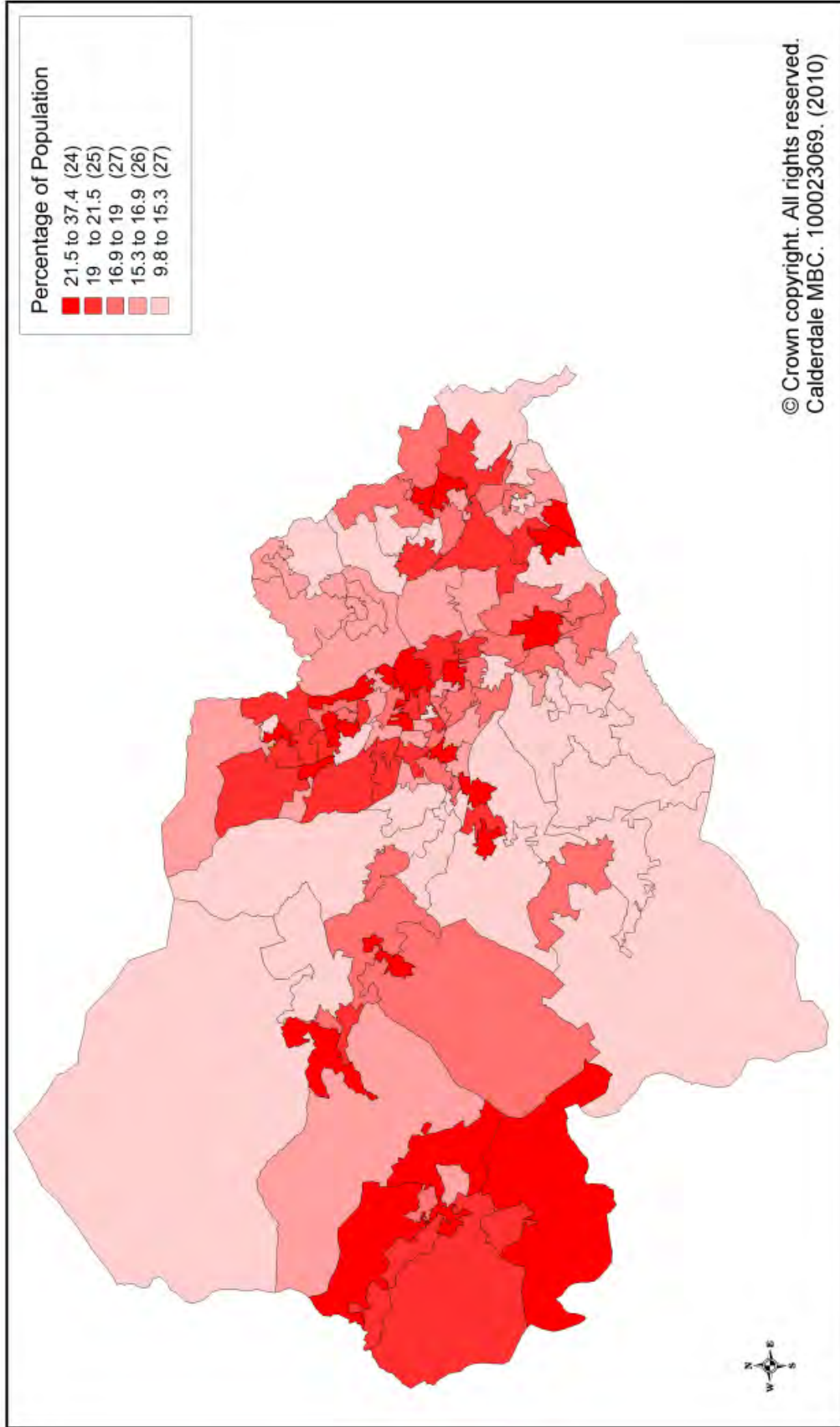
18.16 Healthier lifestyles can be supported in a number of different ways such as providing cycling and walking routes as well as green spaces for sport and informal recreation, the provision of allotments and the management of land to support "Incredible Edible" type approaches for the provision of local produce. These issues are dealt with elsewhere within the plan, however the plan can also support healthier choices by managing the proliferation of hot food take-aways in our towns and near schools.

18.17 The Local Plan will support the growth of health and care facilities across Calderdale, particularly in areas indicated to be lacking such facilities within the Calderdale Infrastructure Delivery Plan or similar plan of delivery agencies and within areas of deprivation.

Map 18.3 Health facilities and care homes



Map 18.4 Long term limiting illness



Educational Facilities

18.18 Schools form a vital part of the infrastructure of an area. The provision of sufficient school places for the local population, and the maintenance and improvement of school facilities are crucial factors to the well-being of the population. Calderdale Council is responsible for the majority of schools within the district, whilst this may change in the future through academies and free schools, the Council will retain a statutory duty to commission school places.

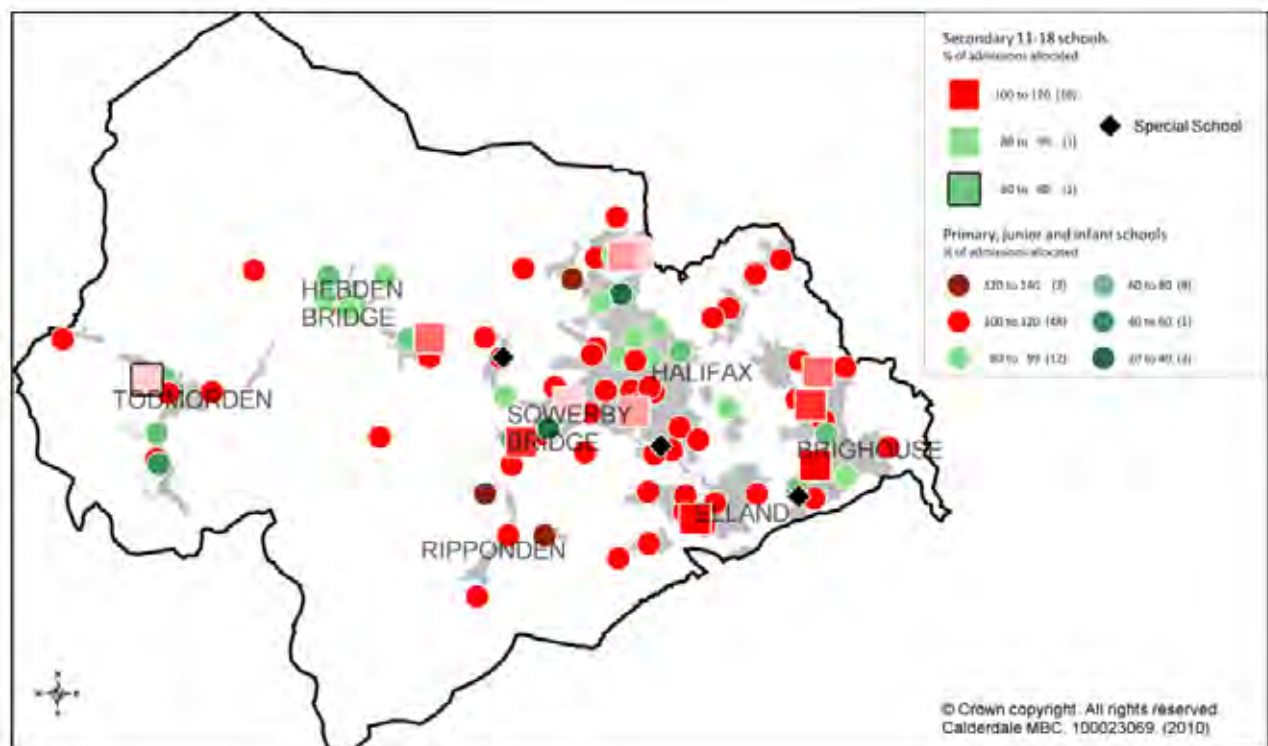
18.19 As shown on Map 18.5 ' % School places filled in 2009' and indicated in the annual Council document 'Planning for School Places' there are pressures on school places within a number of areas. Schemes such as the new academy in North Halifax which will accommodate 1,500 secondary pupils and a further 400 in 2013, to account for the planned closure of St Catherine's, will assist in the provision of future need. However areas of growth as identified in the Map 6.1 'Key Diagram' will undoubtedly create additional pressure upon school places.

18.20 The Council will therefore require developers to contribute towards the provision of future school places which result from a development. These contributions will be in accordance with Policy CP 14 'Infrastructure provision'. Within the major growth areas the Council may require the provision of new school facilities, in such cases they should be developed where they can be accessed not only by developments within the growth area but by the wider community.

18.21 The Calderdale JSNA indicates that the overall education standards in Calderdale are improving in line with those for England. However there is still an attainment gap between the most and least deprived areas of Calderdale. Therefore improving access to education within deprived areas is important if this gap is to be reduced. The Core Strategy will therefore support proposals which seek to improve such access.

18.22 Calderdale College in partnership with three universities, has developed a local higher education offer in Halifax and Todmorden. This assisted over 800 local people to achieve level 4 or higher qualifications between 2005 and 2008. Whilst this is important a lower percentage of the Calderdale population are educated to NVQ4 and NVQ3 levels than the UK average. The Calderdale Economy and Enterprise Strategy has ambitions for an increased University presence as well as skills centres across Calderdale. To assist in delivering these ambitions the Core Strategy will provide a supportive framework for such development.

Map 18.5 % School places filled in 2009



Policy TPC 1

Community, Health and Education

The Council will work with partners to improve well-being and reduce levels of social deprivation by supporting the development and retention of community services and facilities⁽⁴⁰⁾ within areas of identified need or deprivation.

Location of facilities

The location of new community facilities will be delivered in accordance with: -

1. The guidance contained within the settlement hierarchy;
2. Identified needs, as set out within the Calderdale Infrastructure Delivery Plan or the plans of relevant delivery agencies.
3. The accessibility criteria contained within Policy TPT 3 'Transport requirements for site allocations and development proposals'

In rural areas the provision of new facilities or services or the diversification of existing facilities will be supported where there is an identified community need.

General Principles

Development proposals and site allocations will have regard to the following general principles: -

1. Development proposals which would lead to the loss of community facilities, public houses, village shops or post offices will not be supported unless: -
 - An appropriate alternative is provided; or
 - It can be demonstrated that the facility is no longer required within the local area or is no longer viable; and all reasonable efforts have been made to retain the facility and other alternative community uses and community ownership have been considered; or
 - The closure of a health or educational facility is required due to an identified operational requirement.
2. The Council will support the co-location of services where opportunities arise providing such co-location can be demonstrated to improve access to services and more efficient use of land and resources.
3. New developments will, where appropriate, be expected to work with communities to identify community needs and contribute towards the provision of such community facilities in accordance with Policy CP 14 'Infrastructure provision'.
4. Where local evidence indicates a saturation of hot food take-aways within centres and near schools the number of such outlets will be limited through Policy TPE 8.

Table 18.1 Monitoring: Policy TPC 1- Community, Health and Education

Outcomes	To improve the well-being of communities across Calderdale
Indicators	Improved attainment in NVQ level 3 and above; Improvement in infrastructure gap; Improvement in health within most deprived areas.
Targets	To be confirmed

40 including community centres, public halls, emergency services, youth facilities, health facilities, care homes and facilities for 'extra care' housing, educational facilities and services run by the voluntary sector

19 Housing

19.1 Successive Government's have sought to both increase and improve the quality of the housing stock in order to meet the needs of present and future generations. Nationally the shortage of housing and particularly affordable housing is well documented. Local Authorities through their Local Plans and Housing Strategies have a major role to play in achieving this objective by controlling the location and scale of housing land allocations, encouraging and enabling improvements to the existing housing stock and influencing the building programmes of Registered Social Landlords. The scale of the housing requirement to be met through the Local Plan is discussed in 6 'Proposed Growth' whilst more detailed matters such as criteria for selecting land allocations, type, size and affordability of housing and the needs of specific groups such as gypsies and travellers are discussed here.

Delivering the housing requirement figure

Sources of housing supply including housing land allocations

19.2 The actual number of dwellings for which land will need to be allocated in the Land Allocations document will be moderated by, for example, completions since the base date of the housing requirement calculation (2008), extant planning permissions and windfall sites. Whilst the precise number of dwellings for which land will need to be allocated can only be known at the time the Land Allocations document is prepared, a reasonable indication of the likely contribution to be met from new allocations can be made as shown in Table 19.1 'Sources of Housing Land Supply'. These various components of housing land supply are discussed below:

- **Completions** - Completions since the base date of the Housing Requirements Study. To date (March 2012) some 2,480 completions have been delivered since the 2008 base date. By the time Core Strategy is adopted this is anticipated to have risen by around a further 1,000 completions, taking into account the currently declining completion rates likely to persist over the next 1.75 to 2 years remaining prior to adoption of the Core Strategy.
- **Extant Planning Permissions** - The Council's Housing Land Availability Database shows that sufficient planning permissions existed at 31st March 2012 for 3,162 dwellings. Whilst not all of these permissions can necessarily be considered deliverable, a factor taken into account when calculating the 5 year housing land supply as required by the NPPF, at this stage of the plan making process it suffices to employ the simpler approach of discounting this figure by 10% (a figure typically employed for this purpose) in order to estimate the likely overall scale of new allocations. The deliverable figure as calculated in the SHLAA and associated 5 year supply will be employed when preparing the Land Allocations document.
- **RCUDP Allocations** - There are a number of housing and mixed use allocations in the Replacement Calderdale Unitary Development Plan which have not been taken up and have the potential to contribute to future housing supply. The potential of these sites as stated in the RCUDP provides an indication of the overall contribution they could make to meeting the housing requirement.
- **Windfall sites** - Planning permissions granted on windfall sites (sites which have not been specifically identified as available in the Local Plan process including in the SHLAA). The NPPF states that these may be included in the 5 year supply which is not the case at the moment with the Council's 5 year housing land supply figure. Windfalls for a 5 year period based on past completions on windfall sites indicate that this source of housing supply is significant and should be taken into account in the Local Plan.
- **Empty dwellings** - As at July 2012 there were 1804 empty dwellings (defined as empty for 6 months of longer) in the district and the Council through its Housing Service is pursuing initiatives to bring these back into residential use. However, it is difficult to quantify the contribution these may make over the plan period and therefore a figure has not been included here for this source.
- **Other initiatives** - Initiatives that are underway, including those included in the Local Investment Plan, have the potential to contribute to the supply of housing but due to the lack of certainty surrounding some of these proposals together with the fact that they could be argued to duplicate the windfall allowance no figure has been included in Table 19.1 'Sources of Housing Land Supply' .
- **New Allocations** - The residual requirement will be met through land allocations in the Land Allocations document which will be located in accordance with the broad locations for housing growth shown in the Map 6.1 'Key Diagram', Policy CP 8 'Locations for Sustainable Growth' and Policy TPH 1 'Allocating land for housing'. These will include consideration of the need for any settlement extensions where this represents the most sustainable and best approach to delivering new housing and employing as far as is practicable Garden City principles as advocated in the NPPF.

Table 19.1 Sources of Housing Land Supply

Source	Number Dwellings	Comments
Completions from base date of HRS to adoption date of Core Strategy (currently available for 1/4/2008 to 31/3/2012)	2483	1/1/08/-/31/3/12
Extant planning permissions as at 31/3/12	2846	Not SHLAA /5 Year supply figure
Windfalls - first 5 years of LP (1/4/14 to 31/3/19)	2562	Av of 512 pa (2001/2002 - 2011/2012)
Remaining RCUDP allocations	530	Housing and Mixed Use Sites
Other Initiatives e.g. Local Investment Plan	-	Not Included
Empty Properties	-	Uncertainty over realistic potential
Total Housing Requirement	16800	
Potential new allocations in Land Allocations document	8379	Requirement less other sources
Potential new allocations in Land Allocations document (rounded)	8500	Lower figure for sensitivity testing model
Potential new allocations in Land Allocations document (higher figure)	10500	Higher figure for sensitivity testing model - should contributions from above sources be lower than anticipated

Policy TPH 1

Allocating land for housing

In determining specific land allocations to deliver the housing requirement in the Land Allocations document and having regard to the overall spatial distribution for new housing development as set out in Policy CP 1 Distribution of Growth the Council will give:

- First priority to the re-use of brownfield land and buildings and the more effective use of existing developed areas within the relevant settlement;
- Second priority to other suitable infill opportunities within the relevant settlement;
- Third priority to extensions to the relevant settlement;

In identifying sites for housing development the Council will also adhere to the following principles:

- Making the best use of existing transport infrastructure and capacity along with opportunities to improve infrastructure;
- Complying with public transport accessibility criteria as set out in Policy TPT 3 'Transport requirements for site allocations and development proposals' and maximising accessibility by walking and cycling;
- Complying with the wider sustainability objectives of the Local Plan;
- Reinforcing and/or building new communities including consideration of their viability;
- Respecting the environmental and historic character of the district including the character of existing settlements;

- Consideration of the need to retain land for other purposes e.g. open space use and
- Addressing opportunities to unlock development constraints.

Table 19.2 Monitoring: Policy TPH 1- Allocating Land for Housing

Outcomes	Sufficient land will have been allocated and developed to meet the district's housing needs
Indicators	Amount of land allocated in accordance with the criteria in Policy TPH 1
Targets	Sufficient allocations to meet the housing requirement less other sources of housing supply

Non-Allocated Sites

19.3 Proposals on non-allocated sites, both brownfield and greenfield, will continue to come forward and contribute to the district's housing supply. These will generally be supported provided that they are in sustainable locations and compliment the overall spatial strategy and objectives of the Local Plan and are in accordance with other Local Plan policies. Whilst Policy TPH 2 is primarily aimed at smaller sites under 0.4ha there remains the potential for larger non-allocated sites to come forward. A fundamental consideration will be the accessibility of a site to services and facilities by good quality public transport, cycling and walking. For the purpose of Policy TPH 2 walking distance is taken as within 400 metres of a bus stop or 750 metres of a railway station. In the case of local services such as convenience shops, post offices, health centres/surgeries and primary schools easy walking distance is taken as 750 metres. These distances broadly reflect those used by West Yorkshire Metro but should be interpreted with care taking into account the individual circumstances of a site, including matters such as topography and the amenity and general safety of any route. Other considerations will include the amenity and character of existing residential areas including the effects of residential development on existing gardens. Existing and planned infrastructure should be able to cater for the development, including the ability of schools in the areas to accommodate additional pupils.

Policy TPH 2

Non-Allocated Sites

Proposals for residential development (including those for the renewal of a previous planning permission) on a non-allocated site or building for conversion will be permitted where:

1. The site is sustainably located;
2. The site compliments the strategic objectives and spatial strategy of the Local Plan;
3. The site is not in beneficial use; and/or
4. The proposed development would not have adverse impacts which would significantly and demonstrably outweigh the benefits;
5. The demands generated from the proposed housing can be accommodated by existing infrastructure;
6. There are no physical and environmental constraints on development of the site;
7. The development preserves or enhances Conservation Areas and does not adversely affect Listed Buildings or their settings, where these are material considerations;
8. The site is not used for active sport or recreation;
9. The site does not have any recognised value for nature conservation; and
10. The site is within an urban area or a village envelope as currently defined on the RCUDP Proposals Map and subsequently the Local Plan Proposals Map and is well related to existing development.

Table 19.3 Monitoring: Policy TPH 2 - Non-allocated Sites

Outcomes	Planning permissions for small non-allocated sites accord with the criteria in Policy TPH 2
Indicators	Contribution of non- allocated sites to housing supply Proportion and number of sites that are windfalls
Targets	None specifically (although small non-allocated sites along with other sites will contribute to a windfall allowance)

Provision of good quality residential developments

19.4 A number of features comprise high quality residential developments, principal amongst these are residential density, design, energy efficiency/use of renewable energy and improvements to the existing (particularly older) dwelling stock. These matters are also addressed in the Council's Draft Housing Strategy⁽⁴¹⁾ where specific detailed actions to be undertaken by the Council are listed. Many of these are specific actions the Council proposes to undertake through its enabling role and are too detailed to be directly covered by the Local Plan.

Density

Table 19.4 Density Requirements in Relation to Site Location and Size⁽¹⁾

Location	Site Size	Site Size		
		0.4ha	0.4-2ha	>2ha
	Gross to Net Ratio	100%	90%	75%
Town Centre (as defined on Proposals Map)	Gross Density	60 dph	60 dph	60 dph
	Net Density	60 dph	54 dph	45 dph
Near Public Transport Nodes (e.g. Rail Station 750m)	Gross Density	50 dph	50 dph	50 dph
	Net Density	50 dph	45 dph	38 dph
Walking distance of town centres (750m from edge of town centre notation on Proposals Map)	Gross Density	50 dph	50 dph	50 dph
	Net Density	50 dph	45 dph	38 dph
Other urban areas (remaining areas shown on Proposals Map and sites immediately adjacent urban areas)	Gross Density	40 dph	40 dph	40 dph
	Net Density	40 dph	36 dph	30 dph
Rural areas (within and adjacent smaller settlements in Green Belt and Area Around Todmorden - washed over or inset on Proposals Map)	Gross Density	35 dph	35 dph	35 dph
	Net Density	35 dph	32 dph	26 dph

1. Based on research in 'Tapping the Potential'

19.5 During the period covered by the RCUDP to date the average density of new housing has increased compared to the figure of 26 dph achieved during the period of the first UDP (1997). This is partially the result of the density policies contained in the former Planning Policy Guidance Note 3 Housing although RCUDP Policy H10 did allow for variations from the national minimum net density of 30dph.

19.6 In order to achieve the Plan's Vision and Strategic Objectives, particularly in relation to housing but not exclusively, the density at which housing developments are constructed is important given that this affects both the quality of the residential environment and also the amount of land developed for housing. The Core Strategy therefore seeks to achieve a balance between the efficient use of land and the provision of high quality residential developments to meet the district's housing needs. Through the implementation of well thought out and designed schemes the residential density achieved will be higher than may otherwise be the case.

19.7 The densities shown in Table 19.4 reflect the principles of achieving higher densities in more sustainable locations such as around the main town centres and close to main public transport routes and bus and rail stations and are intended to be a starting point for proposed schemes. As many brownfield sites are within the existing urban areas these will generally be subject to higher density requirements. Utilising gross densities provides a consistent approach, irrespective of site size, whilst the corresponding net densities decrease as the site size increases, given the greater level of additional infrastructure and other facilities required. The gross/net conversion is based on recognised research into density as provided in 'Tapping the Potential'⁽⁴²⁾. This approach together with the densities shown in Table 19.4 and included in Policy TPH 3 are employed in the SHLAA and were agreed by the Working Group overseeing it. As with the SHLAA other factors may influence the actual density achieved and these are included in Policy TPH 3. These criteria include the situation where proposals are put forward for garden developments enabling the potential for harm to the local area to be considered as advocated in the NPPF. This overall approach to density reflects the advice in the NPPF that it should reflect local circumstances. The Land Allocations document will follow the approach set out here in order to include indicative density requirements for allocated sites. Where settlement extensions are included in the Land Allocations document densities will be determined through the preparation of site briefs. This is an appropriate approach for forward planning purposes but as with sites included in the SHLAA individual site circumstances will determine the ultimate density at which any development takes place.

Policy TPH 3

Residential Density

All new housing developments including conversion schemes shall be constructed in accordance with the densities shown in Table 19.4 except where circumstances justify a different density. These will include:

1. The character of the site itself;
2. The character of the surrounding area;
3. The need to preserve the amenity of existing or future residents;
4. The availability of local facilities and infrastructure;
5. The need to influence the housing mix of an area;

The Land Allocations document will set indicative densities for individual site allocations based on the densities in Table 19.4 and the above criteria.

Table 19.5 Monitoring: Policy TPH 3 - Residential Density

Outcomes	High quality residential layouts achieved through efficient use of land; Quality and character of existing areas retained; Housing mix of areas improved
Indicators	Densities achieved on sites of up to 0.4ha, 0.4-2.0ha and over 2.0ha; Densities achieved on new build and conversion sites; Densities achieved on brownfield and greenfield sites

Targets

In broad terms densities to correspond to those in Table 19.4; Specifically, the Land Allocations document to provide indicative densities for each allocation

High Quality Housing

19.8 12 'Sustainable Design and Construction' covers the Council's approach to design and sustainable construction generally whilst 8 'Climate Change' covers issues of climate change. The requirements of these sections also apply to residential developments with Policy TPH 4 'High Quality Housing' focusing specifically on residential developments. It is essential that new stock not only provides high quality accommodation in high quality neighbourhoods for occupiers but also that it helps to mitigate and adapt to the requirements of climate change.

19.9 Whilst Policy CP 4 'Provision of Housing' includes the bringing of empty homes back into use Policy TPH 4 'High Quality Housing' also seeks to improve the quality of the occupied housing stock or where this is not feasible to carry out limited programmes of demolition. The intention is to keep demolitions to a minimum through upgrading of the stock and no large scale clearance programmes are currently identified. The Council's Housing Service has identified a number of improvement schemes in its draft Housing Strategy and Local Investment Plan (LIP). The 2009 Private Sector Stock Condition Survey found that 12,500 privately owned homes do not meet the decent homes standard. Most of the disrepair is in the older stock with the predominant house type being the stone terrace, almost half the stock is over 100 years old and around 8,000 are back to back houses. The stone properties are hard to treat in terms of insulation making energy costs and carbon emissions higher. This is seen as an urgent issue in the draft Housing Strategy. A number of schemes have been completed recently and others have been identified in the Calder Valley amounting to some 300 dwellings to be improved by 2015.

19.10 Housing in England is generally unregulated by legally binding minimum space standards unlike much of the rest of Europe. Research makes clear that the small size of some houses is becoming a problem. The social rented sector works to minimum space standards and this is reflected in the Council's Draft Housing Strategy but no equivalent standards exist for private market developments. If this is allowed to continue over time a large proportion of the housing stock will offer cramped conditions. Given that the Local Plan looks forward over the next 15 years it is important to address this issue and therefore in the absence of any national standards those included in Policy TPH 4 and based on standards introduced by the Greater London Authority have been adopted by the Council. Nationally further research into space standards is ongoing and will be reflected in the draft version of the Local Plan.

Policy TPH 4**High Quality Housing**

New residential developments, both new build and conversions, will be required to meet high standards of design including appropriate sustainability measures and space standards and be in accordance with Core Policies CP 7 (Climate Change), CP12 (High Quality Inclusive Design) and CP 13 (Sustainable Design and Construction).

All new housing should therefore be built to the following minimum space standards (gross internal floor area) unless unless this is demonstrated to be inappropriate or not feasible:

Flats

1 bed/2 person: 50m²
2 bed/4 person: 70m²

Houses

2 bed/4 person: 83m²
3 bed/5 person: 96m²
4 bed/6 person: 107m²

Extensions to existing residential properties must be accompanied by a corresponding 30% or higher improvement in the energy efficiency of the original dwelling unless this is demonstrated to be inappropriate or not feasible.

The existing housing stock will be subject to improvements and repair as well as clearance and replacement where this is the most appropriate course of action.

Table 19.6 Monitoring: Policy TPH 4 - High Quality Housing

Outcomes	New housing developments built to high design standards incorporating relevant sustainability measures and space standards; Existing housing improved and repaired or if more appropriate demolished; The overall energy efficiency of the dwelling stock improved
Indicators	Number dwellings built/improved to meet CfSH Standards; Design Council CABA panel assessments of new building; Size of new dwellings including by floorspace and number of main rooms in relation to appropriate space standards (regional standard if developed or local standard - to be developed); Number dwellings improved/repaired/brought back into use; Number and proportion dwellings demolished
Targets	High standard of design including achieving CfSHs Level 4 and above and BREEAM very good rating; Improvement of entire existing dwelling stock; Re-use of all long term empty dwellings

Provision of a range of dwellings of varying types, sizes and prices

19.11 Population trends affect the types of housing required due to changing age structure as evidenced in the SHMA. Key changes include a continuation in the trend towards an increasing proportion of single person households showing an increase of 35% between 2008 and 2026 and limited growth in households aged 35-59. The former group will include a broad range of household types but a large proportion of these is projected to be older person households whilst the latter represents the age band most likely to include families and have at least one household member active in the labour market. Limited growth in this age group has an impact both in terms of the size of the property required and also the importance of functional links between home and employment.

19.12 The RCUDP sought to create mixed and balanced communities through the provision of a better mix in the size, type and location of housing. National planning policy continues, through the NPPF, to advocate the need to create sustainable, inclusive and mixed communities. In order to deliver this vision there is a need to plan for the needs of different groups in the community such as families with children, older people, people with disabilities and people wishing to build their own homes. This requires an understanding of the size, type and tenure of the housing needed in particular locations. By influencing the types and sizes of dwellings built the Plan can also have some influence on the prices of dwellings, although it cannot affect these directly.

Dwellings Types

19.13 Overall the SHMA found supply and demand at district level appears relatively balanced across the main dwelling types. The SHMA recommended that future supply needs to work to maintain this balance. There is, however, some variation across the housing market areas in the district as shown in Table 19.7. Terraced stock shows an undersupply in Hebden Bridge and the Rural North West but an oversupply in West Central and North Halifax. The detached stock is relatively balanced at the district wide scale, although with a slight undersupply, but at the sub-market scale Hebden Bridge and the Rural North West demonstrate an oversupply whereas the greatest undersupply is in Northowram and Shelf. Semi-detached stock exceeds demand across the district and this is replicated in all the sub-areas with the exception of Todmorden. There is a modest shortfall for smaller flatted accommodation which is likely to be a result of the limited supply of such accommodation coming onto the market in recent years.

Table 19.7 Balance Between Proportionate Demand and Supply for Market (owner-occupier) Housing

Zone	Property Type (census definition)			
	Detached	Semi-Detached	Terraced	Flats
1 Hebden Bridge, Charlestown	14%	9%	-13%	-10%
2 Todmorden, Walsden, Cornholme	-2%	-6%	9%	-1%
3 Mytholmroyd, Sowerby Bridge, Illingworth, Luddendenfoot, Luddenden, Bradshaw	-1%	18%	2%	-19%
4 Ripponden, Rishworth, Barkisland	2%	2%	-2%	-2%
5 Elland, Greetland, Holywell Green, Stainland	6%	13%	-1%	-18%
6 Shelf, Northowram	-13%	20%	-5%	-2%
7 Halifax Town Centre	1%	6%	1%	-8%
8 Brighouse, Rastrick, Clifton, Southowram, Hipperholme	-8%	3%	9%	-4%
9 Wheatley, Ovenden, Boothtown, Mixenden, West Halifax	-7%	1%	13%	-8%
Total Calderdale	-2%	8%	4%	-9%

Source: Calderdale SHMA 2011

Dwelling Size

19.14 The SHMA found that there was a requirement for smaller properties of predominantly 1 and 2 bedrooms within the market sector in Calderdale with the greatest demand for owner-occupation with a mortgage or loan. Expectations of shared ownership and shared equity properties are extremely limited which is likely to be at least partially a result of both the limitations in current available supply along with the marketing of such options. Reductions in the availability of mortgage finance acting as a constraint on household expectations is also a factor in skewing towards smaller properties.

19.15 The SHMA concluded that a rising demand for smaller properties based solely on the size of households is likely although if Calderdale wishes to retain family households then there will be a sustained demand to deliver additional family housing (particularly smaller semi-detached family housing) across the district. There is also a demonstrable demand, albeit to a lesser extent, for larger family and aspirational (3 and 4 bedroom housing) across Calderdale. Table 19.8, taken from the SHMA, shows the proportionate split in the size of property required in the market sector. The SHMA recommended that these proportions will require careful monitoring as they are likely to vary over the medium to long term.

19.16 The reference to 12 or more dwellings in Policy TPH 5 indicates the size of site where a mix of dwellings will be required and the degree of mix will be expected to increase with site size and is a continuation of the approach pursued through Policy H11 of the RCUDP. The Land Allocations Document will provide indicative figures for the mix of housing sizes and types required by site based on the analysis of both the survey and secondary data sources which underpin the SHMA.

Table 19.8 Proportionate Split in the Size of Property Required (market sector)

Tenure Expectation	Number of Bedrooms Required (Bedroom Standard Tested)				
	1	2	3	4	5+
Own outright	26%	10%	3%	1%	0%
Own Outright with mortgage	33%	19%	5%	0%	0%
Shared Ownership	1%	0%	1%	0%	0%
Shared Equity	1%	0%	0%	0%	0%
Calderdale Total	61%	29%	9%	1%	0%

Source: Calderdale SHMA, 2011

Housing for an ageing population

19.17 Initial results from the 2011 Census show that the number of people over 65 has increased by 8% since the last Census in 2001. Growth in the number of older person households reflects national trends with a significant increase in the number of households with a head of household over 60. The number of households in this age band is projected to increase by over 11,700 between 2008 and 2026 and make up 41% of households by 2026. This compares to a figure of 36% in 2011. Such changes have significant implications not only for the type and size of property but also around the needs of such households in terms of proximity to services and mobility.

19.18 The needs of the elderly will be met in a variety of ways ranging from support services and adaptations within older person households to purpose built accommodation such as extra care housing as discussed in the Council's Draft Housing Strategy⁽⁴³⁾ and Calderdale Older Person's Strategy⁽⁴⁴⁾ as well as in the 18 'Well Being' section of this document. It is through the building of new accommodation where the Local Plan can directly contribute to provision for the elderly both by requiring such accommodation to be taken into account in the overall mix of housing schemes and helping the Council acting in its enabling role to bring forward schemes for developments such as retirement villages, for example. For such schemes to be appropriate they must also comply with other relevant policies set out in the Local Plan. Housing for the elderly should generally be located near to shops and other facilities and services.

19.19 One means of ensuring a greater proportion of the housing stock meets the needs of the elderly is through the provision of Lifetime Homes which have adaptability, flexibility and accessibility designed into them. Policy H15 of the RCUDP sought to increase the number of such homes in the dwelling stock and this approach is pursued in the Local Plan. Whilst in theory all homes should be built to this standard the Council recognises that the associated increased costs can influence development viability. However, these costs can be minimised if they are designed out early enough, currently an area of research. Therefore given the long term benefits to the district's housing stock, on larger sites the Council will require 40% of homes to be built to Lifetime Homes Standards. This level of provision is considered reasonable as a starting point but will be influenced by site factors such as location and topography. These will be reflected in the table of allocations to be included in the Land Allocations document. All properties built for social rent are built to the Lifetime Homes Standard.

Policy TPH 5

Mix of house types and sizes

The provision of new dwellings will assist in both retaining and achieving a balanced housing market through reference to Table 19.7 which indicates the current balance of housing types in the district's

43 Draft Housing Strategy, Calderdale MBC, 2012
 44 Calderdale Older Person's Strategy, CMBC.

housing sub market areas. Proposals for residential development on sites of 12 or more dwellings should include provision for a mix of housing in terms of size and type in order to ensure sustainable, inclusive and mixed communities.

Sites allocated in the Land Allocations document will include indicative figures in relation to both the size, type and tenure of dwellings to be built on those sites and the types of housing need to be met by those allocations. The various house types, sizes and need being met should be spread throughout the site.

The amount of housing suitable to meet the needs of the elderly will be increased both through the Council's role as enabler and also through the positive consideration of appropriate proposals for residential development for the elderly on suitable sites and where this furthers the objective of delivering sustainable, inclusive and mixed communities.

In order that the housing stock continues to meet the needs of occupiers on sites of 1 hectare or larger 40% of dwellings will be built to Lifetime Homes Standards.

Table 19.9 Monitoring: Policy TPH 5 - Mix of House Types and Sizes

Outcomes	A balanced housing market; A greater proportion of Lifetime Homes in the district's housing stock; More accommodation to meet the needs of elderly people
Indicators	Number homes delivered by type and size; Number of homes built to Lifetime Homes Standards; Number of homes built to meet needs of elderly
Targets	To achieve balance in housing type and size based on Tables 19.7 and 19.8; All sites over 1ha and developed over the period of the Local Plan to include 40% Lifetime Homes; To cater for the needs of the increasing elderly population

Affordability

Background and definitions

19.20 Affordable housing is defined in the NPPF as social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative housing provision. The need for affordable housing has been recognised in national planning guidance for some time and measures to achieve this included in the first (1997) and replacement (2006) UDPs and RSS (2008). The fact that the surrounding districts also have a shortage of affordable housing is reflected in the Interim Strategy Statement published by Leeds City Region, April 2011, with RSS Policy H4 Affordable Housing included in its list of thematic policies. Policy H13 of the RCUDP (2006) set out the circumstances in which affordable housing will be required and the mechanisms for achieving this including a SPD providing further technical guidance. Unfortunately this policy was not saved by the Secretary of State for reasons unclear to the authority. It is, however, important to continue to endeavour to meet the affordable housing need of the district. As can be seen in Table 19.10 the level of affordable housing delivered over recent years has not been sufficient to address the problem of affordability in housing.

Table 19.10 Affordable Housing Completions 2002 to 2012

Year	Registered providers grant funded (ADP, NAHP, AHP)	S106 on private developments	Mixed grant & S106	Other ⁽¹⁾ (eg Homebuy, Firstbuy)	Total
2002/03	77	11	0	0	88
2003/04	9	2	3	0	14
2004/05	95	10	0	0	105
2005/06	21	22	0	0	43
2006/07	103	20	17	0	140
2007/08	136	47	0	0	183
2008/09	70	22	0	0	92
2009/10	60	5	0	0	65
2010/11	44	0	0	3	47
2011/12	82	6	0	12	100
Total	697	145	20	15	877

1. Measures introduced by central government to assist buyers to purchase new build homes

19.21 Further implications for the affordability of housing could arise through the policies being pursued by the Coalition Government such as the introduction of the Affordable Rent Model and wider Housing Benefit Changes and the re-introduction of 'Right to Buy'. In the case of the Affordable Rent Model this is aimed at providing a more flexible form of social housing that will allow providers to charge up to 80% of market rent on properties. Whilst details of this initiative were not known at the time the SHMA was undertaken it did test the implications for affordable housing in Calderdale through analysis of the relative affordability of Affordable Rent products utilising data from the 2010 housing survey and secondary sourced data including private rental data. This analysis suggested that the affordable rent tenure could be a useful tool in meeting affordable housing needs but that it will not eradicate the requirement for the continued provision of a traditional lower-cost social rent product in Calderdale. Notwithstanding the fact that the amendments to Housing Benefit payments proposed by the Government had not been made fully clear the SHMA concluded that the changes these will have on household incomes is likely to reduce the proportion of households able to afford housing through this model. The implications for the proposed changes and any other Government initiatives on affordability will be monitored during the life of the Core Strategy.

19.22 In the case of 'Right to Buy,' whilst dwellings sold through this scheme are intended to be replaced on a 1 for 1 basis, due to the sale discounts being offered there are doubts that this will be the case, creating further pressure on the supply of affordable housing. The implementation of this initiative will be monitored by the Council in order to assess its implications.

Evidence of Need

19.23 The SHMA (April 2011) found that there remained an affordable housing need in Calderdale with a need for 641 dwellings per annum over the next 5 years (2011 – 2016) to clear the existing backlog and address future arising need. Thereafter the annual affordable housing need was found to be 388 households. The SHMA used the CLG Stepped Model to determine the level of affordable housing need in the district which examines existing need, newly arising need and the supply of affordable units.

Means of Providing Affordable Housing

19.24 Affordable housing can be provided by a number of means including through the Affordable Housing Programme (AHP) and direct provision by local authorities. However, this latter approach is unlikely to be pursued in Calderdale due to the the transfer of the local authority housing stock to Pennine Housing 2000 (now part of the Together Group) with the authority's role now being one of enabler. However, this approach together with any direct provision of affordable housing by Registered Providers will not be sufficient to meet the need identified through the SHMA. It is therefore important for the Council to continue to seek an element of affordable housing in private housing developments. Where affordable housing is needed the NPPF requires development plans to meet that need on site unless off-site provision or a financial contribution of a broadly equivalent value can be robustly justified. Provision in the vicinity of the site will assist in achieving the objective of balanced and mixed communities.

What will be required in private housing developments - Number of Affordable Housing Units

19.25 The actual details of the affordable housing provision required in private housing developments will be informed by market location, site size threshold and practicality and viability. At the time of drafting the Local Plan current market conditions make the delivery of affordable housing challenging in the short term but any improvement in conditions will have a positive impact on delivery. The affordable housing targets in the Core Strategy therefore reflect market conditions and will vary over the period of the Plan. Map 19.1 'Calderdale Sub-market Performance Characteristics' shows the sub-market areas allocated to one of 4 categories based upon its housing market strength/values and the policy requirements in Policy TPH 6 are based upon this spatial analysis. An indication only of the likely targets is presented in Table 19.11.

What will be required in private housing developments - Type, Size and Tenure of Affordable Housing Units

19.26 The SHMA established a need for a mix of affordable dwellings sized 1, 2 and 3 bedrooms and the mix, size, type and tenure of affordable homes should contribute towards meeting this identified housing need. Whilst there is a substantial backlog of need across all property types contrasting supply and demand shows that a shortfall exists in 2 and 4 bedroom properties across the district. There are also clear sub-area discrepancies. The actual mix will need to be considered on any particular proposed development in the context of circumstances at the time of a planning application.

Table 19.11 Provision of Affordable Housing Required in Accordance with Policy TPH6⁽¹⁾

Zone No	Housing Market Locations	Performance Designation	Size Threshold (No Dwellings)	Proportion Affordable Housing
Zone 1	Hebden Bridge, Charlestown	Very Hot	5	35%
Zone 4	Ripponden, Rishworth, Barkisland	Very Hot	5	35%
Zone 6	Northowram, Shelf, Norwood Green	Hot	5	30%
Zone 7	Halifax Town Centre	Hot	5	30%
Zone 2	Todmorden, Walsden, Cornholme	Medium	15	25%

Zone No	Housing Market Locations	Performance Designation	Size Threshold (No Dwellings)	Proportion Affordable Housing
Zone 3	Mytholmroyd, Sowerby Bridge, Illingworth, Luddendenfoot, Luddenden, Bradshaw	Medium	15	25%
Zone 8	Brighouse, Rastrick, Clifton, Southowram, Hipperholme	Medium	15	25%
Zone 5	Elland, Greetland, Holywell Green, Stainland	Cold	15	20%
Zone 9	Wheatley, Ovenden, Mixenden, Boothtown, West Halifax	Cold	15	20%

- Mix/Size/Type/Tenure of homes should contribute to meeting the needs established by the SHMA which will be expanded upon in the Housing Needs Statements prepared by the Council

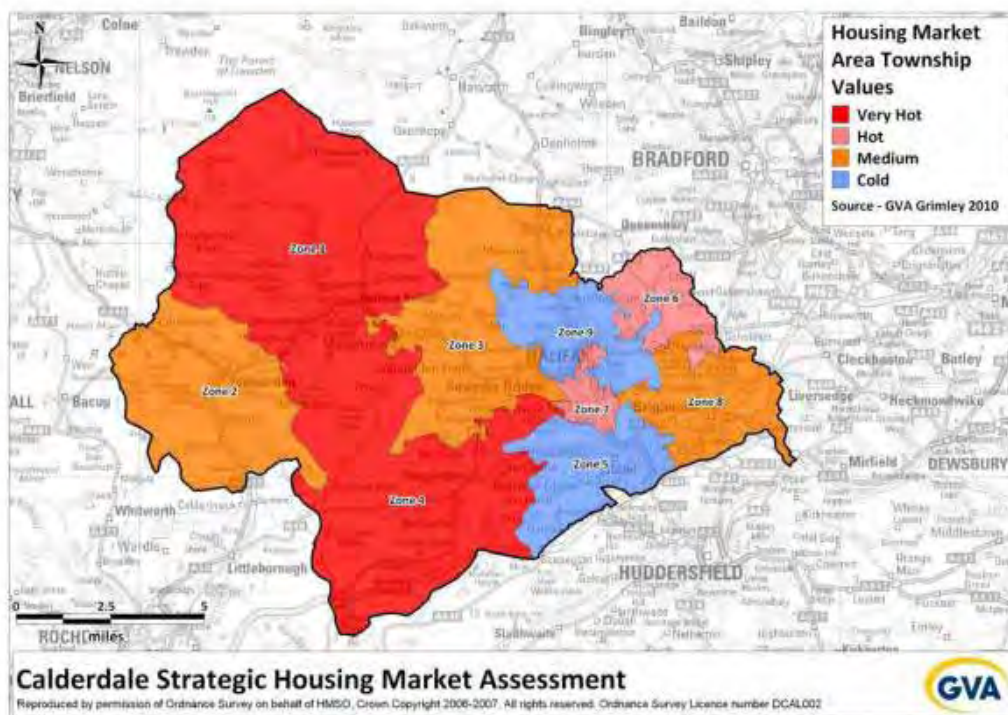
Source: Calderdale SHMA and EVA, 2011

Viability

19.27 In order to ensure that residential developments proceed it is essential that any affordable housing requirement takes into account the overall viability of the development. The viability of delivering affordable housing across the district has therefore been tested through an economic viability assessment model and undertaken as part of the SHMA. Through the model developed for this purpose the Economic Viability Assessment examined a range of variables including site size and location, proportion of affordable housing sought, the tenure mix and introduction of the Code for Sustainable Homes. This demonstrated that across Calderdale developers of all new housing developments should contribute towards the provision of affordable housing but the level of provision will be influenced by these factors.

19.28 The results of this analysis revealed that the spatial location within which a site is situated is a key influencing factor on scheme viability within Calderdale and hence on the proportion of affordable housing a site can provide whilst remaining economically viable. The sub-markets within the district were classified as 'very hot', 'hot', 'moderate' and 'cold' according to the economic viability of sites within them and as shown in Map 19.1. Overall the analysis found that the delivery of affordable housing was severely constrained at the time of undertaking the analysis due to the current market conditions. This was considered likely to inhibit the supply of affordable housing developed across the district in the short-term, until market conditions improve.

Map 19.1 Calderdale Sub-market Performance Characteristics



19

Source: SHMA Economic Viability Assessment 2011

19.29 Scenario testing was undertaken to assess the potential to deliver affordable housing in both declining and rising market conditions which demonstrate that this has a significant impact on the viability of sites (see the EVA, Section 6 for outputs from the sensitivity testing). Whilst the market prevailing at the time of the study meant that site viability was constrained across all sub-market locations the position is worsened further within a 'declining' market context. Conversely with an improvement to 'rising' market conditions site viability is dramatically improved across the district. Sites in the 'very hot' and 'hot' and to a lesser extent 'moderate' sub-markets require only a limited (+5%) improvement in conditions to increase viability. However, sites located in 'cold' market locations required a proportionately greater improvement in market conditions to achieve a significant level of viability.

19.30 Market conditions are clearly a primary influence on the capability of sites to provide affordable housing. The study concluded that under 'rising' market conditions it would be appropriate to apply a sliding scale of affordable housing targets across the district, with higher affordable housing targets within the 'very hot' and 'hot' market locations than in the 'moderate' and 'cold' locations.

19.31 The study also found that the affordable housing delivery of economically viable sites was affected by the application of a site size threshold. This is particularly relevant in a district like Calderdale where a very high proportion of sites are small. Some 80% of SHLAA sites are only capable of delivering fewer than the 15 unit threshold contained in the former PPS3 Housing and therefore applying any such threshold would result in a substantial proportion of the most economically viable smaller sites being excluded from triggering an affordable housing requirement.

19.32 The study found that by reducing site size thresholds to 5 units in 'very hot' and 'hot' market locations affordable housing delivery could be maximised through capitalising on the most economically viable smaller sites in the district. This was found to be applicable across all property market conditions ('current', 'rising' and 'declining').

19.33 The study recommended that during periods of market decline smaller sites in 'very hot' and 'hot' market locations could therefore assist in delivering affordable housing. In 'moderate' and 'cold' market locations a threshold of 15 units should remain.

19.34 A further factor influencing the delivery of affordable housing was the tenure split between social rented and intermediate housing with an increase in the proportion of intermediate units resulting in an increase in site viability. As it is difficult to deliver high numbers of social rented units on all but the most viable sites the study recommended that policy should remain flexible to alter the tenure split on a site-specific basis and/or under exceptional circumstances being a useful tool to 'tip the balance' of viability on marginally unviable sites.

19.35 There are other additional costs affecting viability such as raising the building quality standard to the higher CfSH levels with the study finding that viability deteriorates significantly beyond Code Level 4. However, throughout the period of the Core Strategy as methods and materials become more mainstream and technology advances viability may improve.

19.36 The study recommended that the Core Strategy should require developers of all new housing developments to contribute towards the provision of affordable housing in line with a clear policy that is informed by market location, site size threshold, practicality and financial viability (i.e. economic impact of housing market conditions). Policy TPH 6 and Table 19.11 follow this advice. In accordance with the recommendations of the study these target contributions form a starting point for negotiation of affordable housing on qualifying new housing developments. Delivery of the targets will, however, be dependent on the economic viability of a scheme on an individual site-specific basis. Negotiation in relation to proposals will require those proposing the development (developers/agents/landowners) to undertake an open-book financial appraisal approach to demonstrate that the maximum reasonable and viable contribution to affordable housing is being provided.

19.37 With regard to meeting the requirements of the CfSHs the EVA recommended that a requirement to meet CfSH Level 4 should not be introduced ahead of the imposed Government deadline and that flexibility be retained to consider a requirement for the higher code levels (3-6) later in the Plan period where this coincides with 'rising' market conditions and for new housing developments within 'very hot' and 'hot' market locations.

19.38 During the life of the Local Plan the relative health of the housing market and the implications for each of the sub-markets will be monitored. The EVA model toolkit has been provided to the Council and includes technical advice and instruction on how to effectively monitor and update the study including the recommended sources of data to be utilised to ensure consistency of approach. It also enables specific proposals to be tested for viability at any point during the Plan period and taking account of the economic viability of a scheme on an individual site specific basis.

Approach to assessing planning applications

19.39 The former SPD on 'The Provision of Affordable Housing in New Housing Developments' provided technical guidance for applicants when submitting planning applications and following adoption of the Local Plan the Council will consider preparing another such document to amplify the technical aspects of Policy TPH 6 and to assist with the submission of planning applications. Imbalances between demand/need and supply will be addressed when determining planning applications based on up-to-date detailed need assessments for each of the sub market areas by the Council's Housing Service. Prospective applicants should have regard to these annual statements of Housing Need.

Rural affordable housing

19.40 National planning policy has for some time enabled planning authorities to have policies which support the release of small sites for affordable housing which development plans would not otherwise allocate for housing within or adjoining villages, and on which housing would not normally be permitted. The NPPF maintains this approach. This advice was aimed particularly at the more rural parts of the country and is not generally applicable in metropolitan districts such as Calderdale where many smaller settlements lie within the Green Belt and are close to the main urban areas. For this reason no such policy was included in either the first or second UDPs.

19.41 The SHMA does not specifically cover the need for affordable housing in rural areas although the variable site size thresholds in Policy TPH 6 and Table 19.11 will provide additional opportunities for affordable housing in the more rural parts of the district. The Council's Housing Service believes that an exceptions policy is justified. Such a policy by definition can only cover the rural parts of the district with the exclusion of larger more urban settlements within which or through their planned expansion opportunities exist to provide affordable housing. Similarly settlements located close to the urban areas and/or on good public transport routes are not sufficiently 'remote' to justify being included within the policy. In assessing remoteness topography as well as

distance from the urban areas has been taken into consideration. The sustainability of additional housing in small settlements will also be a consideration given that such settlements are often not well served by public transport.

19.42 Therefore an ‘exceptions’ element directed at the parished western half of the district is included in Policy TPH 6 (see Map 19.2 and Table 19.12). Settlement boundaries will be established in the Land Allocations document and shown on the Proposals Map. Any proposals for affordable housing on 'exception sites' will need to satisfy the criteria in Policy TPH 6 including demonstrating the need for the affordable housing and the provision of arrangements to ensure it remains as affordable housing in perpetuity and is not subsequently sold as market housing, in order to retain the benefits of the affordable housing for future occupiers.

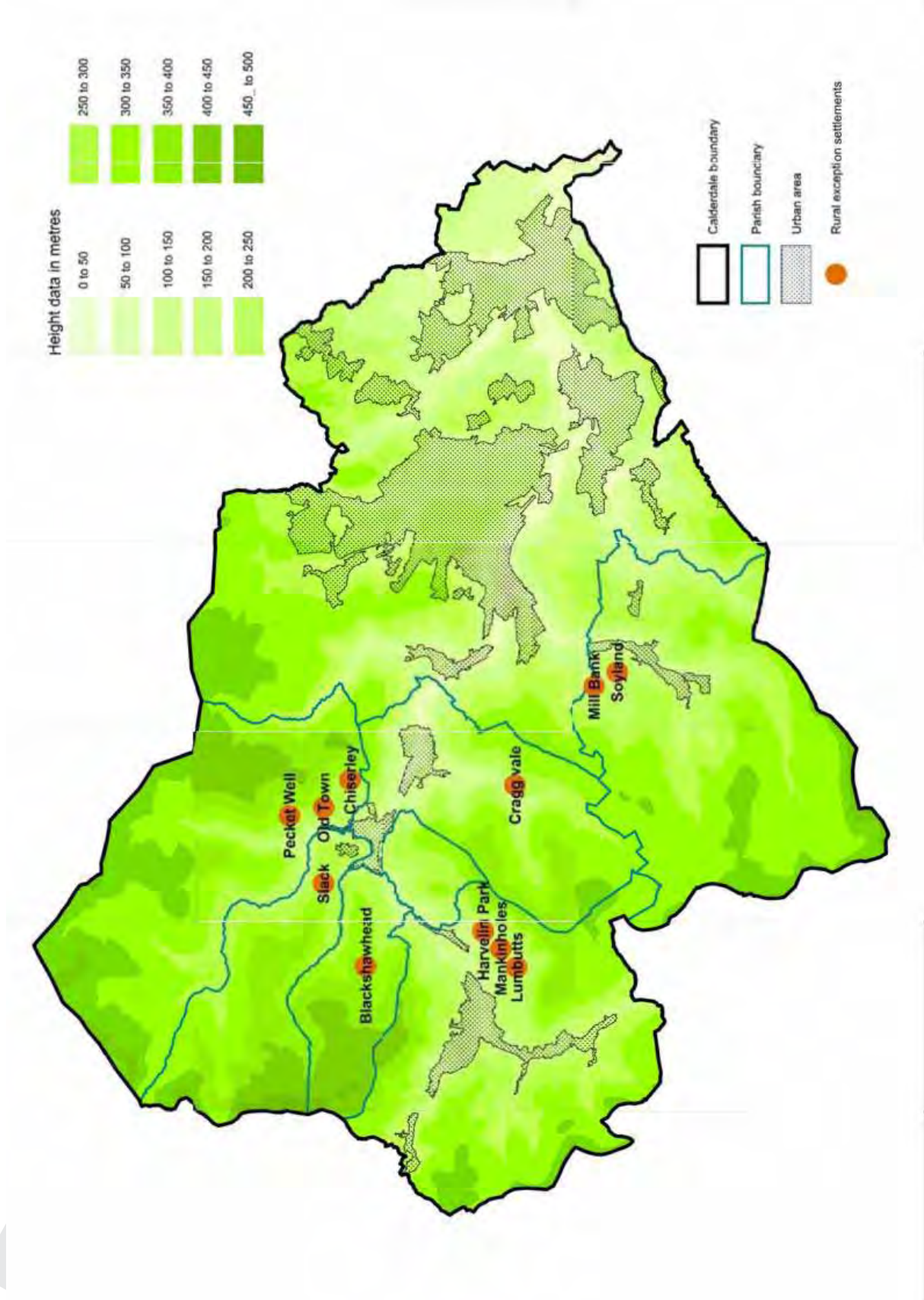
Table 19.12 Settlements by Parish Council Area Where the Rural Exceptions Policy Will Apply

Parish	Settlements ⁽¹⁾
Hebden Royd Town Council	Cragg Vale
Heptonstall Parish Council	Slack
Blackshaw Head Parish Council	Blackshaw Head
Wadsworth Parish Council	Pecket Well Old Town Chiserley
Erringden Parish Council	None
Todmorden Town Council	Harvelin Park Lumbutts/Mankinholes
Ripponden Parish Council	Mill Bank Soyland Town

1. The list of settlements together with their boundaries will be finalised in the draft plan and the Land Allocations document



Map 19.2 Map showing settlements where 'rural exceptions' policy applies



Policy TPH 6

Affordable Housing

Developers of all new housing developments will be required to make the maximum viable contribution to the provision of affordable housing in order to assist in meeting the affordable housing needs of the district. The amount of affordable housing required will be influenced by a number of factors including market location, site size threshold, practicality and financial viability and the specific needs of an area as set out in the Council's Housing Needs Statements. Indicative levels of provision having regard to market conditions at the time of adopting this Core Strategy are shown in Table 19.11 and these will form a starting point for negotiation but actual viability will be assessed at the time planning applications are submitted. Proposing parties (developers/agents/landowners) will be required to undertake an open-book financial appraisal to demonstrate that the maximum reasonable and viable contribution to affordable housing is being provided.

The affordable housing will be provided on-site unless the Council agree that special circumstances justify a contribution in lieu.

Planning applications which include proposals for affordable housing must ensure that:

1. there are secure and practical arrangements to retain the benefits of affordability for initial and subsequent owners and occupiers such as the involvement of a registered social landlord and where appropriate by the use of conditions or planning obligations.
2. there are adequate means of controlling the phasing of construction of the affordable housing development of mixed development schemes, either by use of conditions or planning obligations.

In the western part of the district as defined by that part of the district which is parished permission will be granted exceptionally for affordable housing on 'exception sites' where policies to protect the countryside would normally preclude planning permission being granted provided that:

1. there is a proven local need for affordable housing in the particular settlement
2. residential development would reflect the principles of sustainable development including the objective of maintaining or enhancing the vitality of the particular rural community
3. there are secure arrangements in place to ensure that the affordable housing units remain affordable in perpetuity
4. the site is within or immediately adjacent to a settlement listed in Table 19.12
5. the site is either within or immediately adjacent to the settlement concerned

Table 19.13 Monitoring: Policy TPH 6 - Affordable Housing

Outcomes	Affordable housing need in the district met
Indicators	Number and proportion Affordable Homes delivered by market sub-area; Number of affordable homes in rural exception sites
Targets	Number Affordable Homes as per SHMA - first 5 years to meet backlog (641) and per annum thereafter (388)

Travellers

19.43 The RCUDP contains a criteria based policy against which to assess planning applications for Gypsy and Traveller sites whilst the RI&O document reflected more recent Government guidance. This and subsequent guidance in the form of the NPPF and 'Planning Policy for Traveller Sites' ⁽⁴⁵⁾ requires a more proactive approach to meeting identified needs with local planning authorities setting down criteria for the location of gypsy and traveller sites in their Core Strategy and then allocating sites meeting these criteria in the Land Allocations document.

19.44 The West Yorkshire Gypsy and Traveller Accommodation Assessment (GTAA)⁽⁴⁶⁾ provides the most recent evaluation of the accommodation requirements of this group within Calderdale including examining the importance of cross boundary movement. This showed that the estimated gypsy and traveller population of Calderdale is 40 households. Additional information from the Showmen's Guild showed there were a further 12 travelling showpeople households in Calderdale. These are located on a site with planning permission on Atlas Mill Road, Brighouse.

19.45 The GTAA found that Calderdale had no current local authority or private sector site provision for gypsies and travellers and the Council did not anticipate any private sector sites to be brought forward up to 2013. Two small private 'hidden' sites were found as well as a further three small unauthorised sites, yet were not perceived to be causing any local issues and were meeting an accommodation need. The GTAA also established that some Gypsies and Travellers live in caravan or mobile home parks which are not specifically designed for them but there was no awareness of any issues arising in relation to Gypsies and Travellers in private housing.

19.46 The GTAA concluded that Calderdale requires an additional 7 pitches across the housing market between 2008 and 2012 to meet the requirements of gypsy and traveller households. It also recommended the provision of 1 additional transit pitch. A requirement for a minimum of 8 additional travelling show people pitches between 2009 and 2015 was also identified. Evidence from Housing Services suggests that this remains the level of provision to be met over the plan period.

19.47 As stated in 'Planning Policy for Traveller Sites' traveller sites in the Green Belt represent inappropriate development and Green Belt boundaries should be altered only in exceptional circumstances. If a limited alteration is to be made to a Green Belt boundary to meet a specified need for a traveller site it should be specifically allocated in the development plan as a traveller site only. Other sensitive locations must also be protected as should local amenity and the environment generally. As in the RCUDP and the NPPF sites also need to be located sustainably and therefore within a reasonable distance of local services and facilities such as shops, hospitals, and schools (so that children can attend school on a regular basis). Sites should have access from a properly surfaced road and a reasonable level of service provision including electricity and drinking water supplies, sewage disposal and refuse collection. The impacts on local infrastructure and services should be assessed in order to avoid placing undue pressure on local infrastructure and services. Sites should not be located in areas at high risk of flooding, including functional floodplains or where noise and air quality would be detrimental to the health and well-being of travellers locating on a particular site. Provision also needs to be made to enable some travellers to live and work from the same location thereby reflecting traditional lifestyles and contributing to sustainability by omitting many travel to work journeys.

19.48 All of these requirements are reflected in Policy TPH 7 which provides the criteria to be followed in allocating sites for gypsies and travellers in the Land Allocations document.

Policy TPH 7

Meeting the Needs of Gypsies and Travellers and Travelling Showpeople

8 pitches for gypsies and travellers (including 1 transit pitch) and 8 pitches for travelling showpeople will be provided through the allocation of suitable sites in the Land Allocations document in accordance with the following criteria:

1. The site is not located in the Green Belt;
2. The site will have minimal impact upon the environment and the surrounding areas, particularly nearby residential areas;
3. Adequate access is available to the site;
4. The site would not place undue stress on infrastructure and all the necessary utilities (electricity, water, gas and drainage) are provided or are readily available;
5. Schools and other community facilities including health services are easily accessible from the site;
6. Development of the site preserves or enhances conservation areas and does not adversely affect listed buildings or their setting where relevant;

7. The site would provide a suitable environment for travellers to inhabit with regard to, for example, air quality and noise levels;
8. The site is not located in an area at high risk of flooding including functional floodplains;
9. Where required the site offers the opportunity for travellers to live and work on the same site;
10. Allocation of the site complies with the locational criteria for development elsewhere in the Local Plan

Table 19.14 Monitoring: Policy TPH 7 - Meeting the Needs of Gypsies and Travellers and Travelling Showpeople

Outcomes	Adequate provision exists to meet the needs of gypsies and travellers and travelling showpeople
Indicators	Number of pitches provided; Number of unauthorised encampments
Targets	Provision of sufficient pitches to meet need identified in GTAA

DRAFT

20 Flooding and Water Environment

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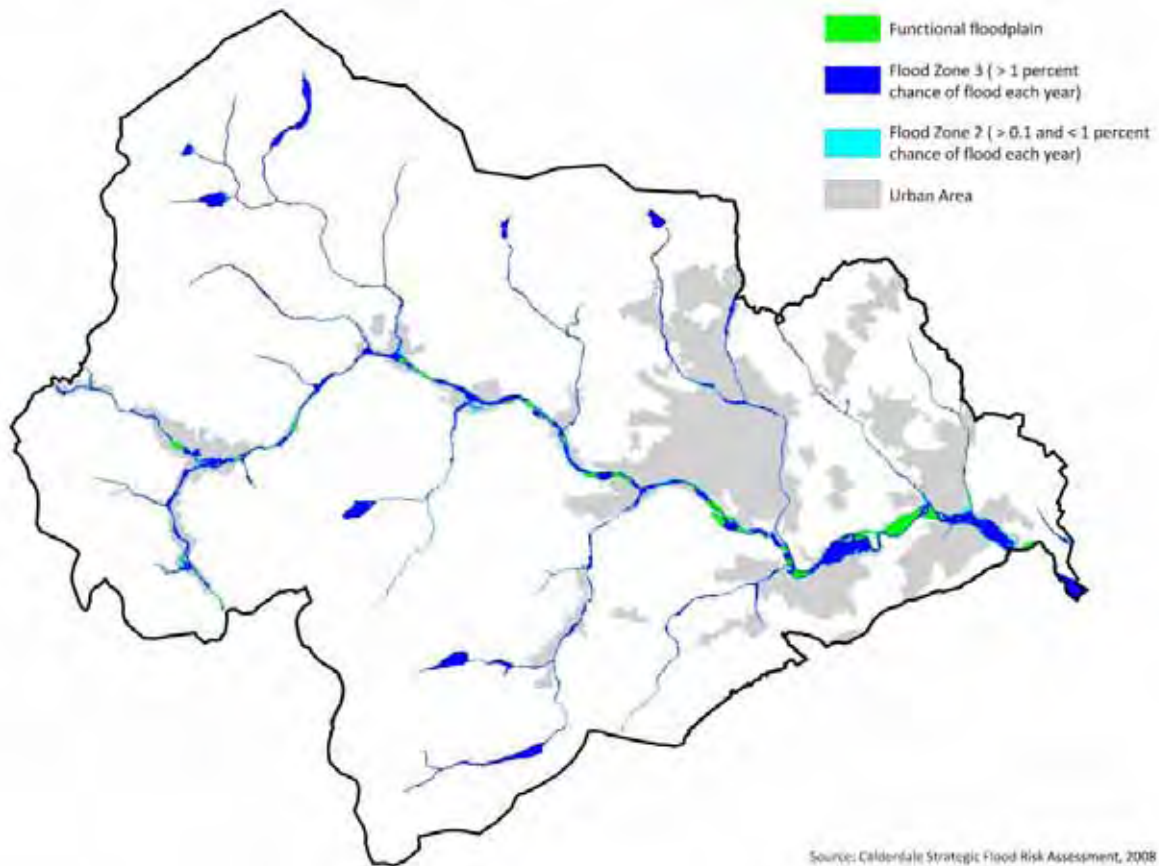
Calderdale MBC Core Strategy Preferred Options

20.1 The NPPF makes it clear that 'inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere'. Supported by the Calderdale, Kirklees and Wakefield Strategic Flood Risk Assessment, the Core Strategy is focused upon managing flood risk from all sources and applying a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change.

20.2 The preferred approach builds on ideas raised in the Core Strategy Objectives and Policy Options consultation January 2011 and reflects the majority of responses which favoured ensuring that new development is located outside areas at risk of flooding or is designed to minimise flood damage by incorporating flood resistance measures.

Flood Risk

Map 20.1 Flood Risk in Calderdale



20.3 Historically, the River Calder and its tributaries have experienced serious flooding, which has strongly impacted on life and property, not least in the upper valley settlements, particularly Hebden Bridge, Mytholmroyd and Todmorden. Overall, there are approximately 13,300 properties at risk of flooding in the Calder, Colne, Holme, Spen and Ings Beck catchments. Calderdale, Kirklees and Wakefield jointly commissioned a Strategic Flood Risk Assessment (SFRA) in 2005. The SFRA provides a detailed assessment of flood risk areas throughout the district, and was updated in 2008 to reflect the policies set out in Planning Policy Statement 25: Development and Flood Risk. Whilst Planning Policy Statements have since been replaced by the NPPF, the main requirements of PPS 25 have been retained along with best practice guidance.

20.4 Rivers are not the only source of flooding; other sources include failure of infrastructure, for example a burst water main, flooding from artificial drainage systems, groundwater flooding and inland flooding caused by periods of intense or prolonged rainfall. The SFRA points out that non river sources of flooding have been responsible for a 'significant proportion' of recent flooding insurance claims.

Picture 20.1 Flooding in Todmorden



20.5 Flood management should assist development in Calderdale where there is little development land available outside higher flood risk zones, provided that the sequential approach required by the NPPF has been followed. The sequential approach requires local planning authorities to demonstrate there are no reasonably available sites in areas with a lower probability of flooding that would be appropriate to the type of development or land use proposed. Preference should be given to locating new development in Zone 1 (areas of lowest flood risk), before locating development in the higher flood risk zones, Zone 2 (medium risk) and Zone 3a (high probability). Zone 3b is the functional floodplain. Where it is not possible to locate development in lower flood risk zones following a sequential test, the Exception Test can be used.

20.6 The Exception Test should only be applied when the sequential test has failed to deliver acceptable sites and large areas lie within Flood Risk Zones 2 and 3. The test provides a method of managing flood risk while still allowing necessary development to occur, allowing the wider aims of sustainable development to be met. Even where suitable development sites lie within Zone 1, the impact on areas downstream needs to be taken into account in order to avoid increasing flood risk elsewhere.

20.7 Flood risk is predicted to increase as a result of climate change and the associated extreme weather events. However, climate change is not the sole factor to take into account, other factors include the capacity of existing infrastructure. Sustainable urban drainage systems (SUDS) and other forms of 'Green Infrastructure' can assist existing infrastructure in accommodating heavy rainfall.

Policy TPF 1

Flood Risk Management

The Council will require new development to be directed away from flood zones 2 and 3 in accordance with the principles of the National Planning Policy Framework. Development will only be permitted if it can

be demonstrated that:

- It would not have a significant impact on the capacity of an area to store floodwater;
- It would not impede the flow of flood water, surface water or obstruct the run-off of water due to high levels of groundwater;
- Measures required to manage any flood risk can be implemented;
- The management of surface water is done in a sustainable way (for example through the introduction of Sustainable Urban Drainage Systems) and there is no net increase in surface water runoff;
- Provision is made for the long term maintenance and management of any flood protection and or mitigation measures;
- It will take into account climate change;
- The benefits of it to the community outweigh the risk.

The subsequent Land Allocations document will be subjected to the Sequential Test in accordance with the NPPF. Sites will only be allocated within flood zones 2 or 3 where there are overriding issues that outweigh flood risk. In these instances, policy criteria will be set requiring future applicants of these sites to demonstrate that flood risk can be suitably mitigated.

Table 20.1 Monitoring: Policy TPF 1- Flood Risk Management

Outcomes	New development is directed away from flood zones 2 and 3
Indicators	Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality issues; Number of flood mitigation and sustainable urban drainage schemes; Permeable versus impermeable surfaces; Percentage of watercourses that meet designated standards; Properties at risk of flooding as defined by the Environment Agency; Number of new developments incorporating a sustainable urban drainage system;
Targets	NIL planning permissions granted contrary to Environment Agency advice on flooding and water quality advice

Water Environment

20.8 The EU Water Framework Directive requires that all inland waters must reach at least ‘good’ chemical and ecological status by 2015. The Environment Agency is responsible for its implementation, working with relevant partners including the water industry and Local Authorities.

Picture 20.2 River Calder



20.9 Large scale development has the potential to cause water pollution and to harm aquatic environments including both surface and groundwater. Harm to water quality can derive from both construction activities or from the load placed on the sewerage system by occupied development. Aquatic environments are precious not only due to their biodiversity characteristics but also for their amenity and recreational value.

20.10 The main ways in which Local Authorities can influence water quality are by:

- encouraging the use of sustainable urban drainage systems (SUDS) as a way to reduce water run-off; and
- ensuring that development adjacent to water resources is carefully controlled to prevent water pollution from land contaminants, waste water, industrial and construction processes and litter / fly tipping.

20.11 New development can place increased pressure on water quality. Avoiding adverse effects is largely in the hands of the water companies through the provision of sewage treatment infrastructure and the Environment Agency who issue consent to discharge effluent. Development in the district should therefore be phased and timed to keep pace with the provision of necessary sewage treatment infrastructure, in order to avoid placing excessive demands upon an overburdened system.

Policy TPF 2

Water Environment

The Council will work with key stakeholders to protect the quality and quantity of water resources; encourage their efficient use and ensure that they are provided where necessary. Priority will be given to:

1. Protecting and enhancing surface water features and controlling aquatic pollution;
2. Ensuring new development has an adequate means of water supply, sufficient foul and surface water drainage and sewerage treatment capacity. Development must be phased to take into account the

timing of any new water resource development and sewage treatment infrastructure required. Any additional provision or improvement of infrastructure must be funded in advance of development taking place;

3. Only permitting development if there is no adverse impact to the quality or use of surface or ground water resources; and
4. Only permitting development if there is no adverse impact on habitats and species dependent on the aquatic environment.

Table 20.2 Monitoring: Policy TPF 2 - Water Environment

Outcomes	The quality and quantity of water resources are protected and their efficient use is encouraged
Indicators	Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality issues; Number of flood mitigation and sustainable urban drainage schemes; Permeable versus impermeable surfaces; Percentage of watercourses that meet designated standards;
Targets	NIL planning permissions granted contrary to Environment Agency advice on flooding and water quality advice; 100% of water bodies meet good ecological status by 2015 (Water Framework Directive)



21 Green Infrastructure and Natural Environment

21.1 For green infrastructure and the natural environment the Core Strategy is focused upon preserving and enhancing green assets across the whole of the district. The Core Strategy provides a positive policy framework to ensure that an improved, accessible and healthy environment is available for the benefit of present and future communities which also protects and improves important biodiversity sites.

Picture 21.1 Allotments



21.2 Green infrastructure and the Natural Environment comprises many individual components, ranging from open space and protected natural sites, through to waterways, agricultural land and the biodiversity of these areas. Green Infrastructure Planning represents the coming together of the various individual components described above and provides for more informed decision-making and a more 'joined-up' way of thinking in relation to spatial planning.

21.3 Successful management of this multi-functional resource can assist environmental functions such as biodiversity, climate change adaptation and flood mitigation. It can also provide quality of life benefits for the local community to include recreation, sustainable transport, wellbeing and sustainable quality of place. Addressing green infrastructure provision and the management of our natural environment are therefore essential elements in the preparation of Calderdale's Core Strategy.

Policy TPNE 1

Define a hierarchy of green infrastructure

The Council will define a hierarchy of green infrastructure in order that under-utilised assets can be identified and better use encouraged, primarily to:

- Provide an accurate and accessible green infrastructure evidence/data base;
- Provide a hierarchy for green infrastructure and a context for development;
- Identify specific priority measures to address deficiencies in green infrastructure provision in the district;
- Establish a baseline of green space and green infrastructure provision from which change can be measured;
- Identify under-utilised assets and encourage better use;
- Extend access and informal recreational opportunities to meet current and future demands;
- Help focus green infrastructure improvements on specific areas with the greatest needs and opportunities;
- Consider the release of sites that do not contribute to meeting needs and have no special value for wildlife, heritage or other environmental considerations subject to raising the quality of other sites in the area; and
- Commit to long-term monitoring and project evaluation.

Table 21.1 Monitoring: Policy TPNE 1 - Define a Hierarchy of Green Infrastructure

Outcomes	Under-utilised assets can be identified and better use encouraged
Indicators	Availability of accurate and accessible GI data; Identification of opportunities and deficiencies in GI provision in the district; Ease of access to local green infrastructure; Amount of playing fields/open space lost to development; Condition of Sites of Special Scientific Interest (SSSI); Species Audit (through Calderdale Biodiversity Action Plan); Levels of tourism in the district;
Targets	70% of the district's population have one area of accessible woodland of no less than 20ha within 4km of their homes by 2021; 20% of the district's population have one area of accessible woodland of no less than 2ha within 500m of their homes by 2021; All new publicly accessible greenspace should be delivered to meet an appropriate accessibility and quantity standard, for example Accessible Natural Greenspace Standard; Where appropriate, new and existing greenspace should meet a national quality standard, for example the Green Flag Award scheme; 95% of SSSIs to be in favourable or unfavourable but recovering condition (timescale to be determined); Calderdale Council to have completed an update of its Biodiversity Action Plan (timescale to be determined)

Policy TPNE 2

Identify the functional role of green infrastructure

The Council should identify the functional role of green infrastructure, primarily to:

- Better manage woodland to include increasing tree cover in the district in order to help adapt to the impacts of climate change and to provide flood mitigation;
- Better manage moorland peat and upland soils in order to help adapt to the impacts of climate change and to provide flood mitigation;
- Ensure that no planning permissions are granted contrary to sustained objection from the Environment Agency;
- Promote sustainable urban drainage systems through green infrastructure which should be secured by planning conditions or obligations;
- Provide and protect flood storage areas;

- Protect and maintain green infrastructure if it makes a positive contribution to meeting local needs; and
- Promote the use of green infrastructure to make cycling and walking more attractive.

Table 21.2 Monitoring: Policy TPNE 2 - Identify the Functional Role of Green Infrastructure

Outcomes	The functional role of green infrastructure is identified
Indicators	Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality issues; Levels of tree planting; Condition of peat bog and upland soils; Number of flood mitigation and sustainable urban drainage schemes; Permeable versus impermeable surfaces; Percentage of watercourses that meet designated standards; Air quality levels; Greenhouse gas emissions; Travel to work mode; Number of cycling trips
Targets	NIL planning permissions granted contrary to Environment Agency advice on flooding and water quality advice; Increase the district's woodland cover each year to 2021 (amount to be determined); Percentage of peat bog and upland soils in favourable or unfavourable but recovering condition (Percentage and timescale to be determined); 100% of water bodies meet good ecological status by 2015(Water Framework Directive); 10% overall increase in cycling levels by 2013/14; 20% increase in cycling trips to Halifax centre by 2013/14

Policy TPNE 3

Securing green infrastructure provision

The Council will put mechanisms in place to secure green infrastructure provision in the district. To achieve this, the primary focus will be on:

- Improving and enhancing existing green infrastructure assets, and/or looking to expand existing, or creating new, green infrastructure assets;
- Encouraging the protection, enhancement and creation of green infrastructure through the Development Management System;
- Increasing the level of company participation in business in the environment;
- Encouraging partnership delivery of green infrastructure in the district; and
- Making good deficiencies in quantity and quality of green infrastructure by a range of means, but including developer contributions.

New development must be served by green infrastructure to meet the needs of the district's residents in a manner which will contribute to the creation of a high quality environment and provide access to high quality open space for leisure and recreational purposes.

Table 21.3 Monitoring: Policy TPNE 3 - Securing Green Infrastructure Provision

Outcomes	Green infrastructure provision in the district is secured
Indicators	Percentage of development permitted that includes GI provision; Levels of funding for GI; Level of company participation in business in the environment; GI provision per capita; Ease of access to local GI; Percentage of watercourses that meet designated standards
Targets	Increase the district's woodland cover each year to 2021 (amount to be determined); No loss of ancient woodland or of veteran trees outside protected areas; 70% of the district's population have one area of accessible woodland of no less than 20ha within 4km of their homes by 2021. 20% of the district's population have one area of accessible woodland of no less than 2ha within 500m of their homes by 2021; All new publicly accessible greenspace should be delivered to meet an appropriate accessibility and quantity standard, for example ANGSt; Where appropriate, new and existing greenspace should meet a national quality standard, for example the Green Flag Award scheme; 100% of water bodies meet good ecological status by 2015 (Water Framework Directive)

Policy TPNE 4

A joined up green infrastructure network

The Council will ensure that the green infrastructure network is joined up. Existing spaces should be interlinked allowing biodiversity and humans safe access to, and transit between, a range of valued spaces. To achieve this, decisions upon development proposals shall have particular regard to:

- Seeking to connect biodiversity habitats;
- Maintaining critical biodiversity assets and providing long term security for these as identified in the Calderdale Biodiversity Action Plan;
- Extending access and informal recreational opportunities to meet current and future demands;
- Connecting urban and rural communities where possible; and
- Promoting the use of green infrastructure to make cycling and walking more attractive.

Table 21.4 Monitoring: Policy TPNE 4 - A Joined Up Green Infrastructure Network

Outcomes	The green infrastructure network is joined up
Indicators	Percentage of development permitted that includes GI provision; Change in areas of biodiversity importance; Ease of access to local green infrastructure; Travel to work mode; Number of cycling trips
Targets	Increase the district's woodland cover each year to 2021 (amount to be determined); 70% of the district's population have one area of accessible woodland of no less than 20ha within 4km of their homes by 2021. 20% of the district's population have one area of accessible woodland of no less than 2ha within 500m of their homes by 2021; All new publicly accessible greenspace should be delivered to meet an appropriate accessibility and quantity standard, for example ANGSt; Where appropriate, new and existing greenspace should meet a national quality standard, for example the Green Flag Award scheme; 10% overall increase in cycling levels by 2013/14; 20% increase in cycling trips to Halifax centre by 2013/14

22 Environmental Protection

22.1 Environmental protection is a wide-ranging topic covering issues of global and local significance. Environmental issues feature higher than ever on the public agenda and expectations of a cleaner, greener environment and a better quality of life are increasing. The need to mitigate the effects we are having on local and global environments is an essential element in achieving sustainable growth.

22.2 The National Planning Policy Framework (NPPF) recognises the importance of environmental protection and at the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision taking.

22.3 This section compliments the sustainable development objectives in section 5 and section 7 of the Core Strategy, by:-

- Ensuring new development does not significantly add to pollution levels; and
- Reducing current pollution levels where possible.

Pollution Control

22.4 Pollution causes adverse health risks and damages amenity and the environment. It can also prejudice neighbouring land use, resulting in long term contamination and hinder urban regeneration. Control of pollution is complex, involving several agencies, council powers and national regulation. The duty for pollution control rests with the Council's Environmental Health Service, with the Environment Agency providing a regulatory and advisory role in the system. The NPPF, whilst encouraging positive planning to support local development, also seeks to protect the environment and community from pollution from new developments.



Picture 22.1 Polluted River

22.5 Development has the potential to harm the environment via pollutants to the air, soil or water courses. Such pollution can take many forms to include air pollution, noise pollution, light pollution and river and water pollution. The Local Planning Authority (LPA) will need to consider the impacts of potentially polluting development on amenity and surrounding uses. This will compliment the Environmental Permitting (England & Wales) Regulations 2012 that operate outside of the planning process.

Policy TPEP 1

Pollution Control

The Council will seek to reduce the amount of development that is likely to cause pollution or be exposed to pollution. When determining planning applications, consideration will be given to the following issues:

- The likelihood of noise, smell, vibration or other emissions that have an unacceptable affect on the amenity of the local area.
- The potential impact on the environmental quality and quantity of ground water sources and water bodies.
- Whether there is a quantifiable risk that human health may be affected by the proposal.
- The potential for unacceptable light pollution onto other property or land.
- The potential impact on designated AQMAs.

An appropriate impact assessment should be submitted with the planning application and should detail any mitigation measures needed to make the development acceptable.

Table 22.1 Monitoring: Policy TPEP 1 - Pollution Control

Outcomes	A reduction in development that is likely to cause pollution or be exposed to pollution.
Indicators	Number of planning permissions granted contrary to Environment Agency and Health and Safety Executive (HSE) advice. Percentage of watercourses that meet designated standards. Number of AQMAs declared in the district.
Targets	NIL planning permissions granted contrary to Environment Agency and HSE advice.

Environmental Protection

Picture 22.2 Landfill



22.6 Some development proposals can also be potentially hazardous or be exposed to hazard by reason of fire, explosion, contaminated land, unstable land etc. The proper planning of an area requires, in appropriate cases, separation or other mitigation measures to enable development to take place, whilst in some cases development should not be supported.

Policy TPEP 2

Environmental Protection

The Council will seek to reduce the amount of development that either gives rise to or is exposed to the following environmental hazards:

- Where there is contamination or there is good reason to believe that contamination may exist on a development site.
- Where there is an area of potentially unstable land on or surrounding a development site.
- Where development proposals could lead to the juxtaposition of incompatible land-uses.
- Where development is proposed within HSE consultation zones or proposals are received for new, or extensions to existing dangerous substance establishments.
- Where development is proposed in close proximity to overhead electricity lines or proposals are received for new overhead electricity lines.

Appropriate documentation should be submitted with the planning application and should detail any mitigation measures needed to make the development acceptable.

Table 22.2 Monitoring: Policy TPEP 2 - Environmental Protection

Outcomes	A reduction in development that gives rise to or is exposed to environmental hazard.
Indicators	Number of planning permissions granted contrary to Environment Agency and HSE advice.
Targets	NIL planning permissions granted contrary to Environment Agency and HSE advice.



23 Renewable and Low Carbon Energy

Generation of Renewable and Low Carbon Energy

23

Calderdale MBC Core Strategy Preferred Options

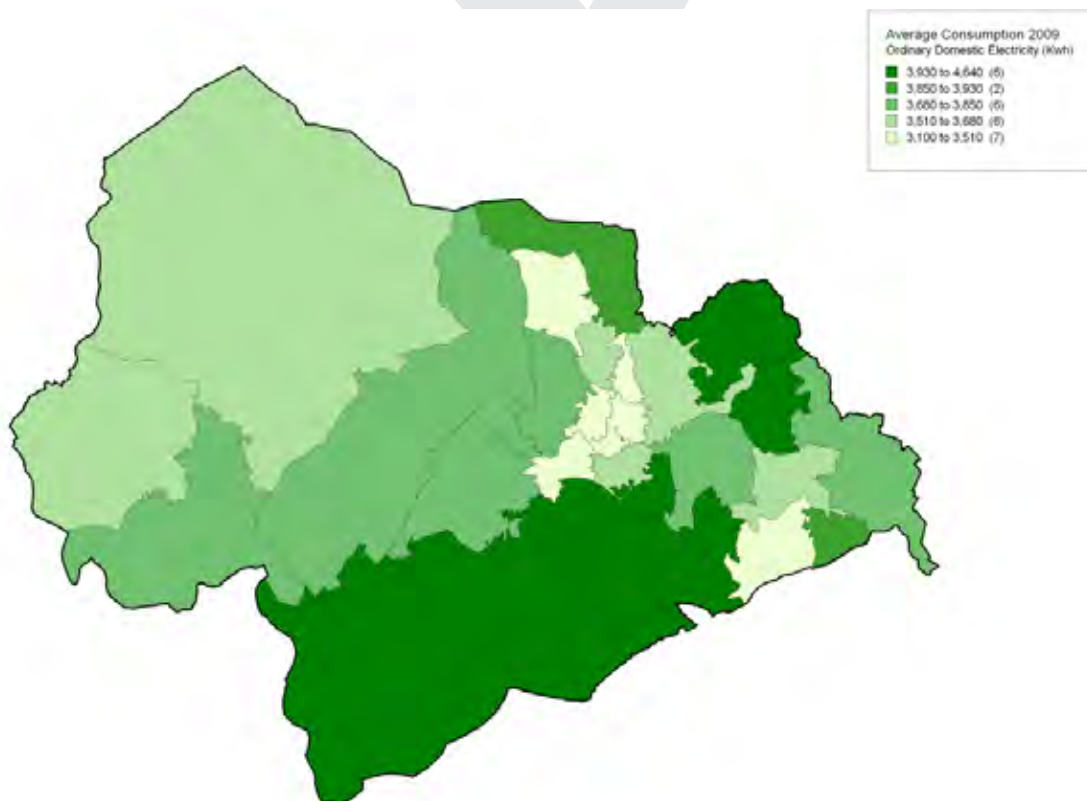
23.1 Alongside energy efficient development, the generation of renewable and low carbon (RLC) energy forms a part of the drive towards a reduction in carbon emissions. The United Kingdom has a commitment through its Renewable Energy Strategy (2009) to source 15% of its energy from renewable sources by 2020; broken into 30% of electricity, 12% of heat and 10% of transport. The UK's Low Carbon Transition Plan requires an 18% reduction in emissions compared to 2008 levels by 2020, and that 40% of the UK's electricity is from low carbon sources. In addition the plan requires a 29% reduction in emissions from homes leading to a 100% reduction by 2050. All these targets support Calderdale's Climate Change Action Plan, which aims for a 40% reduction in carbon emissions by 2020 from a 2005 baseline.

23.2 The NPPF calls on local planning authorities to recognise the responsibility on all communities to contribute to energy generation from RLC sources. Policies should create a positive strategy to promote energy from RLC sources and maximise RLC energy development, whilst ensuring any adverse impacts are addressed.

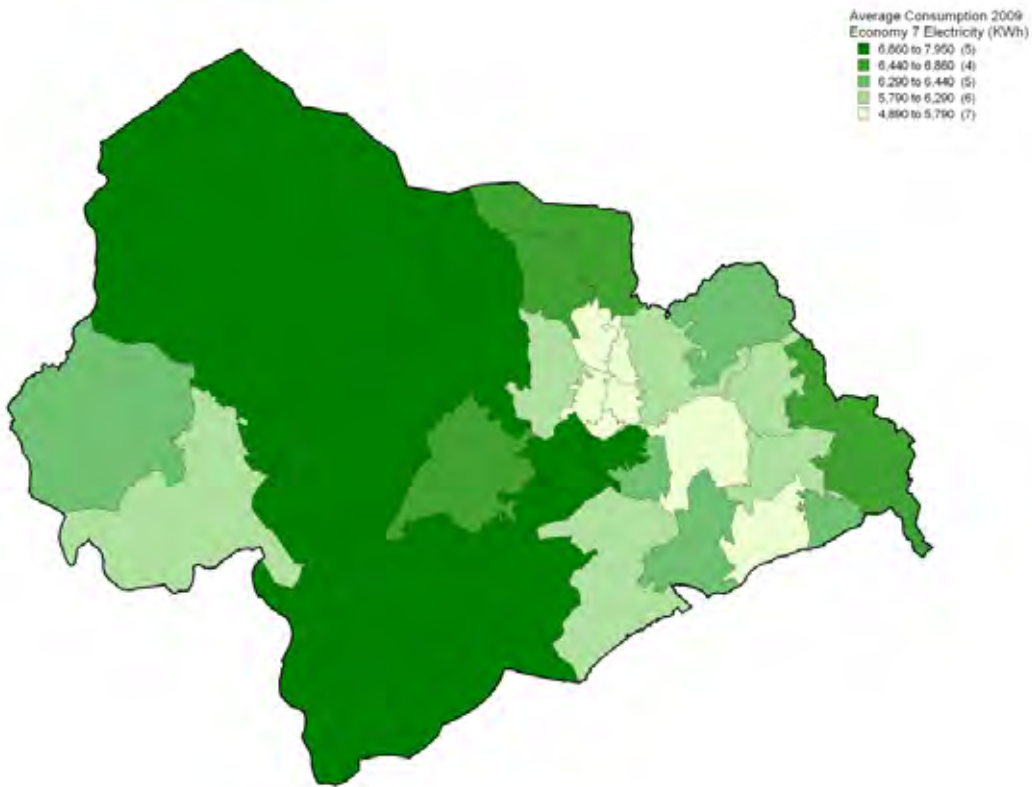
23.3 RLC generation can take many forms, from commercial scale wind farms, stand alone wind turbines, solar panels, solar PV, hydro power; combined heat and power plants, biomass, and district heat networks. In line with the NPPF, the local plan policies will strike a balance between supporting the generation of RLC energy and ensuring any potential adverse impacts are addressed. As the traditional centralised energy generation from large power stations is mixed with increased levels of decentralised energy generation from RLC sources, the council will encourage proposals for district heating networks. These are an efficient use of energy, and dependant on the fuel used to generate the central heat load, can reduce CO₂ emissions.

23.4 The following maps illustrate the energy use within Calderdale in 2009; these show that at a lower spatial scale, electricity usage tends on average to be higher in the more rural areas in the district. Parts of the Ryburn Valley tend to consume the highest levels of both electricity and gas.

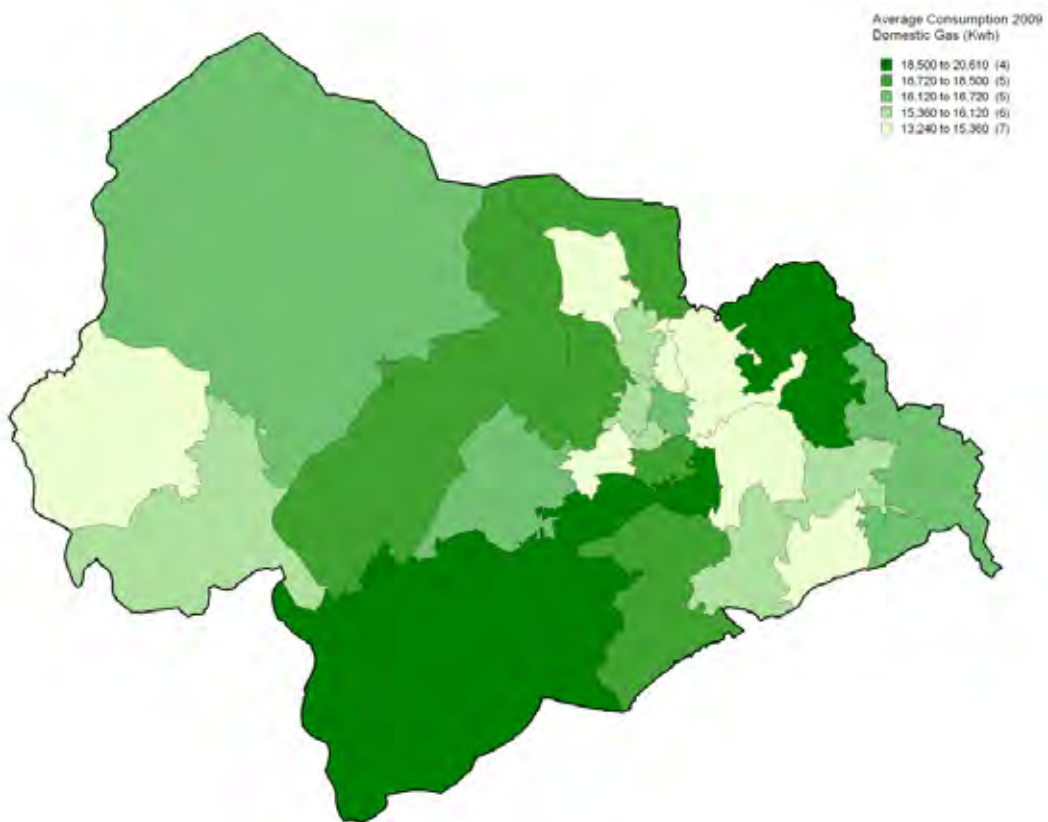
Map 23.1 Average Domestic Electricity Use 2009



Map 23.2 Average Economy 7 Electricity Consumption 2009



Map 23.3 Average Consumption of Domestic Gas 2009



23.5 According to a study⁽⁴⁷⁾ carried out on behalf of the Council, Calderdale's predicted electricity consumption by 2020 is 119MW, whilst the predicted heat demand by 2020 is 232MW. Applying the targets set out in the 2009 Renewable Energy Strategy would establish the following RLC electricity (30%) and heat (12%) generating targets for Calderdale:

- RLC Electricity - 36MW
- RLC Heat - 28MW

23.6 The RSS also proposed indicative RLC targets for each local authority; for Calderdale the target was to have 53MW of grid connected renewable energy installed by 2021. Given the time lapse between development of the RSS targets and the more recent studies, it is not proposed to apply the regional level targets.

23.7 Within Calderdale, there are a number of RLC energy schemes that have been developed or have been awarded planning permission. The most significant of these are the commercial scale wind farms. Ovenden Moor is the largest operational wind farm within Calderdale, and generates 9.2MW electricity. There is a proposal to redevelop the wind farm with a smaller number of larger wind turbines, but this awaits a planning decision. Elsewhere in the district, permission has been granted for commercial wind farms at Todmorden Moor (5 turbines), and Crook Hill (5 turbines within Calderdale and 7 within Rochdale). There are a number of individual turbines distributed throughout the district, although the majority are in the Upper Valley. Overall, based on these permitted and operational commercial scale RLC installations, there is approximately 11MW generating capacity within Calderdale at present.

23.8 There are a number of large scale wind farms in adjacent authorities, the largest proposal involves an extension to the existing Scout Moor wind farm, within the neighbouring authorities of Rossendale and Rochdale. Other wind farms (operational) include Coal Clough, Hameldon Hill, and Reaps Moss (permitted but not operational).

23.9 Comparing the existing permitted and operational RLC generating capacity against the 2009 Renewable Energy Strategy targets, results in an additional 25MW of RLC electricity generation and 26MW of RLC heat generation required by 2020. Post 2020, RLC targets will be reviewed in line with revisions to any national, regional, or local targets.

Policy TPRE 1

Renewable and Low Carbon Energy

- The following minimum levels of Renewable and Low Carbon Energy Generation will be delivered by 2020:
 - additional renewable energy - electricity generation = 25MW
 - additional renewable energy - heat generation = 26MW

This will be achieved by ensuring:

- proposals for a range of renewable energy technologies are encouraged, whilst taking account of cumulative impacts;
- community led renewable energy schemes are viewed favourably;
- residential developments in excess of 10 dwellings source 15% of their energy demand from on site or decentralised renewable and low carbon sources until the end of 2015 and 20% from 2016 until the end of 2020 (or meet future national standards where these are higher);
- non residential developments in excess of 1000 square metres source 15% of their energy demand from on site or decentralised renewable and low carbon sources until the end of 2015 and 20% from 2016 until the end of 2020 (or meet future national standards where these are higher);

- 'areas of search' are established in the Land Allocations document, taking account of cumulative impacts and the impact on landscape and biodiversity;
- proposals for District Heating Networks and CHP Generation are supported, providing there are no adverse impacts.

From 2020 onwards, RLC generation targets will be informed by subsequent RLC capacity studies and Local Plan Reviews.

Table 23.1 Monitoring: Policy TPRE 1 - Renewable and Low Carbon Energy

Outcomes	Increase in RLC generation meeting targets as a minimum; Associated reduction in CO ₂ emissions
Indicators	Renewable Energy Generation by installed capacity and type; Number of community led RLC energy generation schemes; Number of developments above the site size threshold that source RLC energy from an on site source; Number of developments above the site size threshold that source RLC from decentralised sources; Levels of CHP generated
Targets	UK committed to generate at least 15% of energy demand from renewable sources by 2020. The RSS target for Renewable Energy generation in Calderdale is 53MW by 2021; The Maslen study suggested an additional 28.34MW is required to meet the notional 2020 target; Final targets to be determined



24 Historic Environment

24

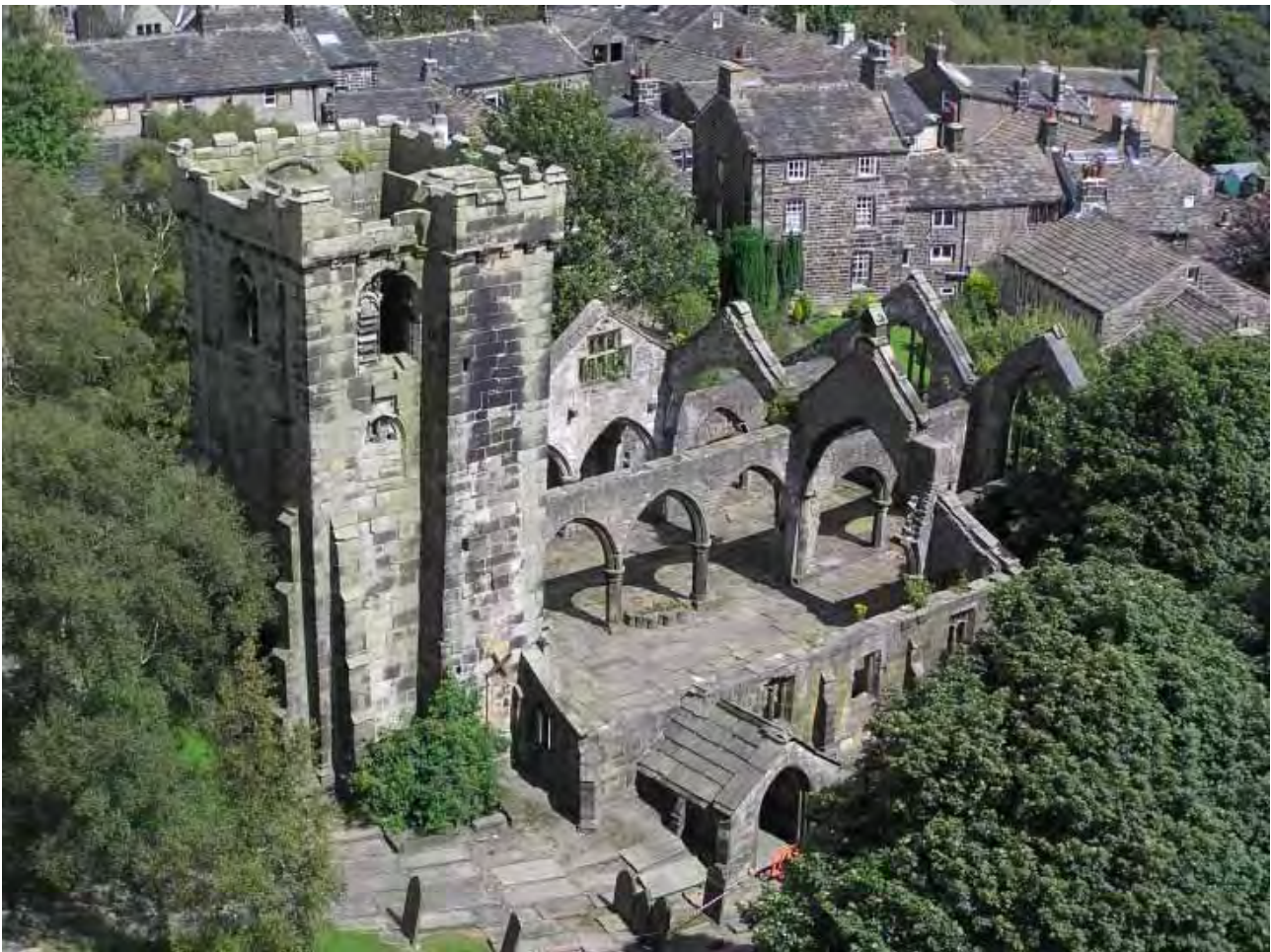
Calderdale MBC Core Strategy Preferred Options

24.1 Calderdale has a rich and varied heritage, both in terms of the built environment (legacy buildings) and its landscapes. From the early expansion of settlements for agricultural and trading purposes, through the industrial revolution, and particularly the rise of the textile trade, the present day communities of Calderdale have inherited a very significant historic environment asset base. Calderdale's history can be defined through its landscape and stone buildings, and these aspects form a key part of its present day distinctiveness.

24.2 The historic environment is a non-renewable resource and it is therefore key that future development helps to preserve and, wherever possible, enhance these heritage assets and the existing historical context of areas. This will ensure that a strong sense of place is engendered within local communities, inspiring quality place making and continued sustainable development in the future. Effective management of the historic environment can bring wider benefits to communities, their cultural, social and environmental fabric and continue to ensure local distinctiveness in the future.

24.3 The historic environment includes architectural, archaeological and artistic features, some of which is designated, recorded and publicly available through the local historic environment record ⁽⁴⁸⁾. Designation may be through conservation areas, listed buildings, scheduled monuments or registered parks and gardens. However the historic environment of Calderdale also includes non-designated heritage assets, it is the long term aim of the Council to survey and identify a Local List of non-designated heritage assets through the help of local communities.

Picture 24.1 Church of St. Thomas a Becket, Heptonstall



24.4 The key aims of the Council's Conservation Strategy for the Historic Environment are to

48 The local Historic Environment Record (HER) is kept and managed by West Yorkshire Archaeology Service (WYAAS) at Wakefield

- Develop and promote an understanding, recognition and consideration of the significance of the historic environment and the value it adds to Calderdale's sense of identity and well-being;
- Secure a more sustainable future for Heritage at Risk within Calderdale; and
- Secure and promote excellence in design affecting the built and historic environment.

24.5 The Conservation Strategy plans to address these aims through control of development and a combination of Conservation Area Appraisals, Conservation Statements, and Conservation Management Plans. Where such documents are in place, proposed new development and investment should be looking to address issues identified within them, and capitalise on any enhancement opportunities that may be highlighted.

24.6 The Core Strategy and Local Plan has a key role to play in supporting the aims of the Conservation Strategy, and therefore the following policy will apply to all proposals for new development.

Policy TPHE 1

Protect and enhance the Historic Environment

New development should protect and, where appropriate, enhance the historic environment and its setting in Calderdale, including both designated and non-designated locally important heritage assets. Measures should be proportionate and appropriate to the significance of the historic environment asset affected.

Where proposed development is located within (or will affect the setting of) a Conservation Area, the applicant should demonstrate the benefits of the proposal in relation to the local historic environment, particularly within the context of a Conservation Area Appraisal, where one is in place.

New development should have special regard to the local significance of the historic environment in Calderdale and acknowledge local distinctiveness. Particular regard should be had to the following:

- Calderdale's textile/industrial heritage and landscapes;
- Non-conformist chapels and graveyards;
- Historic barns; and
- Civic buildings.

Proposals that will contribute to a reduction in the number of heritage assets 'at risk' will be supported and encouraged, subject to the proposal being consistent with other policies in the plan.

Development within the historic cores of Calderdale's historic settlements should ensure that appropriate archaeological investigation/evaluation is undertaken, including the recording of below ground archaeological remains, in advance of any destruction by new developments.

Further strategic focus on the historic environment is covered in the relevant area policies for Calderdale; Halifax (Halifax Town Centre), Brighouse (Kirklees Priory) and Todmorden (Fielden's of Todmorden).

Table 24.1 Monitoring: Policy TPHE 1 - Protect and Enhance the Historic Environment

Outcomes	Protection and enhancement of the historic environment in Calderdale
Indicators	Number of listed buildings, conservation areas and sites at risk in the borough (quantity); Degree to which heritage assets are at risk of loss or decay (quality); Realising the potential of heritage in new development and regeneration;
Targets	Quantity - reduction or no increase; Quality - reduction or no increase (identified through qualitative assessments); All consents affecting designated heritage assets (including their setting and character) to have an approved Conservation Statement or Conservation Management Plan (where applicable);

25 Area Based Policies

Introduction to our areas

25

25.1 Calderdale is a diverse place, comprising many different people and communities, all with different needs and aspirations. Similarly, the places within Calderdale are equally diverse, often reflective of the different people living there.

25.2 The following sections build upon the ideas within the 'Introduction to our towns' chapter of the Core Strategy RI&O consultation providing a policy basis for the role that the area is envisaged to have within the district as well as development proposals and delivery mechanisms for the area. Each area, except 'The Moors' has at least a local or higher order settlement within it.

25.3 The consultation indicated broad agreement for the identification of the areas but there were comments about the boundaries of individual areas and the fact that areas overlapped. The boundaries of some of the areas have been amended in light of comments made and the overlaps removed to provide a simpler basis for planning the area. In addition the Core Strategy RI&O suggested primary and periphery zones within each area. In accordance with comments received during the consultation these zones have now been removed in favour of a general criteria based policy.

Map 25.1 Local Plan Areas



Halifax

Definition and Role of Area

25.4 The Halifax area contains the main town centre and largest urban area within Calderdale with over 76,500 residents. The town of Halifax stretches from Siddal in the south to Mixenden and Illingworth in the north and whilst this forms a continuous urban area it includes a wide variety of distinct neighbourhoods and centres. The area is closely related to Sowerby Bridge and indeed the two towns make up a continuous urban area. The topography between the two main urban areas formed by the steep hill running along the north side of the Calder valley around King Cross and Burnley Road creates a natural barrier between Halifax and Sowerby Bridge and ensures each retains its own identity. There has been a steady increase in the population of the whole Halifax area (including Sowerby Bridge) over the last decade.

Picture 25.1 Halifax from Beacon Hill



25.5 The Calderdale Settlement Hierarchy identifies Halifax as a Sub-Regional town providing the main focus for housing, employment, shopping and services as well as links to other towns and cities within Leeds City Region such as Leeds, Bradford and Huddersfield and areas such as Greater Manchester and Lancashire. There are several distinct parts to the town each with their own characteristics, perhaps the most obvious is Halifax town centre and its immediate surrounds which contain the main retail core as well as the main public transport hubs and over 26,000 jobs, including a headquarters for the Lloyds Banking Group and the Dean Clough complex. The town has suffered recently falling in the national retail rankings (from 174th to 204th between 2004 and 2008). The northern parts of the town including the areas of Mixenden, Illingworth and Ovenden are characterised by large estates of mono tenure housing and include some of the worst performing areas within Calderdale when compared against the indices of multiple deprivation. The area is, however set against a backdrop of dramatic moorland scenery and has pockets of employment, including the Holmfild area with approximately 4,000 jobs. West and Central Halifax are characterised by high density development and contain the highest concentrations of Calderdale's BME population. Similar to northern Halifax the area generally performs poorly against the indices of multiple deprivation. The southern parts of Halifax are generally more affluent, particularly the Savile Park and Skircoat areas, and is the location of Calderdale Royal Hospital a significant local employer.

25.6 The Halifax area also contains six smaller closely related, yet distinct, settlements. These are Southowram, Bank Top, Warley, Mount Tabor and Bradshaw. The Settlement Hierarchy identifies Southowram as a Local Centre, albeit the smallest of this type of centre, and therefore meets locally generated needs for housing, employment and services. Southowram does contain a limited amount of retailing mostly fulfilling daily requirements however residents are reliant upon its close proximity to Halifax to the west and to a lesser extent Brighouse to the east for much of their services and facilities.

25.7 The settlements of Bank Top, Warley, Mount Tabor and Bradshaw are all currently identified as Neighbourhood/ Small Rural Centres within the Settlement Hierarchy. This is the lowest rank of settlement within the hierarchy identifying the limited availability of goods and services within each settlement. All of the settlements are, however, closely related to the wider urban area of Halifax, and in the case of Warley Sowerby Bridge, and are reliant upon the area for goods and services.

25.8 The Halifax area boundary proposed at the RI&O consultation has been amended in light of comments received during the consultation process, and at public and Member workshops. Originally the Halifax area included a lot of overlap with the surrounding areas due to the wide ranging influence of the town. To reflect concerns over the complexity of these overlaps and to better define the town Northowram, Hipperholme, Sowerby Bridge and Greetland have been removed and are included in adjacent areas.

Aspirations / Vision

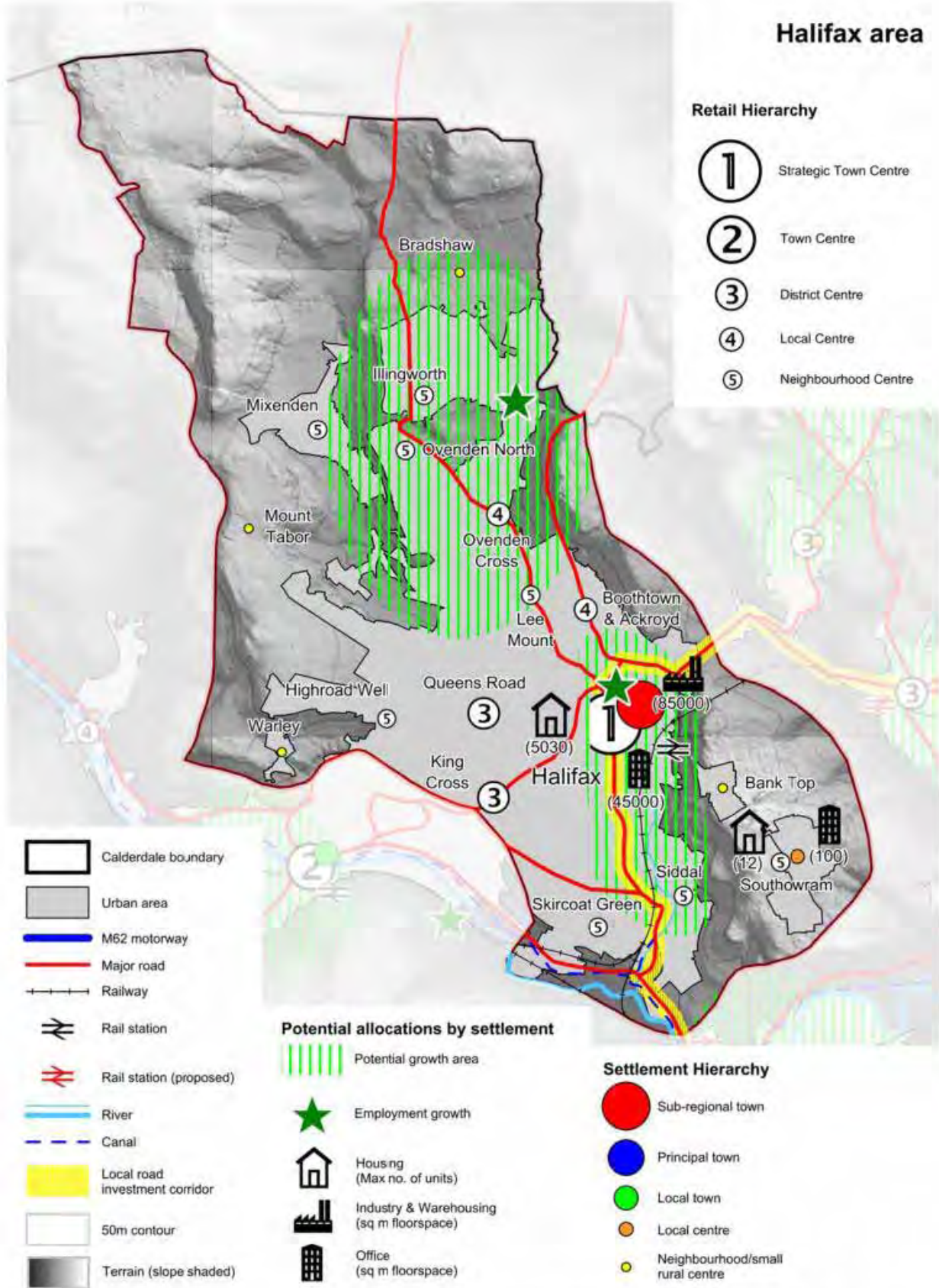
25.9 The Halifax vision has been developed through previous consultations and assists in meeting the ambitions of the overall vision for Calderdale. This is particularly important given the role Halifax plays within Calderdale and Leeds City Region. However Halifax and the surrounding smaller settlements have their own unique identities and requirements and the local area vision reflects this where appropriate.

Halifax Spatial Vision for 2029

Halifax is a vibrant, attractive and accessible town making the most of its role as the commercial, cultural, service and transport hub of Calderdale. The town has strengthened its role within the Leeds City Region through improved connectivity, job growth and by utilising its unique heritage and landscape setting. Halifax has:

- ***An improved and expanded town centre which provides:-***
 - ***Increased retail, cultural and leisure facilities enabling it to successfully compete and compliment its regional neighbours;***
 - ***The main location within Calderdale for modern offices which fulfil the needs of both current and future employers;***
 - ***The Piece Hall as the hub of the town centre and a regional, if not national, leisure and culture destination;***
 - ***Increased tourism potential by providing a quality tourism offer together with the facilities to accommodate the increase in tourism;***
 - ***A range of housing types and tenures on upper floors and on the edge of the town centre;***
 - ***Improved pedestrian accessibility by reducing the barrier effect of the inner relief road linking the town to Dean Clough, west central Halifax and Beacon Hill;***
 - ***Improved access by public transport to the town centre from the surrounding areas;***
 - ***The railway station and Calder Valley railway line have been improved to provide a better gateway to the town and Calderdale as a whole;***
 - ***An improved higher educational offer;***
- ***Regenerated the most deprived areas including Northern and West Central Halifax through:-***
 - ***An increased range of housing types and tenures;***
 - ***Accessible public open spaces for sports and recreation;***
 - ***Improved access to the countryside;***
 - ***Improved neighbourhood centre shops and facilities;***
 - ***Access to jobs through the development of new and existing employment sites;***
 - ***An improved educational offer;***
 - ***Improved local shopping centres which fulfil the daily needs of local residents;***
 - ***A well developed walking and cycling network across the town***
- ***Southowram has an enhanced local centre and community facilities to serve the needs of its residents; and***
- ***The settlements of Bank Top, Mount Tabor, Warley, and Bradshaw have, where appropriate, improved local facilities and services to help meet local needs.***

Proposals for the Area



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25.10 The area map shows a number of important growth proposals, these are discussed in greater detail below. The potential growth areas do not provide definitive boundaries but are the main areas of search for new growth and may include expansion of the existing urban area. Within these areas the growth will generally be housing led, except in the town centre, but dependent upon the size and location of individual developments will include the full range of supporting uses including open space, schools, shops, community and health facilities and, in some cases, employment. The employment growth locations identify the main areas of search for new employment growth and in some cases may include expansion of the existing urban area. Local road investment corridors are areas of the local road network where highway infrastructure improvements will be focused.

Housing

25.11 In line with the Halifax vision, the preferred spatial option sets out the levels of new development that Halifax is expected to accommodate. The 6 'Proposed Growth' chapter shows that the area is identified as being suitable for approximately 48% of the total new housing allocations required during the lifetime of the plan, which would mean in the order of 5030 dwellings, an increase of up to 15% in total dwellings. Whilst the plan aims to maximise the use of brownfield land wherever possible and minimise use of the Green Belt the tight nature of the Green Belt around Halifax combined with a lack of suitable brownfield sites means that over 75% of the new housing may need to be developed within the Green Belt requiring changes to the Green Belt boundary.

25.12 Southowram and the smaller (tier 5) settlements of Bank Top, Mount Tabor, Warley and Bradshaw will have limited housing growth. Southowram is expected to accommodate approximately 10 new dwellings over the plan period. These are likely to be within the Green Belt due to the constrained nature of the Green Belt boundary in Southowram. No housing is proposed to be allocated within Bank Top, Mount Tabor, Warley, and Bradshaw given their more limited role. However some new housing may be delivered within these settlements through windfall proposals and existing planning permissions. Currently within the area there are planning permissions for 1541 dwellings in Halifax and 20 in Southowram, however it is likely not all of these planning permissions will be built.

25.13 Parts of the area show clear shortages in types of housing stock which need to be addressed with West Central and North Halifax demonstrating a particular shortfall in the supply of 3-5+ bedroom properties.

Employment

25.14 Halifax town centre will remain the key location for office developments and new opportunities will arise through town centre redevelopments and conversions of existing buildings. In addition smaller opportunities will be identified in both northern and southern areas of the town to provide employment opportunities within these areas and support local business needs. The overall office requirement for Halifax will be of the order of 45,000sqm of new space, which could provide over 2800 new full time equivalent jobs. It is anticipated the majority of this will be provided within existing urban areas on brownfield land. Within Southowram and the other lower order settlements new office and light industrial development is likely to be confined to conversions or extensions to fulfil local needs.

25.15 As with office based employment Halifax also supports the largest proportion of jobs within industry and warehousing and will continue to do so. An additional 85,000sqm of industry and warehousing space is planned (52% of the district total) which could provide up to 1270 new full time equivalent jobs within Halifax. Whilst less than 25% of this is likely to be provided on brownfield sites it is unlikely to require any release of Green Belt as existing allocations within the RCUDP are proposed to make up the majority of the space.

25.16 In terms of other types of employment sectors such as health care, public services, retail and catering will remain strong sources of employment. In addition the imminent regeneration of the Piece Hall, combined with other attractions such as Eureka!, will act as a catalyst for tourism and associated types of employment.

Retail

25.17 In terms of retail, Halifax is the most significant centre in the district and is of sub-regional significance within Yorkshire. The Council will therefore look to strengthen and expand the town centre offering in Halifax, to retain its status as the dominant retail destination in the district, to help minimise leakage of expenditure outside the district, and to improve the town's status in the national retail rankings. In Halifax there is an

anticipated need for between 5,500sqm and 13,000sqm of new net convenience goods floorspace by 2026, and between 25,000sqm and 40,000sqm of new net comparison goods floorspace. These figures imply the need for a new convenience superstore and significant comparison goods retailing involving large floor plate retail units.

25.18 In addition to Halifax town centre there are a number of different centres within the Halifax area identified in the Calderdale Retail Hierarchy (Policy TPE 4), these are:

- District Centres (Tier 3): King Cross, Queens Road
- Local Centres (Tier 4): Ovenden Cross, Boothtown (& Akroydon),
- Neighbourhood Centres (Tier 5): Lee Mount, Skircoat Green, Siddal, Ovenden North, Highroad Well, Mixenden, Southowram, Illingworth

These centres will be supported and continue to provide for local needs.

Infrastructure

25.19 The level of growth proposed for Halifax will require a wide range of infrastructure improvements to be accommodated including transport, schools, open spaces and community facilities. The council are currently working with infrastructure providers to identify how and where such infrastructure can be provided.

25.20 To ensure Halifax is an attractive location for employment, retail, leisure and tourism it is essential it can be easily accessed. The Council along with partners are working upon a package of schemes to improve accessibility to, from and through the town. These schemes are still at an early stage of consideration but could include;

- Improvements to Halifax rail station through the re-opening of a 3rd platform and the electrification of the Calder Valley Line to provide more destinations, greater reliability and shorter journey times;
- Reducing congestion into and through the town centre and improved connectivity between the rail and bus stations;
- Improved access to the M62 and Huddersfield from a wide catchment area including north and central Halifax; and
- Bus priority measures.

25.21 The impact of the levels of growth proposed over the plan period will inevitably have a knock-on effect on the availability of school places. In areas of high growth, such as North Halifax, this will mean additional facilities either through extensions or new schools are likely to be required and will be planned for and sites allocated within the Land Allocations document.

Environment

25.22 The Halifax area has numerous historic assets including 3 Grade I listed buildings (All Souls Church, St. John the Baptist Church and the Piece Hall) and 51 Grade II* listed buildings. When combined with the historic parks, such as People's Park and Manor Heath, numerous conservation areas and the natural environment including Ogden Water and Beacon Hill this creates a strong sense of place and identity for the area which needs to be preserved and enhanced.

25.23 In addition there is an Air Quality Management Area, AQMA, within the area at Salterhebble along the A629 which needs to be managed and improved through the development process. The transport improvements mentioned above may go some way to assisting this issue.

How the Proposed Development will be Delivered

25.24 To ensure the vision for Halifax can be realised the following area policy is proposed.

Policy HX 1

Halifax - Delivering the vision

In order to meet the development needs of the area and reflect the position of Halifax as a town of sub-regional importance the following levels of development will take place during the period of the Local Plan:

Housing

- Land will be allocated for approximately 5030 dwellings in the continuous urban area of Halifax;
- Within Southowram land will be allocated for approximately 10 dwellings;
- Only very limited amounts of housing will be provided in the other settlements; and
- The housing needs of the area in terms of type and tenure will be met as identified by the most up to date SHMA or similar study.

Employment

- Provision will be made for at least 45,000m² of office/light industry floorspace with the majority being located within Halifax town centre; and
- Provision will be made for at least 85,000m² of industry/warehousing floorspace.

Retailing

- Provision will be made for between 5,500m² and 13,000m² of new net convenience goods floorspace by 2026;
- Provision will be made for between 25,000m² and 40,000m² of new net comparison goods floorspace by 2026;
- Any new large scale development in North Halifax will be accompanied by expanded or a new local/ neighbourhood centre(s); and
- Other centres will see limited growth to serve local needs.

Infrastructure

- Improvements to the transport network to minimise journey times, reduce congestion and improve access, particularly by public transport will be developed.
- Larger sites and areas of high growth will include the full range of supporting uses including open space, schools, shops, community and health facilities and, in some cases, employment.
- The provision of new infrastructure will be provided in accordance with policy CP 14.

Environment

- The environment and heritage assets of the area will be protected and enhanced wherever possible. Developments which would directly effect the AQMA will be managed appropriately to minimise their impact.

Regeneration

- The Council will support regeneration schemes which aim to improve the economic and social prospects of the following areas: -
 - Halifax town centre;
 - North Halifax; and
 - West Central Halifax.

Table 25.1 Monitoring: Policy HX 1 - Halifax Area

Outcome	Approximately 48% district housing requirement accommodated in area; Share of employment floorspace delivered in area; Improved comparison retail offer; Improved transport links, particularly rail; Quality of environment retained and enhanced;
Indicators	Annual dwelling completion rates; Annual employment floorspace completions rates; Increased comparison retail floorspace; Transport initiatives;
Targets	District wide share of housing numbers and employment floorspace; Significant increase in comparison retail floorspace;

25.25 In addition to this over-arching policy for the whole of the Halifax area, other specific policies have been developed for Halifax town centre and North Halifax to manage the growth and change anticipated within these areas.

Halifax town centre

Picture 25.2 The Piece Hall Arches



25.26 The potential growth area around Halifax town centre recognises the economic and social importance of Halifax to the rest of Calderdale. Due to this importance not only should housing opportunities be seized but the centre needs to provide a range of services and facilities during day and night. It is therefore proposed to create a town centre with focused activity within different areas, possibly at different times providing a polycentric approach, which together add up to a balanced, convivial and viable town centre. Halifax is the only town centre of sufficient size within Calderdale to justify such a strategic approach.

25.27 A natural clustering of certain town centre uses has evolved over time in Halifax, including: offices, business and enterprise to the south of the retail core, and to the north at Dean Clough; large floor plate comparison retailing in edge of centre (to the east of the retail core) or out of centre clusters (Pellon Lane); and eating, drinking and entertainment establishments to the south west of the retail core, specifically around Bull Green, Barum Top and Fountain Street

25.28 The Council, other organisations and town centre groups have a number of ambitions for Halifax town centre to improve its offer, environment,

health and vitality, including:

- an expanded cultural quarter around the Piece Hall to deliver a 21st century visitor and heritage centre; learning opportunities; exciting events; shopping, eating and drinking; work spaces for creative businesses; and a venue for conferences and meetings;
- Square Chapel (linked to the Piece Hall) continuing to be an important centre for cultural initiatives;
- the potential relocation of the Central Library and Council Offices;
- the Halifax Minster is seeking to raise its profile in the community through its development plan for the future;
- Eureka! has a similar long-term plan of works to improve visitor facilities and linkages with the town centre; and
- The Local Investment Plan for Housing identifies potential regeneration opportunities in and around the town centre for residential or mixed use schemes.

Policy HX 2

Halifax Town Centre

The vitality and viability of Halifax Town Centre will be enhanced over the period of the plan in line with the by:

- promoting, as a priority, a polycentric approach to land uses across the town centre; and
- capitalising on the key opportunity sites and key historic assets in and around the town centre.

Specifically the Council will:

A. Within the Core Retail Area

1. Enable sufficient new retail floorspace to come forward as a priority, to at least retain the existing market share of retailing in Halifax, with the aim of enhancing it (claw back expenditure currently leaking to other centres) in the long term;
2. Provide larger floor plate retail units to encourage modern retailers and improve consumer choice; and
3. Support more independent occupiers to fill town centre units.

B. Within the Other Retail Areas

1. Support intensification or expansion for retail floorspace (with preference for bulky comparison goods) where it can be demonstrated that there will be no significant impact on the primary shopping area and no sequentially preferable sites are available.

C. Within the Cultural Quarter

1. Ensure that the Piece Hall regeneration bid is supported, that the Piece Hall is better integrated into the town centre fabric, and that it becomes a key, vibrant part of the town centre.

D. Within the Minster Quarter

1. Support proposals to improve the facilities and setting of the Minster as a key heritage asset and part of the overall visitor attractions of the town centre.

E. Within the Leisure Quarters

1. Maintain a safe and strong evening and night-time economy in line with the town's Purple Flag award status.

F. Within the Business / Enterprise Quarters

1. Promote Halifax town centre as the primary location for large scale office development in the district, with new investment focused in the business / enterprise quarters as a priority, followed by other town centre locations.

G. Within the Peripheral Town Centre Area

1. Allow more flexible uses of units in those parts of the town centre periphery suffering from long-term vacancies and low footfall, including non town centre uses.

H. Within the Eureka! / Station Quarter

1. Support improved connections between the train station and town centre, re-opening of the 3rd platform and electrification of the Caldervale line; and
2. Support Eureka! plans for expansion and improved integration with the town centre providing that proposals do not conflict with other policies in the Core Strategy.

I. Within the Regeneration Priority Areas

1. Support redevelopment in line with the Local Investment Plan for Housing to create mixed-use sustainable communities with improved linkages to the town centre.

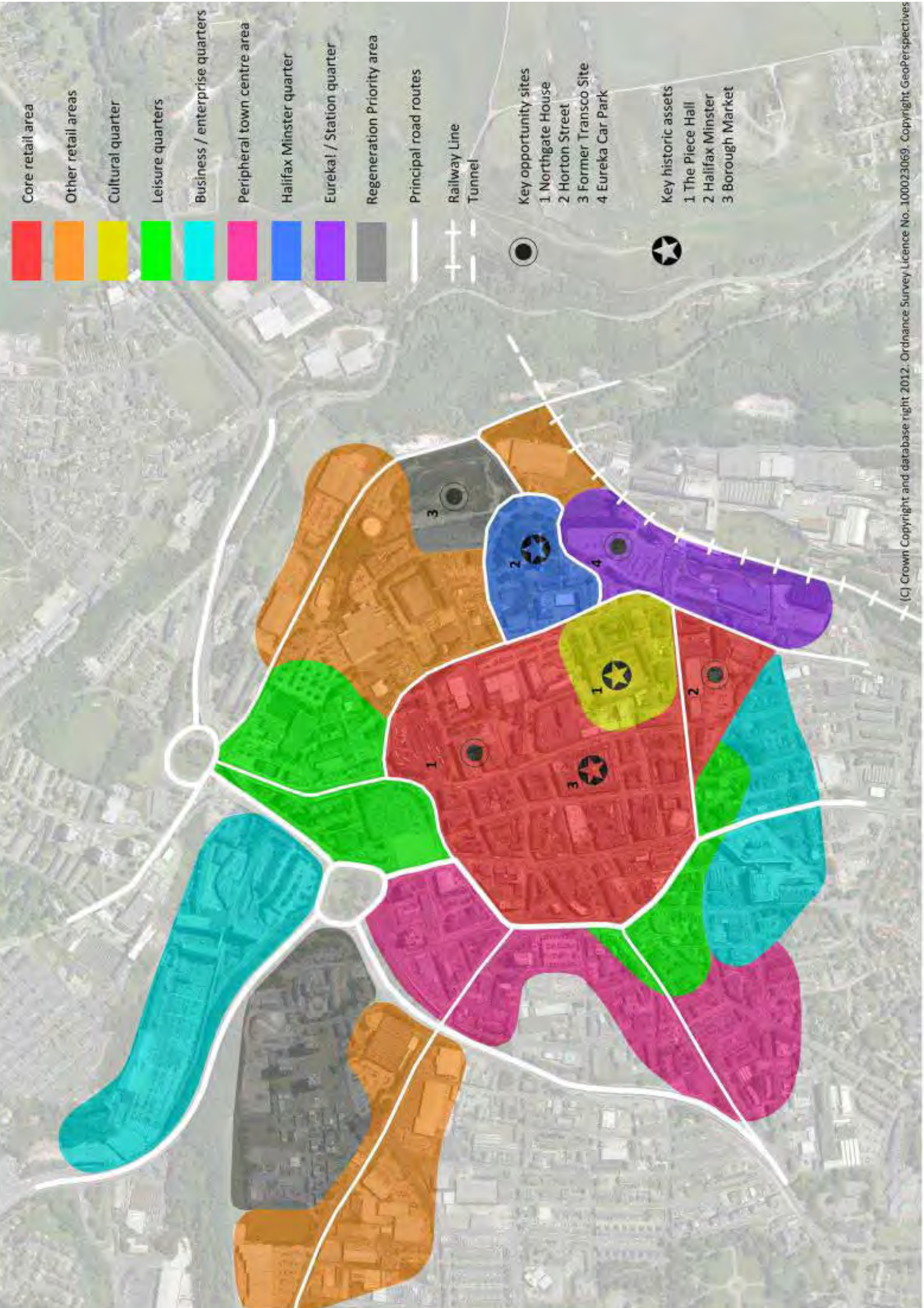
J. Generally across all areas of the town centre

1. Preserve and enhance key historic buildings, and ensure that new development is characterful and appropriate to its heritage/architectural context;
2. Promote the tourism offer, particularly through the Piece Hall bid and cultural quarter, Borough Market as an anchor, and improvements to Eureka! as part of a town centre circuit;
3. Promote increased town centre living where the amenity of residents will not be unacceptably compromised by noise, smells or disturbance, particularly late at night;
4. Seek to improve parking and pedestrian links to, and through the town centre; and
5. Improve green infrastructure provision.

Table 25.2 Monitoring: Policy HX 2 - Halifax Town Centre

Outcomes	To provide an enhanced town centre which remains vibrant throughout the day and evening
Indicators	Total amount of new floorspace for 'town centre uses' within the Town Centre (gross and net); New comparison retail floorspace within the town centre (gross and net); New convenience retail floorspace within the town centre (gross and net); New dwellings built within the Town Centre (net); Redevelopment of opportunity sites
Targets	Latest forecast need for new floorspace for Halifax; Review of Retail Needs Assessment every 3 years





North Halifax

25.29 Whilst the exact boundaries of the potential growth area referred to as 'North Halifax' have not formally been defined it includes the areas of Boothtown, Wheatley, Lee Mount, Ovenden, Illingworth, and Mixenden. Parts of these areas have been identified through the Government's deprivation indices as having some of the highest levels of deprivation within Calderdale. Particular issues include a lack of housing choice (in terms of type and tenure), poor local employment opportunities and a lack of access to wider opportunities. The possibility of significant development within this area was raised during the previous consultation upon the Core Strategy, whilst those responding were not wholly against development within the area it was clear that this needed to be accompanied by relevant services and facilities.

Picture 25.3 North Halifax



25.30 The area could accommodate a significant amount of development totalling between 2,000 and 2,500 new dwellings. This scale of redevelopment could be used to facilitate significant regeneration opportunities allowing a greater mix of housing types and tenures, including larger properties, and new community infrastructure. To compliment the housing over 60,000sqm of potential employment floorspace will be provided, which could bring up to 1,000 full time equivalent jobs. These sites are generally

existing RCUDP employment allocations such as those found at Holmfield and Shroggs Road which would provide employment opportunities for those living within North Halifax and beyond.

25.31 The North Halifax area is generally well served by bus services to and from Halifax town centre but there are few services linking across the area. It is also recognised that the road infrastructure may need improvement, particularly Shay Lane which would not only provide access to some of the employment areas but also is home to the new Academy. Any development would need to address these issues and connect communities with employment opportunities. The provision of a public transport hub will be considered as part of any proposals.

Picture 25.4 Outskirts of Mixenden



25.32 Development on such a scale would inevitably impact upon the Green Belt and therefore a review of the Green Belt boundary would be required. There is also poor retail provision for local/neighbourhood centres in parts of the area which will require strengthening of existing centres or the creation of a new one to account for the levels of growth. To account for any loss of Green Belt and the impact upon local services and facilities it is important that new developments are planned with the principles of garden cities in mind. Therefore all sites will need to provide access to services, facilities, public transport and open spaces. Larger sites would be expected to include the full range of supporting uses including open space, schools, shops, community and health facilities and, in some cases, employment.

25.33 To ensure that garden cities principles are fully integrated into any development a masterplan approach will be required. It is important that this process is community led and therefore a neighbourhood development

plan approach will be encouraged. If a neighbourhood development plan is not possible the future master-planning of the area could be incorporated into the Local Plan either through the Land Allocations document or subsequent planning document.

Policy HX 3

North Halifax

The Council will work with developers and the local community to bring forward sustainable developments in attractive surroundings under the principles of garden cities. A masterplan for the North Halifax area will be created to co-ordinate the development of the area;

The main elements of the masterplan will be;

- To identify land and sites for between 2,000 and 2,500 new dwellings;
- To provide a wider mix of house types and tenures, including larger (3-5+ bedroom) properties;
- To provide at least 60,000sqm of viable employment floorspace;
- To improve connectivity across the masterplan area, to Halifax town centre and beyond by sustainable modes of transport, including consideration of a new transport hub;
- To identify and provide appropriate infrastructure to facilitate the development;
- All sites to be located within 400m of a main bus route connecting residents to wider opportunities;
- All sites should have easy access to open spaces;
- To provide expanded or new local shopping facilities; and
- Larger sites will include the full range of supporting uses including open space, schools, shops, community and health facilities and, in some cases, employment

Table 25.3 Monitoring: Policy HX 3 - North Halifax

Outcomes	To provide an enhanced residential environment which accords with the principles of garden cities;
Indicators	Type, mix and amount of new housing; New employment floorspace; Increase in retail floorspace; Access to public transport; Redevelopment of opportunity sites
Targets	To develop a masterplan for development within the area.

Brighouse including Rastrick and Hipperholme

Definition and Role of Area

25.34 This Area remains largely as published in the RI&O with the revised boundary enclosing the same main settlements but with the revised approach of not including peripheral areas it no longer extends into parts of Elland Upper Edge, Elland Lower Edge and Southowram.

25.35 The Settlement Hierarchy identifies Brighouse (including Bailiff Bridge, Hipperholme, Hove Edge, Lightcliffe and Rastrick) as a principal town and as such it has the second most significant role after Halifax. Its role is as a main focus for housing, employment, shopping, leisure, education, health and cultural facilities whilst also providing good transport links between Brighouse and other surrounding towns and cities.

Picture 25.5 St. Martin's Church from Rydings Park



25.36 The only other settlement of any size in this area is Norwood Green which is classified as a Neighbourhood/Small Rural Centres. The settlement hierarchy identifies its role as providing for locally generated needs for affordable housing within existing development limits and small-scale opportunities for economic development and diversification.

25.37 According to the settlement hierarchy, Brighouse is second only to Halifax in terms of the most sustainable settlement within Calderdale. Brighouse has a high number of services within its town centre, with a number of smaller settlements (for instance Rastrick and Bailiff Bridge) hosting a limited number of facilities. Where facilities within the Brighouse area are not available, the area is well connected in terms of public transport services to major centres.

Aspiration/Vision

25.38 The vision set out below is a combination of the two visions suggested in the RI&O and the views put forward during the consultation whilst reflecting the overall vision for the district. The preferred vision for the Brighouse/Rastrick Area is therefore as follows:

Brighouse / Rastrick Area Spatial Vision 2029

Brighouse is a thriving settlement having fulfilled its role as a Principal Town by accommodating a significant proportion of the district's housing and employment needs offering its residents a range of good quality housing and employment opportunities supported by good quality services and facilities.

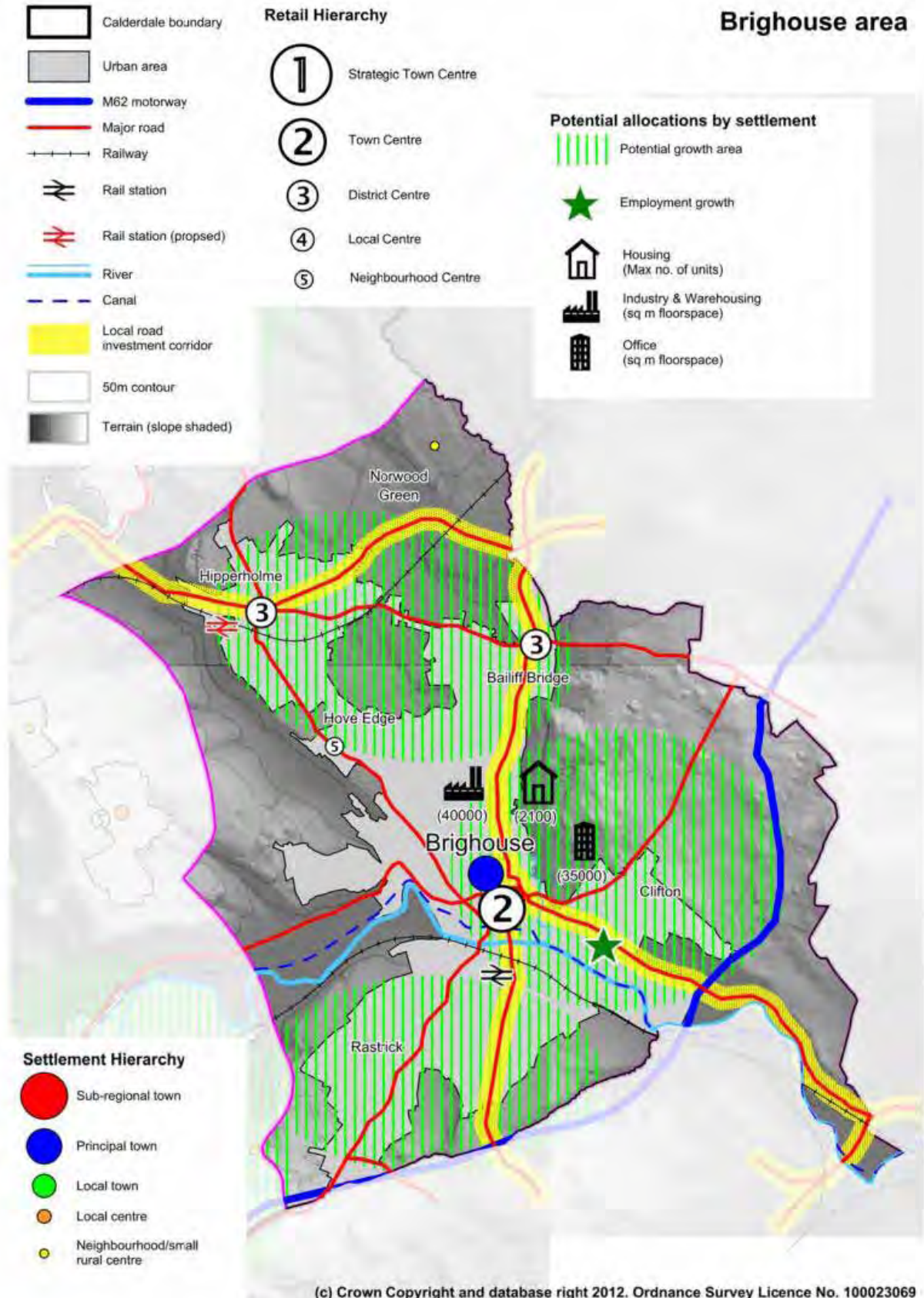
The Area's character and identity including its natural and historic assets have been protected and enhanced.

Brighouse town centre is a vibrant place providing a good retail offer along with other facilities and services and having retained its identity and character.

Opportunities to re-use brownfield land have been maximised including former employment premises no longer suitable and required for this purpose.

Problems associated with the highway network and traffic volumes have been resolved and provision of good quality public transport (bus and rail) and walking and cycling allows easy and convenient access to other settlements.

Proposals for the Area



25.39 The housing numbers and employment floorspace figures shown above are those for the Area as a whole and will be delivered in the identified potential growth areas. These do not provide definitive boundaries but are the main areas of search for new growth and may include expansion of the existing urban areas. Within these areas the growth will be housing led but dependent upon the size and location of individual developments will include the full range of supporting uses including open space, schools, shops, community and health facilities and, in some cases, employment. Similarly the employment growth locations identified indicate the main areas of search for new employment growth and in some cases may include expansion of the existing urban area. The local road investment corridors represent areas of the local road network where highway infrastructure improvements will be focused.

Housing

25.40 As a Principal Town Brighouse (including the settlements of Rastrick, Hipperholme, Lightcliffe, Bailiff Bridge and Clifton which form part of the same continuous urban area) is expected to take around 20% of the overall district housing requirement and dependent on the actual level of housing allocations required in the Land Allocations document this is anticipated to be in the order of 2100 dwellings. Some 45% of this requirement will need to be met by land currently in the green belt and will increase the overall settlement size by around 14%. It is only at the time the Land Allocations document is prepared that the actual amount of housing to be met specifically from new allocations will be known. Existing planning permissions will also contribute to the overall housing supply, there being permissions for some 560 dwellings in the wider Brighouse area.

25.41 No housing is allocated to tier 5 settlements such as Norwood Green given their more limited role with new housing here dependent on windfall proposals including any existing planning permissions.

Employment

25.42 Overall some 35,000 m² of office/light industry floorspace catering for around 2190 jobs will be required in the Brighouse Area (38% of the district total) and can be provided without requiring any land currently in the Green Belt. This Area takes a relatively high proportion of office development due to the presence of RCUDP allocation EM42 at Clifton which is an inward investment opportunity and identified in the Calderdale Employment Land Review as a flagship site. There are limited town centre opportunities although small scale local office requirements will be accommodated through development opportunities. There is also some potential in Hipperholme within the existing centre and new allocations as part of a mixed use scheme for local needs.

25.43 With regard to industry and warehousing 40,000m² of floorspace catering for around 600 jobs (24% of the total district requirement) will be required in the Brighouse Area. Much of this will be met from remaining RCUDP allocations and intensification within the Armytage Road area as well as through expansion of existing industrial areas. Some small scale development will also be required around Hipperholme using remaining RCUDP allocations and possibly a new allocation in Rastrick. Indications are that around 58% of the requirement can be met from brownfield land with around 6 has of land currently in the Green Belt also needed.

25.44 As a result of proposals being considered by Kirklees MC in preparing their Local Plan there may exist the possibility of additional job opportunities being created immediately adjacent to the district boundary around Cooper Bridge.

Picture 25.6 River Calder, Brighouse



Retailing

25.45 There are a total of 4 different centres identified within the Brighouse area in the Calderdale Retail Hierarchy (Policy TPE 4):

- Brighouse: Town Centre (Tier 2)

- Hipperholme and Bailiff Bridge: District Centres (Tier 3)
- Hove Edge: Neighbourhood Centre (Tier 5)

25.46 In Brighouse there is an anticipated need for between 1,500m² and 3,500m² of new net convenience goods floorspace by 2026, and between 2,500m² and 4,000m² of new net comparison goods floorspace. These figures imply the need for a small to medium sized food-store in Brighouse and new comparison goods floorspace.

25.47 Policy TPE 4 refers to the particularly poor provision of local/neighbourhood centres in the Rastrick area. As part of any significant new development in this particular area the creation of a new local/neighbourhood centre should be a key part of any proposal.

Infrastructure

25.48 There are currently no firm proposals relating to transport in this Area but some may be formulated during the Plan period following the transport studies that are ongoing both within the district and at a supra-district level. The Kirklees MC proposal for a significant employment development at Cooper Bridge would necessitate improvements to junction 25 of the M62 motorway and the A641 leading south-eastwards from it. Any proposals will be monitored for their potential impact on the Calderdale Local Plan. Opportunities will also be pursued to achieve a new rail station in the Lightcliffe/Hipperholme area.

25.49 Other facilities and services such as new schools and health facilities will also be provided to support new housing development.

Environment

25.50 In accommodating new development the quality of the environment in the Brighouse/Rastrick Area will be protected and enhanced wherever possible. This includes the protection of heritage assets such as the locally important historic Kirklees Park at the south-eastern edge of the Area where the proposed sale of the whole estate is likely to lead to proposals for the land and buildings contained within it.

25.51 The means of delivering the vision, including the proposals in Policy B 1, are set out in Policy B 2.

Policy B 1

Brighouse including Rastrick and Hipperholme Area - Proposals

In order to meet the development needs of the Area and reflect the position of Brighouse as a Principal Town the following levels of development will take place during the period of the Local Plan:

Housing

- Land will be allocated for in the order of 2100 dwellings in the continuous urban area of Brighouse/Rastrick/Hipperholme/Lightcliffe/ Bailiff Bridge;
- Only very limited amounts of housing will be provided in the other settlements;

Employment

- Provision will be made for 35,000m² of office/light industry floorspace;
- Provision will be made for 40,000m² of industry/warehousing floorspace;

Retailing

- Provision will be made for between 1,500m² and 3,500m² of new net convenience goods floorspace by 2026;
- Provision will be made for between 2,500m² and 4,000m² of new net comparison goods floorspace by 2026;
- Any new large scale development in Rastrick will be accompanied by a new local/neighbourhood centre;

Infrastructure

- The outcomes of the various transport studies taking place both within the district and in adjacent areas together with any subsequent proposals will be monitored for their impact on the district
- School and health care provision will be increased to cater for increased levels of housing

Environment

- The environment and heritage assets of the Area will be protected and enhanced wherever possible;

Policy B 2

Brighouse including Rastrick and Hipperholme Area - Delivering the Vision

The vision will be delivered via a number of mechanisms:

- Housing, employment, retail and mixed use sites will be allocated in the Land Allocations document;
- Development Management decisions on planning applications on the allocated sites and any windfall sites that come forward;
- Construction by house-builders and other developers such as speculative developers and premises constructed by specific businesses for their own use;
- Joint working with Kirklees MC in relation to employment opportunities at Cooper Bridge;
- Associated infrastructure will be a product of S106 agreements and the Community Infrastructure Levy (CIL);
- Input into Network Rail's Plans to secure a new station at Hipperholme/Lightcliffe;
- Working with the relevant agencies such as English Heritage to protect the character of the Area;
- Seeking the views of the Area's residents and businesses in relation to any major applications and at review of the Local Plan;

Table 25.4 Monitoring: Policies B 1 & B 2 - Brighouse/Rastrick Area

Outcome	Approximately 20% district housing requirement accommodated in Area; Share of employment floorspace delivered in Area; Improved comparison and convenience retail offer; Quality of environment retained and enhanced; New development matched by appropriate levels of infrastructure;
Indicators	Annual dwelling completion rates; Annual employment floorspace completions rates; Increased convenience and comparison retail floorspace; Improved and increased infrastructure provision;
Targets	District wide share of housing numbers and employment floorspace; Increase in convenience and comparison retail floorspace;

Elland including Greetland and Stainland

Definition and Role of Area

25.52 This Area remains largely as published in the RI&O with the revised boundary enclosing the same settlements but not extending to include as extensive a peripheral area as previously. The Area covers Elland/Greetland/Stainland/Holywell Green/West Vale and is referred to from here-on as Elland for brevity.

25.53 The main town in this area is Elland (including West Vale and Greetland), defined as a local town in the Settlement Hierarchy Study. As such its role is to provide housing, employment, shopping, leisure, education, health and cultural activities/facilities that serve the needs of, and are accessible to, residents of the town and surrounding lower order settlements. Elland has historically been an important employment centre within the district but in recent years its role has changed due to a decline in traditional industry. Lowfields Business Park is currently assisting in reversing this position.

25.54 The other main settlements are Holywell Green and Stainland which have been combined in the Settlement Hierarchy Study as a local centre

Picture 25.8 Stainland Cross



this residential role.

25.57 It is considered an attractive location for new office and industrial/warehouse development due to the availability of relatively flat land and proximity to the M62. In excess of 11,000 people are employed within the area (2008). Over a quarter of all these jobs are located at the Lowfields Business Park. Other important centres of employment are Elland and West Vale centres as well as the Ainleys Industrial Estate. Manufacturing is the most significant employment sector within the area.

Picture 25.7 Elland Bridge Riverside Park



whose role is to provide for locally generated needs for housing, employment, shopping, leisure, education, health and cultural activities/facilities which cannot be accommodated in higher order settlements. It also serves to provide transport links to higher order settlements. These also serve some of the surrounding neighbourhood/small rural centres.

25.55 There are 6 neighbourhood/small rural centres contained within this wider area. These are Ainley Top, Elland Upper Edge, Elland Lower Edge, Jagger Green, Outlane and Sowood Green. Generally their role as defined by the Settlement Hierarchy study is to accommodate limited development to provide for locally generated needs for affordable housing within existing development limits and to provide small scale opportunities for economic development and diversification.

25.56 These settlements tend to be less self contained than they were at one time. In the case of Stainland, for example, the decline in its agricultural and industrial function, together with the proximity of the M62, has led to the development of a new residential role, housing people who work in the neighbouring towns. This is the case with other settlements in this area together with now converted farm buildings scattered throughout the area fulfilling

25.58 Elland town centre has the second highest percentage of convenience floorspace of Calderdale town centres (24% of its total floorspace) and the highest proportion of financial and business services floorspace (12%). As a result it has the lowest comparison retail offer (only 12% of floorspace). West Vale local centre has a fairly high proportion of comparison retail and leisure service floorspace on offer; otherwise it reflects the fairly typical composition of units for a local centre of its kind.

Aspiration/Vision

25.59 The Preferred Vision for the Elland Area is a combination of the 3 options put forward in the RIO and the views submitted in response to these whilst also reflecting the overall vision for the district. The Preferred vision for the Elland Area is therefore as follows:

Elland Area Spatial Vision 2029

The Elland Area comprises a number of clearly defined and separate settlements with a good sense of community and surrounded by rural land.

Elland is a vibrant, attractive and accessible town both to its own residents and those of surrounding smaller settlements. It is also well connected to higher order settlements within the district such as Halifax and Brighouse and also to the wider settlement network in the Leeds City Region. Traffic congestion is reduced whilst bus and rail services provide good public transport alternatives, including a new rail station in Elland.

Elland town centre provides high quality shopping and other facilities in an attractive environment.

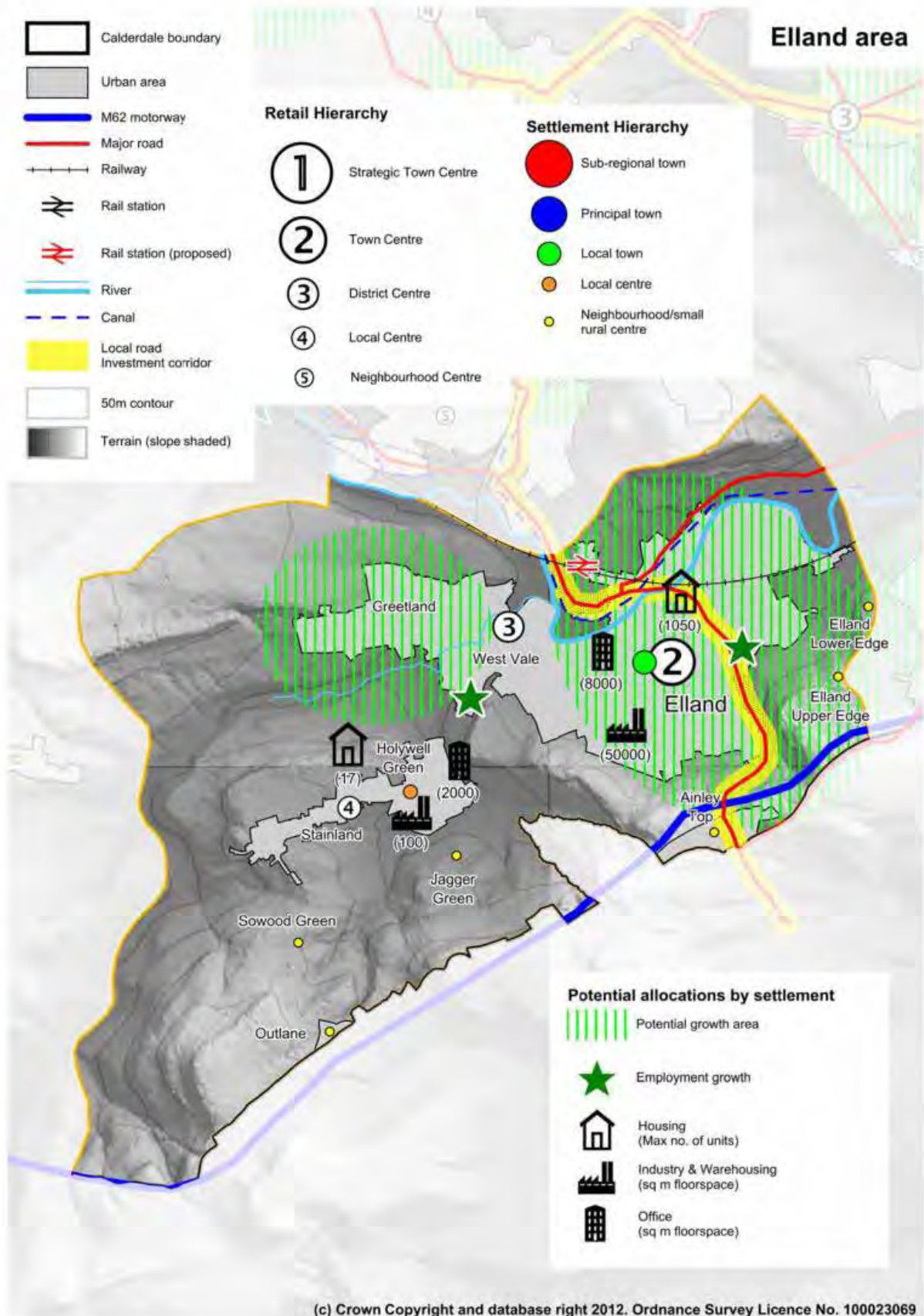
Elland provides numerous employment opportunities for its residents taking advantage of its proximity to the M62 Motorway

Elland provides high quality housing for the workforce employed there with the emphasis on houses rather than flats, priority having been given to brownfield sites.

Heritage assets in Elland have been protected and continue to add to the character of the town.

The remaining settlements have not grown to the detriment of their character and environment but only in relation to their role as local centres and neighbourhood/rural centres.

Proposals for the Area



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25.60 The housing numbers and employment floorspace figures shown above are those for the Area as a whole and will be delivered in the identified potential growth areas. These do not provide definitive boundaries but are the main areas of search for new growth and may include expansion of the existing urban areas. Within these areas the growth will be housing led but dependent upon the size and location of individual developments will include the full range of supporting uses including open space, schools, shops, community and health facilities and, in some cases, employment. Similarly the employment growth locations identified indicate the main areas of search for new employment growth and in some cases may include expansion of the existing urban area. Employment growth in the Holywell Green area will aim to maximise existing opportunities within the urban area. The local road investment corridors represent areas of the local road network where highway infrastructure improvements will be focused.

Housing

25.61 As a local town Elland is expected to take around 10% of the overall district housing requirement. Dependent on the actual level of housing allocations required in the Land Allocations document this is anticipated to be around 1050 dwellings with around a fifth on land currently in the Green Belt. This would result in around a 15% increase in the settlement size. Existing planning permissions will also contribute to the overall housing supply, there being permissions for some 360 dwellings in the Elland area.

25.62 Sites separate from the continuous urban area formed by Elland, West Vale and Greetland would take very little housing. Holywell Green and Stainland e.g. could require a small amount of Green Belt to be used for housing (around 15 dwellings).

25.63 No housing is allocated to the tier 5 settlements given their more limited role with new housing here dependent on windfall proposals including any existing planning permissions.

Employment

25.64 Overall some 10,000 m² of office/industry floorspace catering for around 630 jobs will be required in Elland (13% of the district total). Currently it appears that this cannot be met from brownfield land but will require 4.5 ha of land currently in the Green Belt. Whilst there are some potential redevelopment/conversion sites around Northgate, The Cross and Upper Southgate in the town centre it is not clear how much floorspace these will contribute. The remainder of the requirement will utilise existing RCUDP allocations or new mixed use allocations at Holywell Green and Ainley Top. Such developments will serve to attract inward investment as well as satisfy local need.

Picture 25.9 Ainleys Business Park Entrance



25.65 With regard to industry and warehousing 50,000 m² of new floorspace catering for around 750 jobs (30% of the district total) will be required in Elland. The majority of this requirement will be met through a possible extension to the Lowfields Business Park and/or the Ainleys Business Park as well as utilising the remaining RCUDP allocations and intensification at both the Lowfields and Ainleys Business Parks. Overall this will result in 45% of the requirement being met on brownfield land with 10-20 ha on land currently in the Green Belt.

25.66 That part of the employment land provision to be met through sites at Ainley Top needs to compliment proposals in the Kirklees Local Plan.

Retailing

25.67 The Calderdale Retail Hierarchy identified a total of 3 different centres within the Elland Area (Policy TPE 4):

- Elland: (Town Centre - Tier 2)

- West Vale: (District Centre - Tier 3)
- Stainland and Holywell Green: (Local Centre - Tier 4)

25.68 The majority of new floorspace is consequently required in Elland although there is no anticipated need for further convenience goods floorspace by 2026, the latest date for which the Retail Study provides data. Work is currently underway on a new Morrisons superstore (2278 m² net) on a site off Briggate and will address the need for this type of facility, a need for which was expressed during consultation on the RI&O. This will allow Elland to claw back significant amounts of local trade that was previously leaking out of the area. Elland has a high proportion of service provision and consequently a low proportion of comparison goods retailing. A limited need for between 750sqm and 1250sqm of new net comparison goods floorspace is currently forecast to 2026, provision of which will assist in improving the quality of the shopping offer in Elland.

Infrastructure

25.69 Whilst there are no specific transport proposals to reflect in the Local Plan it will be important to continue to make the case for a rail station in Elland. The capacity of facilities and services such as schools and health facilities will be important considerations when considering development proposals with additional facilities provided where required.

Environment

25.70 In accommodating new development the quality of the environment in the Elland Area will be respected and enhanced wherever possible. The heritage assets found in this area, including their settings, such as the Grade 1 St Marys Church in Elland will be protected. English Heritage have identified the Conservation Area in Elland as being 'at risk', in a very bad condition and deteriorating whilst local businesses would like to see the built environment improved.

25.71 The means of delivering the vision, including the proposals in Policy E 1, are set out in Policy E 2.

Policy E 1

Elland including Greetland/Stainland Area - Proposals

In order to meet the development needs of the Area and reflect the position of Elland as a Local Town the following levels of development will take place during the period of the Local Plan:

Housing

- Land will be allocated for in the order of 1050 dwellings in the continuous urban area of Elland/West Vale/Greetland;
- Only very limited amounts of housing will be provided in the other settlements;

Employment

- Provision will be made for 10,000 m² of office/light industry floorspace;
- Provision will be made for 50,000 m² of industry/warehousing floorspace;

Retailing

- Provision will be made for between 750 and 1250 m² of comparison retail floorspace;

Infrastructure

- The case will continue to be made for a rail station in Elland;
- School and health care provision will be increased to cater for increased levels of housing;

Environment

- The environment and heritage assets of the area will be protected and enhanced wherever possible;

Policy E 2

Elland including Greetland/Stainland Area - Delivering the Vision

The vision will be delivered via a number of mechanisms:

- Housing, employment, retail and mixed use sites will be allocated in the Land Allocations document;
- Development Management decisions on planning applications on the allocated sites and any windfall sites that come forward;
- Construction by house-builders and other developers such as speculative developers and premises constructed by specific businesses for their own use;
- Joint working with Kirklees MC in relation to employment opportunities at Ainley Top;
- Associated infrastructure will be a product of S106 agreements and the Community Infrastructure Levy (CIL);
- Input into Network Rail's Plans to secure a new station in Elland;
- Working with the relevant agencies such as English Heritage to protect the character of the Area;
- Seeking the views of the Area's residents and businesses in relation to any major applications and at review of the Local Plan;

Table 25.5 Monitoring: Policies E 1 & E 2 - Elland Area

Outcome	Approximately 10% district housing requirement accommodated in Area; Share of employment floorspace delivered in Area; Improved comparison retail offer; New development matched by appropriate levels of infrastructure including improved transport links, particularly rail; Quality of environment retained and enhanced;
Indicators	Annual dwelling completion rates; Annual employment floorspace completions rates; Increased comparison retail floorspace; Improved and increased infrastructure provision including transport initiatives;
Targets	District wide share of housing numbers and employment floorspace; Significant increase in comparison retail floorspace;



Northowram and Shelf

Definition and Role of Area

25.72 Northowram and Shelf are located in the north east of Calderdale between Halifax and Bradford. The majority of the developed land runs alongside the A6036 Bradford Road from Stump Cross through Northowram, Stone Chair and Shelf.

25.73 Many settlements were formed during 1200 to 1400 as woodland was cleared to make space for farming. The corn from the farms was milled at Shibden Mill, one of the earliest mills in the district, which stood for over 600 years. Quarrying, which formed an important part of the local economy, was also recorded for the first time in this period, along with mining, which extracted coal and stone. Northowram retained its rural nature during the Industrial Revolution and into the 20th century, largely due to the absence of canals and railways. Shelf, slightly north east of Northowram, rising to nearly 300 metres is one of the highest settlements within Calderdale, and similarly had a farming, mining and quarrying background which played an important part from around 1600 onwards.



Picture 25.10 Shelf Library

25.74 Compared to other areas, Northowram and Shelf have fewer facilities and services overall; although both perform a 'Local Centre' role in terms of the settlement hierarchy, providing for locally generated needs for services.

Aspirations / Vision

25.75 The following vision and policy relates to the Northowram and Shelf area.

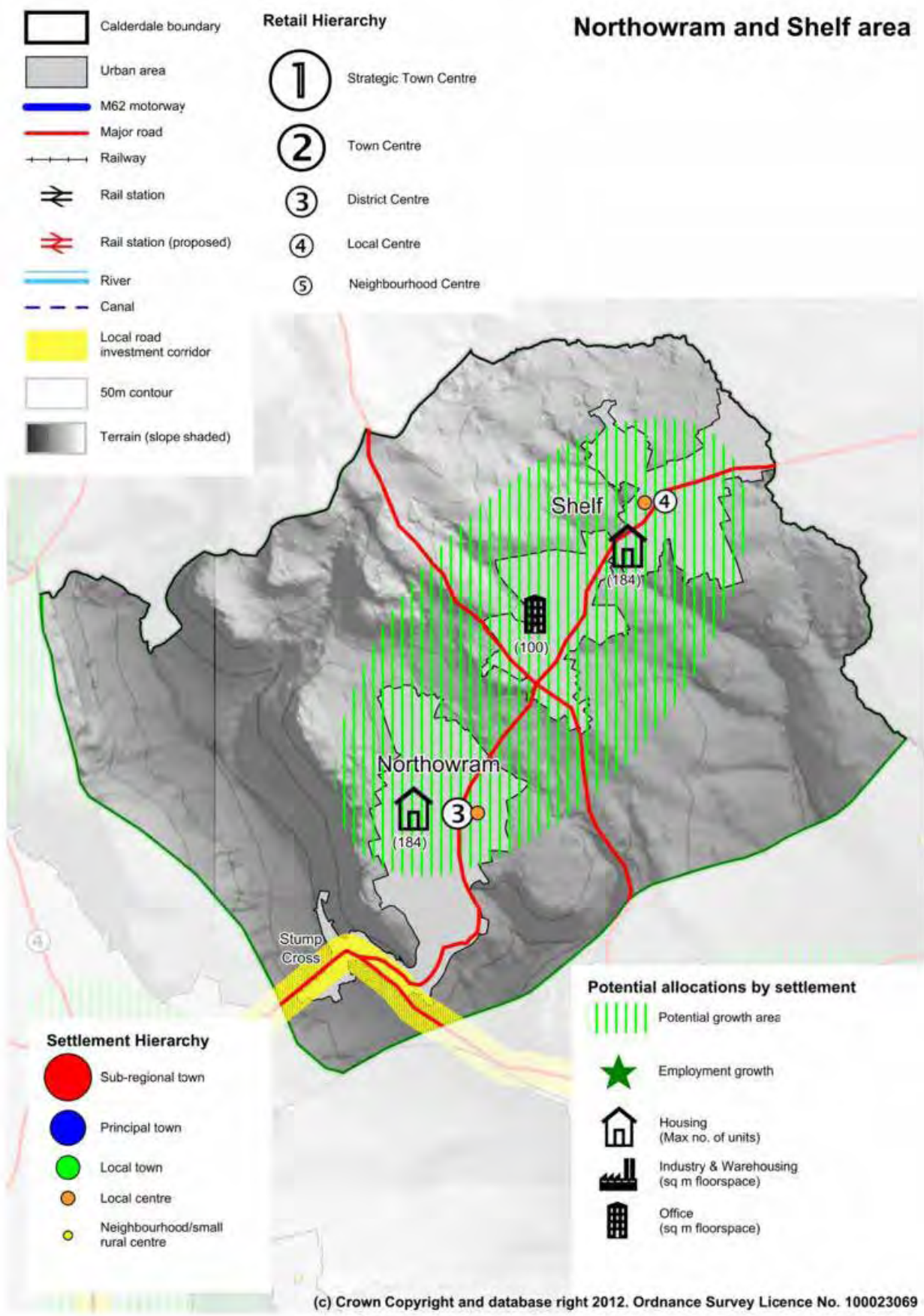
25.76 As with all the other area based visions, the Northowram and Shelf vision needs to be in line with and help meet the overall Calderdale vision. With this in mind, together with comments from the RI&O consultation, the following preferred vision is suggested for the Northowram and Shelf area:

Northowram and Shelf Spatial Vision for 2029

By 2029, the Northowram and Shelf area has a distinct sense of local pride, with the character of both villages preserved. New development reflects local need and additional community facilities cater for different sections of the community. The local transport network has reduced congestion within the local villages, which in turn has made the streets safer.

Local employers offer a variety of local job opportunities, whilst improved public transport reduces congestion and ensures good access to jobs and services in Halifax, Bradford and other neighbouring towns and villages. Shibden Hall and Park remain key tourist attractions in the area, whilst green spaces in both villages are maintained to a high standard.

Proposals for the Area



25.77 The Northowram and Shelf area housing requirements are set out in Table 6.12 and demonstrate a need for in the order of 185 dwellings in each settlement during the lifetime of the Local Plan (370 in total). These figures represent an increase on the existing number of dwellings in both settlements of just over 9%. With the lack of available brownfield land, it is likely that this will require amendments to the Green Belt. In terms of existing planning permissions yet to be implemented (extant permissions), there are 35 extant permissions in Northowram, and 73 in Shelf, which represent 1% and 2% respectively of the total for the district.

25.78 The Local Plan considers there are small scale opportunities for both office and light industry development within both centres and the existing site at Clough Mills, while for Industry and Warehousing development small scale extensions to existing premises will be acceptable but there is little potential for large scale expansion of this sector. In terms of retail, Northowram is identified as a 'District Centre', while Shelf is considered to be a 'Local Centre' in the Calderdale Retail Hierarchy (Policy TPE 4). In Northowram and Shelf there is no specific identified need for further new retail floorspace, however proposals that help to maintain and strengthen the centres in line with policy TPE 4 and CP 3 (Provision of town centre floorspace) will be supported.

25.79 Whilst there are no specific transport proposals for the area to reflect in the Local Plan, the impact of new development on the local transport system will be assessed through policies TPT 2 (Sustainable Travel) and TPT 3 (Transport requirements for site allocations and development proposals) to help reduce congestion through the area.

25.80 The potential growth area indicated on the map above is not a definitive boundary but is the main area of search for new growth and may include expansion of the existing area. Within this area the growth will be housing led but dependent upon the size and location of individual developments will include the full range of supporting uses including open space, schools, shops, community and health facilities, and in some cases, employment. The Local Road Investment corridor identified shows areas of the local road network where highway infrastructure improvements will be focused.

How the Proposed Development will be Delivered

25.81 The following policy applies for the Northowram and Shelf area:

Policy NS 1

Northowram and Shelf Area Policy

In order to meet the development needs of the area the following levels of development will take place:

Housing: Land will be allocated for approximately 185 dwellings in both Northowram and Shelf (370 in total).

Employment: Small scale provision for both office and light industry development, in both centres and at Clough Mills. Potential for small scale extensions to existing Industrial and Warehousing premises.

Retail: Limited new floorspace will be supported to meet local need and to help maintain and strengthen Northowram and Shelf centres.

To support the overall spatial strategy, development in the Northowram and Shelf areas will achieve one or more of the following:

- ensure a positive contribution to the identified housing need and housing mix;
- protect and maximise appropriate use of local employment sites;
- deliver community facilities that meet identified needs;
- maintain and strengthen the defined centres of Northowram and Shelf;
- require design to reinforce the distinctive character of the area;
- enable partners to work together to improve public transport services and reduce congestion in the village centres;
- deliver environmental and transport improvements along the main traffic routes where appropriate to reduce the impact of traffic on local residents;

- continue to safeguard Shibden Hall and its Registered Park and Garden, recognising the importance of this asset to the local and wider area;
- protect and enhance local green spaces, improving the existing green infrastructure network to promote both sustainable transport, access to the countryside and local food production.

Table 25.6 Monitoring: Policy NS 1 - Northowram and Shelf Area

Outcomes	Reduced levels of congestion within the village centres; Distinctiveness of the area reinforced; Improved Public Transport;
Indicators	New dwellings built (net); Traffic levels in the village centres; Number of public transport services;
Targets	To meet the established local needs for employment and residential development; To reduce traffic levels in the village centres; Increase access to neighbouring towns and villages;

Sowerby Bridge

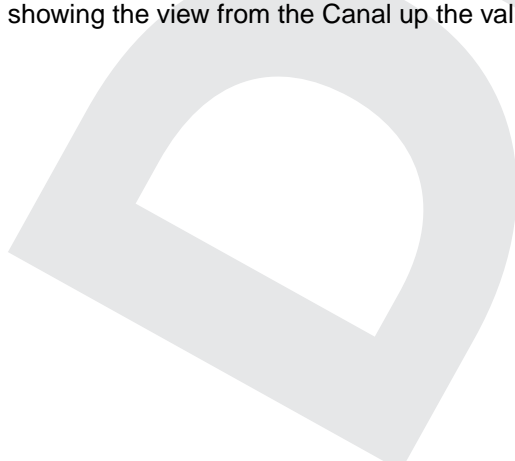
Definition and Role of Area

25.82 Sowerby Bridge is a market town located at the eastern gateway to the Upper Calder Valley, and is a crossing point on the Calder and Ryburn rivers. In the 19th century the area grew on the back of the areas importance as a textile and engineering centre, the prosperity gained from this period can be revealed through the quantity and quality of buildings in the town centre. With the decline in textile manufacturing, many of the mills have closed or converted to residential accommodation. The town centre contains a number of mixed use buildings, and in recent years the re-opening of, and development alongside the canal have provided a tourism focus for the town.

25.83 Along with Elland, Todmorden and Hebden Bridge, Sowerby Bridge is considered to be a Local Town by the Settlement Hierarchy study for Calderdale, and is ranked as the 5th most sustainable settlement in Calderdale. Local Towns are considered to have a defined service centre and provide a wide range of services and facilities which serve not only the town itself but other smaller settlements nearby. The area includes the settlements of Sowerby Village, Friendly and Norland Town.

25.84 The Caldervale line offers direct access to both Leeds and Manchester, with journey times of 36 and 54 minutes respectively. Maintaining and improving services will allow Sowerby Bridge to increase economic activity. The town centre offers a different retail and leisure range compared to elsewhere in Calderdale, supported by a number of independent retailers, which in turn can be supported by promoting the leisure and tourism opportunities offered by the canal and the countryside.

25.85 The area is closely linked with Halifax, although the geography of the area, with Sowerby Bridge lying in the valley below Halifax allows the two settlements to remain distinct. This is illustrated by the picture below showing the view from the Canal up the valley with Wainhouse Tower at King Cross visible in the background.



Picture 25.11 View Looking From Sowerby Bridge to King Cross

25

Calderdale MBC Core Strategy Preferred Options



Aspirations / Vision

25.86 As with all the other area based visions, the Sowerby Bridge vision needs to be in line with and help meet the overall Calderdale vision. With this in mind, and the comments from the RI&O consultation, the following preferred vision is suggested for the Sowerby Bridge area:

Sowerby Bridge Spatial Vision for 2029

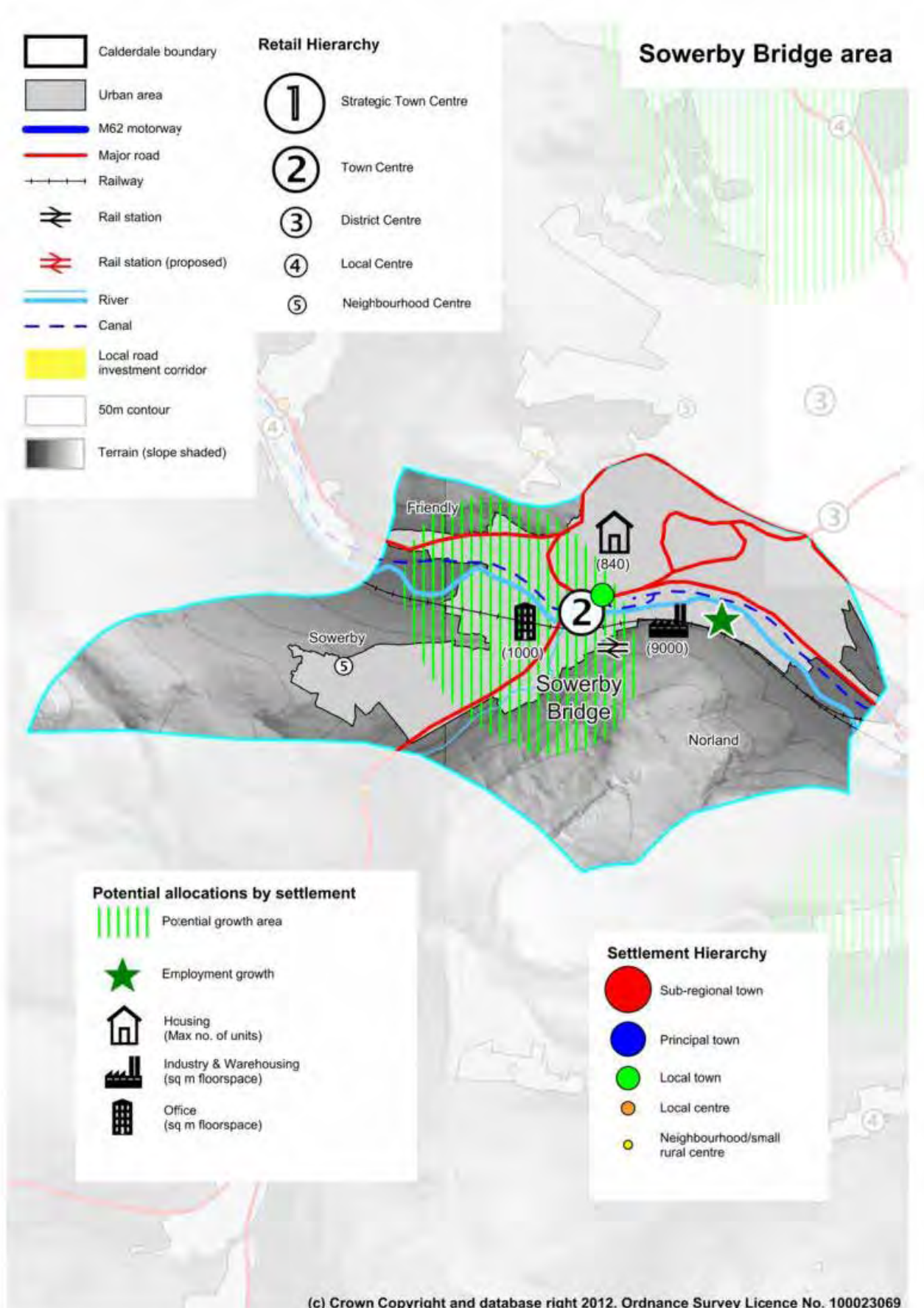
A new town quarter has been created in Sowerby Bridge, supporting the different retail offer in the town centre, offering a range of cultural and leisure facilities, improved access to and from the station, along with an increase in open green space.

Visitor numbers have increased, attracted to the distinctive character of the area, which celebrates its local heritage and the improved town centre. The leisure opportunities offered by the Canal and surrounding countryside benefit not only the town centre but the hillside villages as well.

A mix of economic activities exist, offering employment opportunities for local people, and deprivation is reduced significantly.

Improvements to the highway network and the Calder Valley railway line have increased the accessibility of the town and improved the public transport services available.

Proposals for the Area



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25.87 In line with the Sowerby Bridge vision, the preferred spatial option sets out the levels of new development that Sowerby Bridge is expected to accommodate. Table 6.12 in the Proposed Growth section shows that the area is identified as being suitable for in the order of 840 new dwellings during the lifetime of the plan, which equates to around a 14% increase in the total number of dwellings. With a lack of suitable brownfield sites however, development on this scale will likely require a change to the Green Belt. In terms of planning permissions yet to be implemented (extant planning permissions), there are 319 dwellings yet to be completed, which accounts for 9% of all existing planning permissions throughout the district.

25.88 As far as office or light industry development is concerned, the area requires a focus on town centre redevelopments through conversion and /or redevelopment, particularly in the Holmes Road area for local and wider needs, and is expected to require approximately 1000m² floorspace. The area is predicted to require around 9,000 m² of Industry and Warehousing floorspace. Whilst the office and light industry development will be largely concentrated on brownfield sites, it will be necessary to amend the Green Belt boundary to accommodate the Industry and Warehousing requirements. There is also limited potential for employment in the tourism sector through promotion of the canal and the access to the Upper Calder Valley. In terms of retail, Sowerby Bridge is identified as a Town Centre, and Sowerby is identified as a Neighbourhood Centre in the Calderdale Retail Hierarchy (Policy TPE 4). In Sowerby Bridge there is no anticipated need for further convenience goods floorspace by 2026. A very limited need for between 250m² and 400m² of new net comparison goods floorspace is currently forecast to 2026.

25.89 The Sowerby Bridge area is shown in the map above. The potential growth area indicated on the map is not a definitive boundary but are the main areas of search for new growth and may include expansion of the existing area. Within these areas the growth will be housing led but dependent upon the size and location of individual developments will include the full range of supporting uses including open space, schools, shops, community and health facilities, and in some cases, employment. The employment growth areas identified indicate the main areas of search for new employment growth and in some cases may require amendments to the Green Belt boundary.

How the Proposed Development will be Delivered

25.90 The following Policy applies for the Sowerby Bridge area:

Policy SB 1

Sowerby Bridge Area Policy

In order to meet the development needs of the area the following levels of development will take place:

Housing: Land will be allocated for approximately 840 dwellings.

Employment: Provision will be made for at least 1000m² of office and light industry floorspace, and 9,000m² of Industrial and Warehousing floorspace.

Retail: Between 250m² and 400m² of comparison goods floorspace to 2026.

To support the overall spatial strategy, development in Sowerby Bridge will achieve one or more of the following:

- enhance the town centre by ensuring proposals :
 - preserve and enhance the historic built environment;
 - improve access to and from the railway station;
 - improve the mix of retail and leisure facilities;
 - improve open spaces;
- reinforce the distinctiveness of the area;
- ensure a positive contribution to the identified housing need and housing mix;
- provide a range of employment opportunities within the area, with a focus on the town centre and Holmes Road area for office and light industry development;

- protect and enhance the river, canal and surrounding countryside;
- contribute to the tourism offer in the area;
- reduce congestion in the town centre, improve air quality, maximise opportunities for sustainable travel and work with partners to improve public transport links.

Table 25.7 Monitoring: Policy SB 1 - Sowerby Bridge Area

Outcomes	Reduced congestion in the town centre; Increased levels of open space in the town centre; Local needs for employment, retail, and residential development met; Better access to railway station;
Indicators	Total amount of new floorspace for 'town centre uses' within the Town Centre (gross and net); New comparison retail floorspace within the town centre (gross and net); New dwellings built (net); Total amount of new open space within the town centre by type; Air Quality levels;
Targets	To meet the established local needs for employment, retail, and residential development; As per Air Quality Action Plan for Sowerby Bridge;

Ryburn Valley

Definition and Role of Area

25.91 The Ryburn Valley is a predominantly rural area of around 8,500 residents. The principal settlement is Ripponden (including Rishworth), defined as a local centre within the Settlement Hierarchy. As such its role is to meet locally generated needs for housing, employment and services. There are also four defined neighbourhood/small rural centres within the area; Barkisland, Soyland, Mill Bank and Triangle. Other smaller settlements and hamlets exist, based around the hilltop farmsteads, many of which are still in agricultural use today.

25.92 Ripponden lies in the centre of the valley, at the crossroads of the A58 and A672, linking Halifax, Oldham, Rochdale and Huddersfield. The M62 is only five miles south of Ripponden centre and as a result the Ryburn valley today is a significant commuter route from the Greater Manchester area through into Calderdale. However, the role of the place is not just based around the valley bottom, its settlements and its arterial transport routes. Significant areas of open countryside and scattered rural communities provide the transition to areas of wild, open moorland to the south and west. It is the peace and tranquillity of the rural environment that is a source of great pleasure and pride to the local communities. The attractive rural environment and high commuting rates has led to a rapid increase in population over the last decade, the fastest of any part of Calderdale, almost 16%. This is predominantly a result of high levels of new house building over this time frame.

Picture 25.12 The historic centre of Ripponden including Ripponden Old Bridge and St. Bartholomew's Church



25.93 Ripponden, as the primary settlement in the valley, supports a third of all jobs within the area, the most

common sector being within the distribution, hotel and restaurant trade. The Ripponden Business Park provides significant new office based employment for the future. A mix of other employment uses are also provided including traditional light industrial, manufacturing and workshop spaces in various smaller locations along the A58 corridor.

Aspirations/Vision

25.94 The preferred vision for the Ryburn Valley area developed through previous consultation is as follows:

Ryburn Valley Area Spatial Vision for 2029

'The Ryburn Valley is a lively and attractive place to live with excellent community facilities and services serving the local needs of all of its residents. Improved transport infrastructure has increased accessibility to and between settlements, using both public and private transport.'

- *Ripponden remains the primary location for housing, retail, employment and leisure facilities in the area, with improved parking provision, and is a lively community hub for the area;*

The remaining settlements (Rishworth, Barkisland, Soyland, Mill Bank, Triangle) have improved local facilities and services to help meet local needs.'

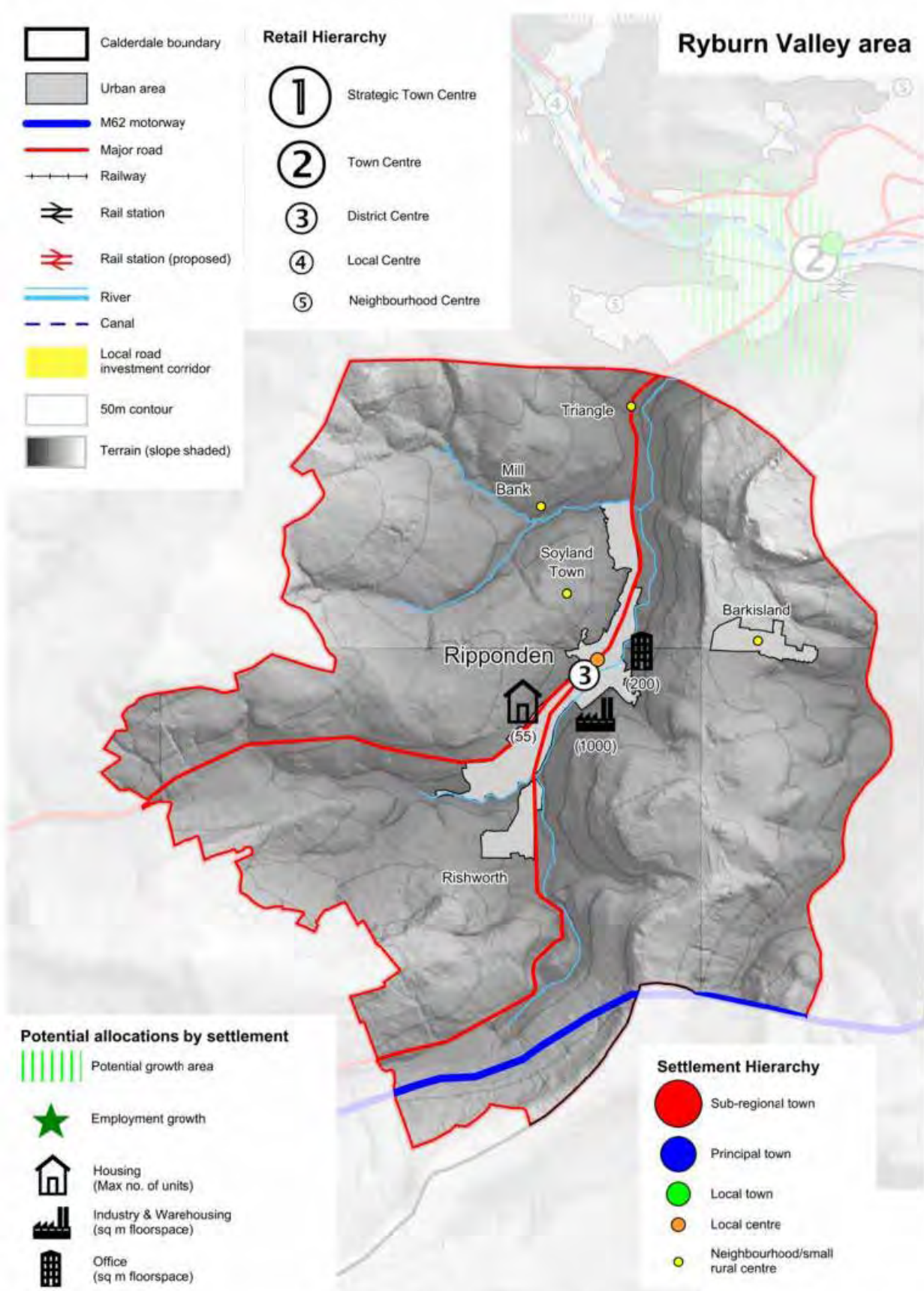
25.95 In accordance with the vision set out above, the local plan evidence base, and the Council's preferred spatial option for development and growth, the Ryburn Valley can expect to see the following development through the life time of the Local Plan.

Housing

25.96 As a local centre, Ripponden is only expected to meet locally generated needs for housing. Land for new housing to accommodate in the order of 50 new dwellings in Ripponden/Rishworth will be sought through the Land Allocations document. These allocations will be in addition to the 45 dwellings with existing planning permission and any additional windfalls that may arise during the plan period. This level of housing growth would equate to around 2.5% growth in Ripponden/Rishworth over the plan period, a significant reduction from the 18% growth seen in the area between 2000-2010. In order to accommodate these dwellings there may be a requirement for Green Belt release.

25.97 No housing is allocated to the tier 5 settlements (Barkisland, Soyland, Mill Bank & Triangle) given their limited role with new housing dependent on windfall proposals and possibly affordable housing on rural exception sites subject to Policy TPH 6.

Proposals for the Area



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Employment

25.98 Locally generated demands for new employment land and premises will consist primarily of industrial and warehousing with an anticipated requirement of 1,000sqm of new floorspace - this may well arise through the potential expansion of existing businesses in the area. With regard to office and light industry, only 200sqm of new floorspace will be required, therefore only very small scale developments through conversions for local needs will be appropriate. No allocations for this type of employment land will be sought. Further small scale employment potential will arise through rural diversification into office or tourism based businesses.

Retail

25.99 There is only one defined retail centre within the Ryburn Valley area, Ripponden District Centre (Tier 3). The Council's evidence base does not identify any specific need for further new floorspace, however proposals that help to maintain or strengthen centres in line with Policy TPE 4 (Calderdale Retail Hierarchy) and CP 3 (Provision of town centre floorspace) will be supported.

Transport

25.100 Whilst there are no specific transport proposals for the area to reflect in the Local Plan, the impact of new development on the local transport system will be assessed through Policy TPT 2 'Sustainable travel' and Policy TPT 3 'Transport requirements for site allocations and development proposals' to help reduce congestion through the area.

How the Proposed Development will be Delivered

Policy RV 1

Ryburn Valley Area - Delivering the vision

In order to meet the development needs of the area the following levels of development will take place:

Housing - land will be allocated for approximately 50 new dwellings in Ripponden/Rishworth.

Employment - provision will be made for at least 1,000m² of industrial/warehousing floorspace and around 200m² of office/light industry floorspace.

Retail - limited new floorspace will be supported to meet local need and to help maintain or strengthen Ripponden centre.

The vision will be delivered through the following mechanisms:

1. Allocations in the Local Plan Land Allocations document
2. Development Management decisions on planning applications on the allocated sites and any windfall sites that may come forward.

Table 25.8 Monitoring: Policy RV 1 - Ryburn Valley Area

Outcome	New housing delivered to meet local needs; New employment floorspace delivered in the area to meet local needs; Ripponden retains its current role within the retail hierarchy of Calderdale;
Indicators	Annual dwelling completion rates; Annual employment floorspace completions rates; Calderdale retail hierarchy;
Targets	District wide share of housing numbers and employment floorspace met; Ripponden retained as a District Centre;

Luddenden Dean, Mytholmroyd and Cragg Vale

Definition and Role of Area

25.101 The Luddenden Dean, Mytholmroyd and Cragg Vale area is a predominantly rural area of around 9,500 residents, forming the gateway to the upper Calder Valley, with the principal settlements being Mytholmroyd and Luddenden. The area also takes in Cragg Vale, the Luddenden Valley, and associated settlements. 'Halifax' and 'Sowerby Bridge' border the area to the east, and 'Hebden Bridge' to the west. The area is bordered to both the north and south by wild, open moorland. The attractive rural environment has led to a steady increase in population over the last decade.

Picture 25.13 Mytholmroyd and surrounding moorlands



25.102 The Calderdale Settlement Hierarchy identifies both Mytholmroyd and Luddenden (including Luddendenfoot) as local centres, meeting locally generated needs for housing, employment and services. Mytholmroyd is the larger urban area, whilst Luddenden and the other villages form much smaller urban areas with fewer services, characterised by tightly packed huddles of stone buildings, with other smaller collections of housing or isolated housing spreading up the valley sides. There are two neighbourhood/small rural centres within the area; Brearley and Midgley. Many other smaller settlements exist based around farmsteads and the

minor transport routes.

25.103 Mytholmroyd is well connected to the lower Calder Valley through its road and rail links, and has direct rail services to Manchester and Leeds. As a local centre, it provides a limited amount of retailing (where Luddendenfoot provides very little) together with dental and medical practices, a church and community centre. Mytholmroyd is also home to Calder High School, the largest comprehensive in the upper Calder Valley.

25.104 The decline in the second half of the C20th in the textile and manufacturing industries has forced a certain amount of restructuring in the local economy. Today, although some significant employment areas do remain, far fewer residents work locally and therefore relatively high commuting rates out of the area are evident.

Aspirations / Vision

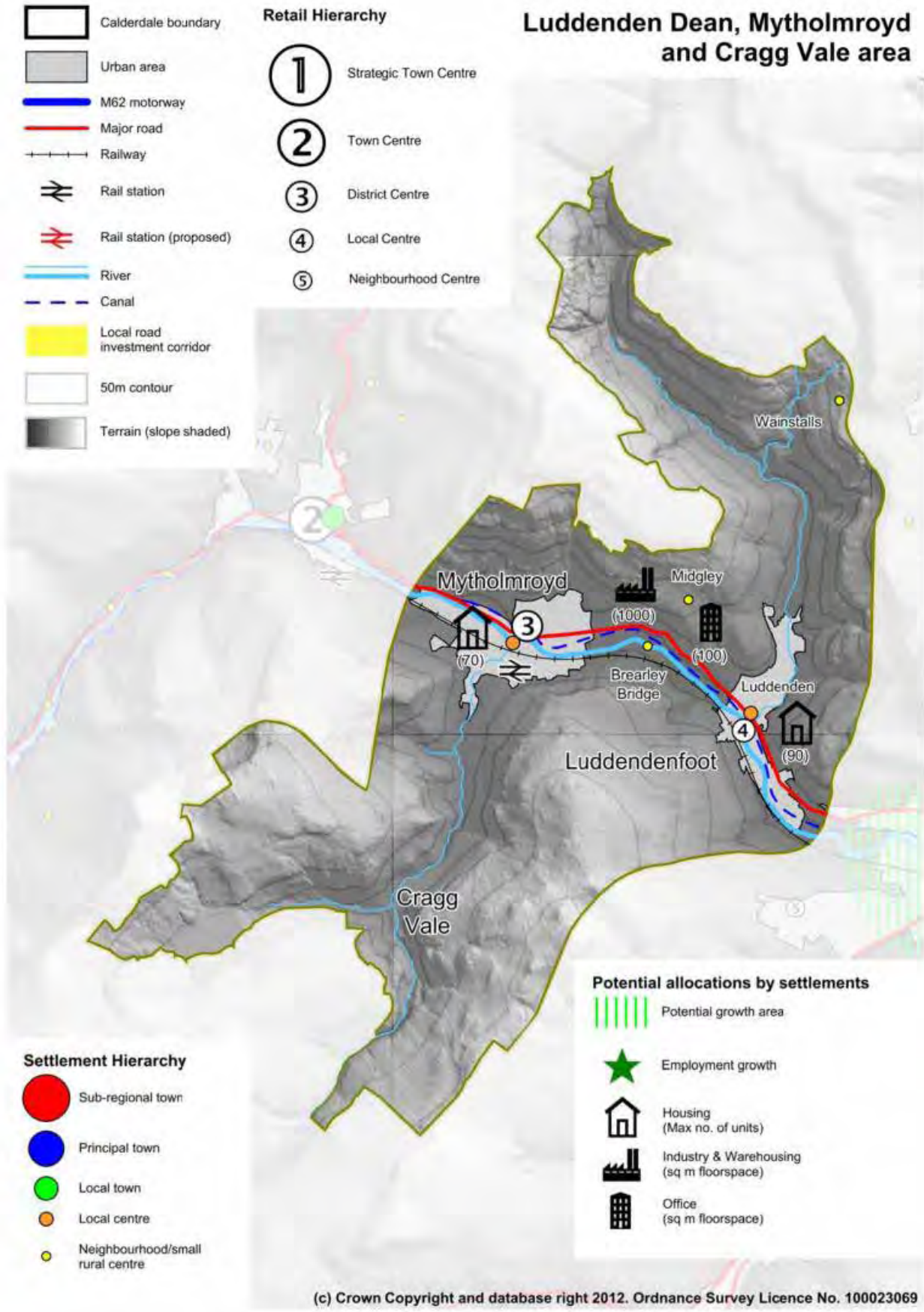
25.105 The following Preferred Option vision is proposed for Luddenden Dean, Mytholmroyd and Cragg Vale:

Luddenden Dean, Mytholmroyd and Cragg Vale Area Spatial Vision for 2029

The distinctive character of the local communities, and their rural setting, have been retained. Improvements to the local environment, services and public transport provision have provided safe, accessible, thriving communities in which to live work and play.

- *Mytholmroyd remains the primary location for retail, employment and leisure facilities in the area with an improved urban/market space at its heart;*
- *Luddenden/Luddendenfoot has an enhanced local centre and community facilities to serve the needs of its residents; and*
- *The remaining settlements (Brearley, Midgley and Wainstalls) have, where appropriate, improved local facilities and services to help meet local needs.'*

Proposals for the Area



25.106 In accordance with the vision set out above, the local plan evidence base, and the Council's preferred spatial option for development and growth, the Luddenden Dean, Mytholmroyd and Cragg Vale area can expect to see the following development through the life time of the Local Plan.

Housing

25.107 As local centres, both Mytholmroyd and Luddendenfoot are only expected to meet locally generated needs for housing. Land for new housing to accommodate in the order of 70 dwellings in Mytholmroyd, and 90 in Luddendenfoot will be sought through the Land Allocations document. These allocations will be in addition to the 110 dwellings with existing planning permission in the area, and additional windfalls that may arise during the plan period. These levels of housing growth would equate to around 3.5% growth in Mytholmroyd over the plan period, and 7% in Luddendenfoot, relative to current levels. This represents a reduction from the 10% growth seen between 2000-2010 across the whole area. In order to meet the housing requirement it may be necessary to release land currently within the Green Belt for development.

25.108 No housing is allocated to the tier 5 settlements (Brearley, Midgley, Wainstalls) given their limited role with new housing dependent on windfall proposals and possibly affordable housing on rural exception sites subject to Policy TPH 6 'Affordable Housing'

Employment

25.109 Locally generated demands for new employment land and premises will consist primarily of industrial and warehousing with a significant anticipated requirement of 10,000sqm of new floorspace, around 60% of which could be achieved on brownfield land. Opportunities are available through the intensification of existing sites, and existing allocations in the Replacement Calderdale Unitary Development Plan. Some of the existing allocations may be more appropriate for mixed-use development including some industrial elements, these will be considered through the Land Allocations document.

25.110 With regard to office and light industry, only around 100sqm of new floorspace is anticipated to be required, therefore only very small scale developments through conversions for local needs in centres will be appropriate, particularly in Mytholmroyd.

25.111 Further employment potential will arise in the area through rural diversification proposals and tourism, particularly around the Cragg Vale area.

Retail

25.112 There are two defined retail centres within the Luddenden Dean, Mytholmroyd and Cragg Vale area; Mytholmroyd (Tier 3 District Centre) and Luddendenfoot (Tier 4 Local Centre). The Council's evidence base does not identify any specific need for further new floorspace, however proposals that help to maintain or strengthen centres in line with Policy TPE 4 (Calderdale Retail Hierarchy) and CP 3 (Provision of town centre floorspace) will be supported.

Transport

25.113 Whilst there are no specific transport proposals for the area to reflect in the Local Plan, the impact of new development on the local transport system will be assessed through policies TPT 2 (Sustainable Travel) and TPT 3 (Transport requirements for site allocations and development proposals) to help reduce congestion through the area.

How the Proposed Development will be Delivered

Policy LM 1

Luddenden Dean, Mytholmroyd and Cragg Vale - Delivering the vision

In order to meet the development needs of the area the following levels of development will take place:

Housing - land will be allocated for approximately 70 dwellings in Mytholmroyd and 90 dwellings in Luddendenfoot.

Employment - provision will be made for at least 10,000m² of industrial/warehousing floorspace and around 100m² of office/light industry floorspace.

Retail - limited new floorspace will be supported to meet local need and to help maintain or strengthen Mytholmroyd and Luddendenfoot centres.

The vision will be delivered through the following mechanisms:

1. Allocations in the Local Plan Land Allocations document; and
2. Development Management decisions on planning applications on the allocated sites and any windfall sites that may come forward.

To support the overall spatial strategy, development in Luddenden Dean, Mytholmroyd and Cragg Vale will help to achieve one or more of the following aims:

1. Make a positive contribution to the identified housing need and housing mix of the area;
2. Provide a range of local employment opportunities including supporting the local tourism offer;
3. Maintain and strengthen the defined retail centres of Mytholmroyd and Luddendenfoot;
4. Improve the provision and viability of local community facilities, youth provision and rural services; and
5. Support local transport infrastructure improvements and reduce congestion on key transport routes.

Table 25.9 Monitoring: Policy LM 1 - Luddenden Dean, Mytholmroyd and Cragg Vale Area

Outcome	New housing delivered to meet local needs New employment floorspace delivered in the area to meet local needs Mytholmroyd and Luddendenfoot retain their current role within the retail hierarchy of Calderdale.
Indicators	Annual dwelling completion rates Annual employment floorspace completions rates Calderdale retail hierarchy
Targets	District wide share of housing numbers and employment floorspace met Mytholmroyd retained as a District Centre, Luddendenfoot retained as a Local Centre

Hebden Bridge

Definition and Role of Area

25.114 Hebden Bridge is a market town that sits at the confluence of the River Calder and Hebden Water at the centre of the Upper Calder Valley. The settlement straddles these rivers and is predominantly built on the northern valley sides.

25.115 Most early settlements in the area were situated on the hillsides above the valleys, with connecting packhorse routes following the contours of the landscape. Hebden Bridge began at a crossing point over the River Hebden on one such route between Burnley and Halifax. The town, originally a hamlet, grew rapidly in the late 18th and early 19th centuries with increasing industrialisation attracting mills to the relatively flat land in the valley bottoms, where the turnpike road (1735), canal (1798), and railway (1840) carried both cotton and woollen goods to world markets.

25.116 The town became a centre of production of corduroy and ready made clothing and became known as the 'trouser town'. An increase in population led to the concentration of service industries as well as a large amount of new housing.

25.117 The Calderdale Settlement Hierarchy identifies Hebden Bridge as a local town, meeting needs for housing, employment and services generated locally and by surrounding lower order settlements. There are eight neighbourhood/small rural centres identified within the Settlement Hierarchy located within the area; Heptonstall, Pecket Well, Chiserley and Old Town, Charlestown, Callis Bridge, Slack and Blackshawhead.

Many other smaller settlements (such as Colden) exist based around the hilltop farmsteads, many of which are still in active agricultural use today. The map below identifies the distribution of a number of key services and facilities, reinforcing the focal point of Hebden Bridge as the main centre in this area.

Picture 25.14 Hebden Bridge



Aspirations and Vision

25.118 Any vision for the future of the Hebden Bridge area needs to be in line with, and help meet, the ambitions of the overall [vision for Calderdale](#). However the individual settlements within the Hebden Bridge local plan area have their own unique identities and requirements and the local area vision should reflect this where appropriate.

25.119 In light of the above, the following Preferred Option vision is proposed for the Hebden Bridge area:

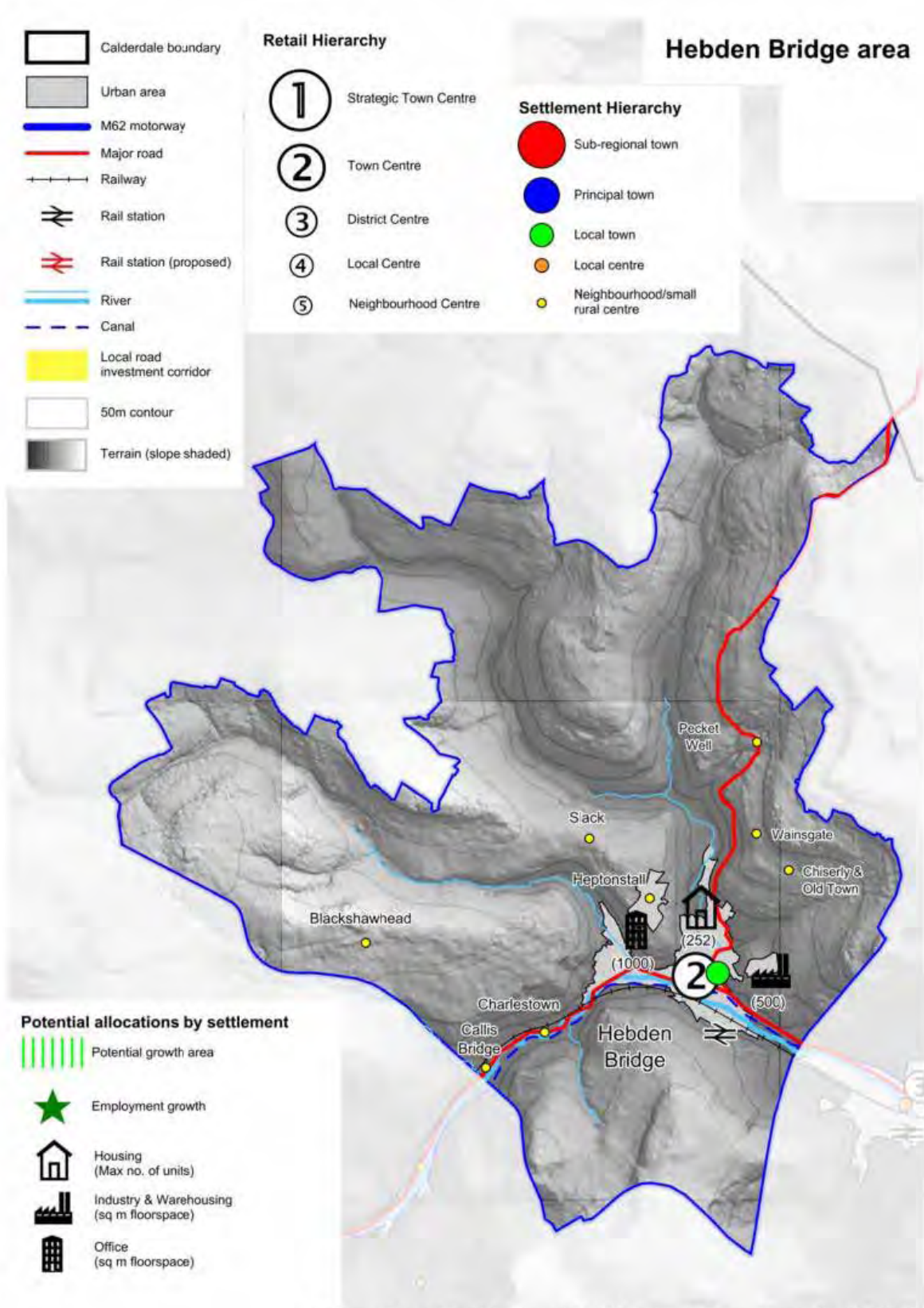
Hebden Bridge Spatial Vision for 2029

Hebden Bridge is a vibrant and attractive place to live and has a good level of economic, social and environmental well being. The vitality and diversity of the population has been maintained and a balance has been achieved between its success as a tourist destination and its popularity as a place to settle.

The town has an enhanced shopping and leisure experience that meets the practical needs of both residents and visitors. Housing provision includes a suitable affordable element which encourages young people to stay in the town and not move away due to high house prices.

25.120 In accordance with the vision set out above, the local plan evidence base, and the Council's preferred spatial option for development and growth, the Hebden Bridge area can expect to see the following development through the lifetime of the Local Plan.

Proposals for the Area



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Housing

25.121 In line with the Hebden Bridge vision, the preferred spatial option sets out the levels of new development that Hebden Bridge is expected to accommodate. The 6 'Proposed Growth' chapter shows that the area is identified as being suitable for approximately 2.4% of the total new housing allocations required during the lifetime of the plan. As such, land for new housing to accommodate in the order of 252 dwellings in Hebden Bridge will be sought through the Land Allocations document. These levels of housing growth would equate to around 10.7% growth in Hebden Bridge relative to current levels and may include a requirement for Green Belt release.

25.122 No housing is allocated to the tier 5 settlements (Blackshawhead, Callis Bridge, Charlestown, Heptonstall, Slack, Midgley, Chiserley and Old Town) given their more limited role with new housing dependent on windfall proposals and possibly affordable housing on rural exception sites subject to Policy TPH 6.

Retail and Service Provision

25.123 There is only one defined centre, Hebden Bridge (Tier 2 Town Centre). In Hebden Bridge there is an anticipated need for between 300sqm and 700sqm of new net convenience goods floorspace by 2026, and between 1,100sqm and 1,900sqm of new net comparison goods floorspace.

Office or light industry

25.124 The area requires around 1000sqm of floor space over the plan period which could be met by a combination of extant planning permissions and small scale conversion for local needs.

Industry and warehousing

25.125 The anticipated requirement is a modest 500sqm of floorspace. This allowance will provide for expansion of existing industry and warehousing rather than a large amount of inward investment as there is a lack of potential sites. The area is likely to appeal to the local market only.

Further employment potential

25.126 Will arise through rural diversification and tourism, with the visitor economy making the most of its South Pennines location to include promoting visitor facilities.

Flood risk

25.127 Flood management should assist development in Hebden Bridge where there is little development land available outside higher flood risk zones, provided that the sequential approach required by the NPPF has been followed.

25.128 Locations providing opportunities for the development allocated to the Hebden Bridge Area are shown above.

How the Proposed Development will be Delivered

Policy HB 1

Hebden Bridge - Delivering the vision

In order to meet the development needs of the area the following levels of development will take place:

Housing - land will be allocated for approximately 252 new dwellings in the Hebden Bridge Area

Employment - provision will be made for at least 500m² of industrial/warehousing floorspace and around 1000m² of office/light industry floorspace.

Retail - Between 1100m² and 1900m² of comparison goods floorspace and 300m² to 700m² of convenience goods floorspace to 2026.

To support the overall spatial strategy, development in the Hebden Bridge area will help to achieve one or more of the following aims:

- Reinforce the distinctiveness of the area;
- Make a positive contribution to the identified housing need and housing mix of the area;
- Maintain and strengthen the defined centre of Hebden Bridge by ensuring proposals:
 - Preserve and enhance the historic built environment;
 - Improve access to and from the railway station;
 - Improve the mix of retail and leisure facilities;
 - Improve open spaces;
- Protect and enhance the river, canal and surrounding countryside;
- Provide a range of local employment opportunities including supporting the local tourism offer; and
- Reduce congestion in the town centre, improve air quality, maximise opportunities for sustainable travel, and work with partners to improve public transport links.

Table 25.10 Monitoring: Policy HB 1 - Hebden Bridge Area

Outcomes	The defined centres maintained and strengthened; Distinctiveness of area reinforced; Employment opportunities supported; Public transport links improved; Air quality improved; and Congestion in town centre reduced.
Indicators	New comparison and convenience retail floorspace within the town centre (gross & net) New dwellings built (net) Total amount of new open space within the area by type; Air Quality levels; and Transport initiatives
Targets	To meet the established local needs for employment, retail, residential development and open space. As per Air Quality Action Plan for Hebden Bridge

Todmorden

Definition and Role of Area

25.129 Todmorden is a market town that sits at the confluence of the River Calder and Walsden Water, at the western end of the Upper Calder Valley. From a crossing point on the river, Todmorden developed into an important textile manufacturing town having a population at its peak of around 30,000 people. Its former prosperity is reflected by a number of nineteenth century civic and religious buildings.

25.130 Most of the early settlements in the area were on the hillsides above the wet land in the valley bottoms, with connecting roads across the level uplands. The town grew rapidly in the 18th and 19th centuries as the increasing industrialisation of the textile industry brought the focus of activity and population down from the hills into the valley bottoms, where the turnpike road (1735), canal (1798), and railway (1840) carried goods, particularly cotton, to world markets. The first cotton mill was built by the Fielden family in 1786 and it was this family who also built the Unitarian Church (1869) and Town Hall (1875) both of which are Grade 1 Listed Buildings.

25.131 The Calderdale Settlement Hierarchy identifies Todmorden (including Walsden) as a local town, meeting needs for housing, employment and services generated locally and by surrounding lower order settlements. The map below illustrates the distribution of a number of key facilities and services within the Todmorden area. There are three neighbourhood/small rural centres identified within the Settlement Hierarchy located within the area; Portsmouth and Cornholme, Eastwood and Harvelin Park. Many other smaller settlements

(such as Cross Stone) exist based around the hilltop farmsteads, many of which are still in active agricultural use today.

Aspirations and Vision

Picture 25.15 Todmorden

25.132 Any vision for the future of the Todmorden area needs to be in line with, and help meet, the ambitions of the overall [vision for Calderdale](#). However the individual settlements within the Todmorden local plan area have their own unique identities and requirements and the local area vision should reflect this where appropriate.

25.133 In light of the above, the following Preferred Option vision is proposed for the Todmorden area:



Todmorden Spatial Vision for 2029

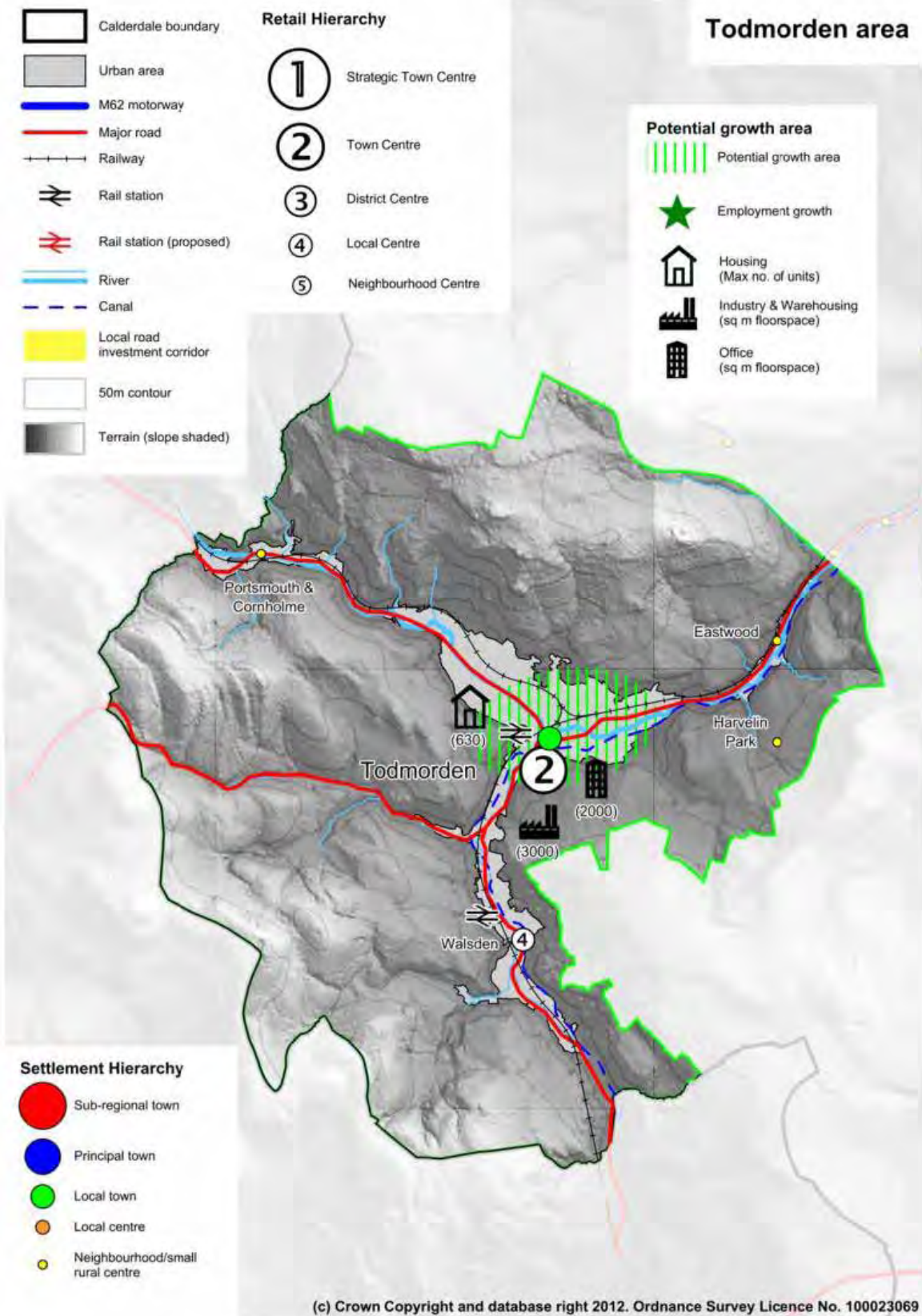
Todmorden is a lively and attractive place to live with an enhanced shopping and leisure experience. The area has a good level of economic, social and environmental well being and is promoted as a centre of heritage, tourism, digital industries and a good quality of life.

The town has maximised its tourism potential by providing a quality tourism offer together with the facilities to accommodate the increase in tourism.

Todmorden has become increasingly self-sufficient and has developed a strong identity around sustainable living, achieved in part through embracing alternative energy generation, reducing its carbon footprint and trading in locally sourced goods.

Proposals for the Area

25



25.134 The Todmorden area is shown in the map above. The potential growth area indicated on the map is not a definitive boundary but is the main area of search for new growth and may include expansion of the

existing area. Within these areas the growth will be housing led but dependent upon the size and location of individual developments will include the full range of supporting uses including open space, schools, shops, community and health facilities, and in some cases, employment.

25.135 In accordance with the vision set out above, the local plan evidence base, and the Council's preferred spatial option for development and growth, the Todmorden area can expect to see the following development through the lifetime of the Local Plan.

Housing

25.136 In line with the Todmorden vision, the preferred spatial option sets out the levels of new development that Todmorden is expected to accommodate. The 6 'Proposed Growth' chapter shows that the area is identified as being suitable for approximately 6% of the total new housing allocations required during the lifetime of the plan. As such, land for new housing to accommodate in the order of 630 dwellings in Todmorden will be sought through the Land Allocations document. These levels of housing growth would equate to around 10.9% growth in Todmorden relative to current levels and may include a requirement for Green Belt/AAT release.

25.137 No housing is allocated to the tier 5 settlements (Eastwood, Harvelin Park, Portsmouth and Cornholme) given their more limited role with new housing dependent on windfall proposals and possibly affordable housing on rural exception sites subject to Policy TPH 6.

Retail and Service Provision

25.138 There are only two defined centres, Todmorden (Tier 2 Town Centre) and Walsden (Tier 4 Local Centre). In Todmorden there is an anticipated need for between 800sqm and 1,900sqm of new net convenience goods floorspace by 2026, and between 1,500sqm and 2,500sqm of new net comparison goods floorspace. These figures imply the need for a second food-store to enhance competition and choice in Todmorden for which planning permission has been granted, and modest non-food retail expansion.

Office or light industry

25.139 The area requires around 2000sqm over the plan period therefore small scale opportunities for local and wider upper valley needs will exist. This requirement will be met mostly through redevelopment/conversion of existing sites.

Industry and warehousing

25.140 The anticipated requirement is a modest 3,000sqm of floorspace, all of which could be achieved on brownfield land. Opportunities are available through existing allocations and intensification of current sites and are likely to appeal to the local market only.

Further employment potential

25.141 Employment opportunities will arise through the area's visitor economy making the most of its South Pennines location including promoting visitor facilities. Todmorden's wider service role could also be expanded.

Infrastructure

25.142 The Todmorden Curve has been allocated £8.8m by the Government as part of the Regional Growth Fund. The restoration of the track could cut journey times between Todmorden and Burnley, Blackburn, Blackpool and Preston. It is envisaged that work on the curve will be completed by 2014.

Flood risk

25.143 Flood management should assist development in Todmorden where there is little development land available outside higher flood risk zones, provided that the sequential approach required by the NPPF has been followed.

25.144 Locations providing opportunities for the development allocated to the Todmorden Area are shown above.

How the Proposed Development will be Delivered

Policy TOD 1

Todmorden - Delivering the vision

In order to meet the development needs of the area the following levels of development will take place:

Housing - land will be allocated for approximately 630 new dwellings in the Todmorden Area

Employment - provision will be made for at least 3000m² of industrial/warehousing floorspace and around 2000m² of office/light industry floorspace.

Retail - Between 1500m² and 2500m² of comparison goods floorspace and 800m² to 1900m² of convenience goods floorspace to 2026.

To support the overall spatial strategy, development in the Todmorden area will help to achieve one or more of the following aims:

- Reinforce the distinctiveness of the area;
- Make a positive contribution to the identified housing need and housing mix of the area;
- Maintain and strengthen the defined centres of Todmorden and Walsden by ensuring proposals:
 - Preserve and enhance the historic built environment;
 - Improve the mix of retail and leisure facilities;
 - Improve open spaces;
- Protect and enhance the river, canal and surrounding countryside;
- Provide a range of local employment opportunities including supporting the local tourism offer and wider service role of Todmorden; and
- Reduce congestion in the town centre, maximise opportunities for sustainable travel, and work with partners to improve public transport links.

Table 25.11 Monitoring: Policy TOD 1 - Todmorden Area

Outcomes	The defined centres maintained and strengthened; Distinctiveness of area reinforced; Employment opportunities supported; Public transport links improved; and Congestion in town centre reduced.
Indicators	New comparison and convenience retail floorspace within the town centre (gross & net); New dwellings built (net); Total amount of new open space within the area by type; and Transport initiatives
Targets	To meet the established local needs for employment, retail, residential development and open space.

The Moors

Definition and Role of Area

25.145 The Moors area, formerly known as Protected Moorland Area within the RI&O consultation, forms part of a wider South Pennine landscape stretching from the Yorkshire Dales to the north and Peak District to the south. The Moors area is defined by the parts of the South Pennines within Calderdale which are covered by a European designation and cover large areas of western Calderdale. The area is sparsely populated but is of European significance for wildlife conservation and has two separate designations. Firstly it is a Special Protection Area (SPA), as designated by the European Union under the 1979 Birds Directive, which seeks to protect areas suitable for the conservation of protected bird species. The area is important for breeding populations of Merlin, Peregrine, Short-eared Owl and Golden Plover. It is also important for breeding migratory birds including the Curlew, Lapwing, Dunlin, Snipe, Redshank and Twite.

25.146 The area also has Special Area of Conservation (SAC) status which gives protection to plants and animals under the European Union's 1992 Habitats Directive. This designation reflects the presence of upland dry heath, blanket bog and old sessile oak woods. Whilst the Moors area is limited to the area covered by the SPA/SAC, due to its special designation, the other areas of moorland within the district are protected by other policies in the plan.

25.147 As well as the two important European designations the Moors area has a number of important roles including;

- the storage and capture of carbon dioxide;
- Providing a food supply through grazing;
- Water availability including a number of reservoirs for neighbouring urban areas;
- Regulating water quality; and
- Regulating water flow, minimising flood risk.

25.148 The [Leeds City Region Green Infrastructure Strategy](#) identifies the area as part of the potential Live Moor/Learn Moor project, which aims to attract investment into a new large scale landscape restoration scheme. Given the areas designations and potential to increase its carbon storage capacity it is important that the area is protected and restoration work undertaken. Therefore most types of development will not be appropriate within the area.

Aspirations / Vision

25.149 The Moors area represent a significant environmental and recreational resource located between the two major city regions of Leeds and Manchester. They are important not only as a major carbon sink but also as a habitat for breeding birds. Parts of the Moors area within Calderdale have shown signs of deterioration, this trend needs to be reversed.

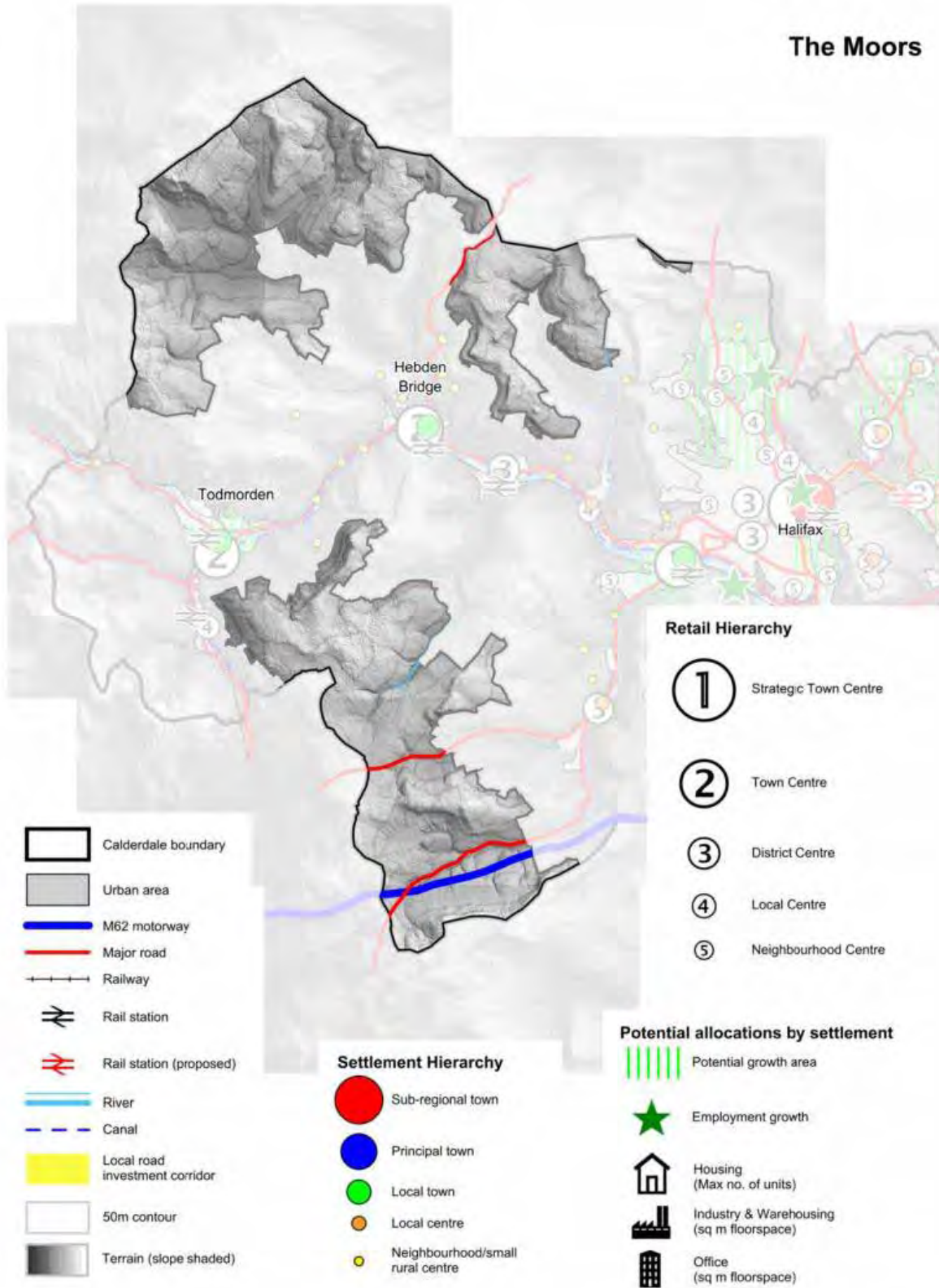
The Moors Spatial Vision for 2029

The Moors have been fully restored and provide a regional resource for the capture of carbon and informal recreation. The area is a success story in terms of bird and habitat protection and enhancement.

Proposals for the Area

25

Calderdale MBC Core Strategy Preferred Options



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25.150 The Moors area is afforded the highest level of statutory protection of any environmental site within Calderdale being of European importance. It is therefore essential that the Core Strategy aims to preserve and

enhance this habitat. This does, however, provide its own opportunities. The [Leeds City Region Green Infrastructure Strategy](#) identified the area as part of a potential Live Moor/Learn Moor project, which sought to attract investment into a new large scale landscape restoration schemes. The project suggests that a research outpost could be established, offering additional space for school groups and other parties to benefit from a programme of learning and skills events⁽⁴⁹⁾. The project is currently being progressed by Pennine Prospects through projects such as the Watershed Landscape with the aim of improving access, providing education and training opportunities as well as making a significant contribution to mitigating and adapting to climate change by;

- Increasing the carbon storage capacity of large areas of the upland landscape;
- Reducing the frequency and severity of downstream flooding by restoring hydrological integrity through the stabilisation of bare and eroding peat;
- Raising awareness of the importance of peat moors and the role the landscape has in climate change mitigation and adaptation;

25.151 The South Pennines Local Nature Partnership has recently been recognised and will provide a clear 'voice' for the uplands of the South Pennines to maximise the key environmental opportunities and actions which will enhance the natural environment of the South Pennines. Pennine Prospects also aim to develop a woodlands strategy for the South Pennines to compliment existing and planned work for the moorlands.

25.152 The area also provides a more general opportunity for tourism based around walking, cycling and bird watching. This could be aligned with new visitor accommodation or rural diversification projects in and around Hebden Bridge, Todmorden or other Upper Valley settlements. Increased tourism within the area whilst potentially providing funding streams for the regeneration of the moors would need to be carefully managed and controlled to ensure the moorland is not adversely affected.

How the Proposed Development will be Delivered

25.153 Through the Council's spatial approach to development identified within the 6 'Proposed Growth' chapter development within the vicinity of the moors will be limited to small scale development which can be shown to have either a positive or neutral impact upon the Moors habitat and its associated wildlife. The Council has limited opportunities to deliver improvements to the Moors area therefore the enhancement of the SPA/SAC will require partnership working with other agencies, local communities, developers and the co operation of landowners to ensure actions are taken. Pennine Prospects are currently co-ordinating a wide range of regenerative projects in the Moors. The Council will continue to seek to work with Pennine Prospects and other bodies, including the South Pennines Local Nature Partnership, to enhance the moorlands and promote sustainable managed tourism of this important resource.

Policy MRS 1

The Moors - delivering the vision

Development proposals which protect and enhance the integrity of the European designated areas of the Moors will be supported by the Council. Any proposals shown to have an adverse effect, either alone or in combination with other plans and/or projects, will not be permitted unless it can be demonstrated that:

1. There is no alternative means of meeting the development need; and
2. The development is of overriding public interest.

If the development can be shown to fulfil both of these requirements necessary measures to compensate for the adverse effects will need to be secured as part of the development proposal.

The use of the moors for sustainable managed tourism will be encouraged through the development of facilities and services in adjacent areas providing this does not have an adverse effect upon the areas of European Designation.

Where appropriate developer contributions may be sought to enhance the moorland habitat in lieu of on

site Green Infrastructure provision in accordance with Policy TPNE 3 'Securing green infrastructure provision'.

Table 25.12 Monitoring: Policy MRS 1 - The Moors Area

Outcome	The protection and enhancement of the integrity of the moorland habitat as a site of European significance; A sub-regional resource for recreation and carbon capture;
Indicators	Integrity of the moorland landscape; Amount of landscape in favourable condition; Visitor numbers;
Targets	95% of moorland to be in favourable or unfavourable but recovering condition;



26 Implementation

26.1 Many different agencies and people are responsible for the implementation of this plan. Whilst the Council is the prime mover, it requires investment and decisions from many different bodies. The following table sets out who is responsible for the delivery of the policies and proposals. In many instances it is not the Council.

Table 26.1 Core Strategy Policies - Implementation Framework

Policy Number	Policy Title	How will the policy be implemented	Responsible bodies or agencies
CP 1	Distribution of growth	Through the Local Plan; Through Development Management Decisions; Where necessary through Area Action Plans/Master Plans	Local Planning Authority; Developers and their agents; Partner organisations, utilities and agencies
CP 2	Employment floorspace requirements	Through the Local Plan; Through Development Management Decisions; Where necessary through Area Action Plans/Master Plans	Local Planning Authority; Developers and their agents; Business community; Partner organisations, utilities and agencies
CP 3	Provision of town centre floorspace	Through the Local Plan; Through Development Management Decisions; Where necessary through Area Action Plans/Master Plans	Local Planning Authority; Developers and their agents; Business community; Partner organisations, utilities and agencies
CP 4	Provision of housing	Through the Local Plan; Through Development Management Decisions; Where necessary through Area Action Plans/Master Plans	Local Planning Authority; Developers and their agents; Partner organisations, utilities and agencies
CP 5	Presumption in Favour of Sustainable Development	Through the Local Plan; Through Development Management Decision	Local Planning Authority; Developers and their agents; Partner organisations, utilities and agencies
CP 6	Sustainable Development	Through the Local Plan; Through Development Management Decision	Local Planning Authority; Developers and their agents; Partner organisations, utilities and agencies
CP 7	Climate Change	Development Management Decisions; Designers and developers	Local Planning Authority; Developers and their agents; Partner organisations
CP 8	Locations for Sustainable Growth	Through the Local Plan; Through Development Management Decisions	Local Planning Authority; Developers and their agents; Partner organisations, utilities and agencies

Policy Number	Policy Title	How will the policy be implemented	Responsible bodies or agencies
CP 9	Green Belt extent	Through the Local Plan; Through Development Management Decisions	Local Planning Authority; Developers and their agents; Partner organisations, Parish/ Town Councils
CP 10	Development in the Green Belt	Through the Local Plan; Through Development Management Decisions	Local Planning Authority; Developers and their agents; Partner organisations, Parish/ Town Councils
CP 11	Development in the Area Around Todmorden	Through the Local Plan; Through Development Management Decisions	Local Planning Authority; Developers and their agents; Partner organisations, Parish/ Town Councils
CP 12	High Quality Inclusive Design	Design review panels (local, regional, national); Development management decisions; Place survey	Local Planning Authority; Local design review panel members; Developers and their agents; Design Council CABE
CP 13	Sustainable Design and Construction	Through the Local Plan; Development Management Decisions	Local Planning Authority; Local design review panel members; Developers and their agents; Design Council CABE
CP 14	Infrastructure Provision	Through the Local Plan; Development management decisions; Community Infrastructure Levy	Local Planning Authority; Land owners & agents; Parish/ Town Councils; Developers and their agents; Partner organisations, utilities and agencies
TPE 1	Providing Employment land and premises for future need	Updates of the ELR; Development management decisions; Land Allocations document Lobbying and obtaining funding to provide market ready sites	Calderdale MBC; Land owners & agents; Business community; Leeds City Region LEP
TPE 2	Safeguarding existing employment sites	Updates of the ELR; Development management decisions; Lobbying and obtaining funding to provide market ready sites	Calderdale MBC; Private sector developers; Leeds City Region LEP
TPE 3	Diversifying the economy	Development management decisions; Lobbying and obtaining funding to provide market ready sites	Calderdale MBC; Private sector developers; Leeds City Region LEP
TPE 4	Calderdale retail hierarchy	Development management decisions; Updates / review of the Retail Needs Assessment and Town Centre Reports (Qualitative Assessments); Annual economy land monitoring	Calderdale MBC; Private sector developers
TPE 5	Retail impact assessments and local thresholds	Development management decisions; Updates / review of the Retail Needs Assessment and Town Centre Reports	Calderdale MBC; Private sector developers

Policy Number	Policy Title	How will the policy be implemented	Responsible bodies or agencies
		(Qualitative Assessments); Annual economy land monitoring	
TPE 6	General town centre principles	Development Management decisions Updates / review of the Town Centre Reports (Qualitative Assessments) or town centre health checks	Calderdale MBC; Private sector developers; Partner organisations, utilities and agencies
TPE 7	Local retailing and service provision outside centres	Development Management decisions Annual economy land monitoring	Calderdale MBC; Private sector developers
TPE 8	Hot Food Takeaways	Development management decisions; Annual economy land monitoring	Calderdale MBC; Private sector developers
TPE 9	Cultural provision	Development management decisions; Annual economy land monitoring	Calderdale MBC; Private sector developers
TPT 1	Making sure places are properly connected	Completion of schemes; Development management decisions; Lobbying and obtaining funding for schemes/projects	Calderdale MBC, Highways Agency, Private sector developers, Network Rail, West Yorkshire Metro, Sustrans, Public transport operators, DfT
TPT 2	Sustainable travel	Development management decisions; Completion of schemes; Development management decisions; Lobbying and obtaining funding for schemes/projects	Calderdale MBC, Highways Agency, Private sector developers, West Yorkshire Metro, Network Rail, Sustrans, Public transport operators, DfT
TPT 3	Transport requirements for site allocations and development proposals	Development management decisions; Land Allocations document; Completion of schemes; Development management decisions; Lobbying and obtaining funding for schemes/projects	Calderdale MBC, Highways Agency, Private sector developers, West Yorkshire Metro, Network Rail, Sustrans, Public transport operators, DfT
TPM 1	Minerals Strategy	Monitoring of Development Management decisions annually; Contribution to a Local Aggregates Assessment	Calderdale MBC; Mineral Operators
TPM 2	Mineral Safeguarding Areas	Monitoring of Development Management; Decisions annually	Calderdale MBC; Developers.
TPW 1	Planning for Sustainable Waste Management	Updates of the Waste Data Report; Development Management Decisions;	Calderdale MBC; Developers; Environment Agency
TPW 2	Areas of Search for New Waste Facilities	Development management decisions	Calderdale MBC; Developers; Environment Agency
TPW 3	Proposals for New Waste Management Facilities	Development Management decisions	Calderdale MBC; Developers; Environment Agency

Policy Number	Policy Title	How will the policy be implemented	Responsible bodies or agencies
TPC 1	Community, Health and Educational Facilities	Development management decisions; Land Allocations document; Implementation of CIL; Completion of schemes; Lobbying and obtaining funding for schemes/projects;	Calderdale MBC; NHS Calderdale; Calderdale and Huddersfield NHS; Foundation Trust; Calderdale College; Developers; Voluntary organisations; Town and Parish Councils
TPH 1	Allocating land for housing	Through the Local Plan (Land Allocations Document)	Local Planning Authority
TPH 2	Non-Allocated Sites	Development Management decisions	Local Planning Authority; Developers;
TPH 3	Residential Density	Through the Local Plan; Through Development Management Decisions	Local Planning Authority; Developers and their agents;
TPH 4	High Quality Housing	Through the Local Plan; Through Development Management Decisions	Local Planning Authority; Calderdale Housing Service; Developers and their agents;
TPH 5	Mix of House Types and Sizes	Through the Local Plan; Through Development Management Decisions	Local Planning Authority; Calderdale Housing Service; Developers and their agents;
TPH 6	Affordable housing	Through the Local Plan; Through Development Management Decisions	Local Planning Authority; Calderdale Housing Service; Developers and their agents; Registered Providers
TPH 7	Meeting the needs of Gypsies and Travellers and Travelling Showpeople	Through the Local Plan; Through Development Management Decisions	Local Planning Authority; Calderdale Housing Service; Developers and their agents;
TPF 1	Flood Risk Management	Calderdale, Kirklees and Wakefield Strategic Flood Risk Assessment (SFRA); Development management decisions	Calderdale MBC; Private Sector Developers; Environment Agency; OFWAT
TPF 2	Water Environment	Development management decisions; Water Framework Directive	Calderdale MBC; Environment Agency; Private Sector Developers; Utility Services
TPNE 1	Define a hierarchy of green infrastructure	Calderdale Biodiversity Action Plan; Development management decisions	Calderdale MBC; Private Sector Developers
TPNE 2	Identify the functional role of green infrastructure	LAA Improvement targets; West Yorkshire Local Transport Plan; Development management decisions; Calderdale Woodland Strategy; Water Framework Directive	Calderdale MBC; Environment Agency; Natural England; Leeds City Region; Private Sector Developers

Policy Number	Policy Title	How will the policy be implemented	Responsible bodies or agencies
TPNE 3	Securing green infrastructure provision	LAA Improvement targets; West Yorkshire Local Transport Plan; Development management decisions; Calderdale Woodland Strategy; Water Framework Directive	Calderdale MBC; Environment Agency; Leeds City Region; Private Sector Developers
TPNE 4	A joined up green infrastructure network	Development management decisions; Calderdale Woodland Strategy; West Yorkshire Local Travel Plan;	Calderdale MBC, Leeds City Region, Private Sector Developers
TPEP 1	Pollution Control	Calderdale, Kirklees and Wakefield Strategic Flood Risk Assessment; Calderdale Contaminated Land Strategy; Development management decisions	Calderdale MBC, Private Sector Developers, Environment Agency.
TPEP 2	Environmental Protection	British Geological Survey (BGS); Calderdale Contaminated Land Strategy; National Radiological Protection Board (NRPB) Guidance; Development management decisions	Calderdale MBC, Private Sector Developers, Environment Agency, HSE.
TPRE 1	Renewable and Low Carbon Energy	Ongoing update of RLC database Development Management Decisions	Calderdale MBC, Developers, Partners
TPHE 1	Protect and enhance the Historic Environment	Development Management decisions; Annual monitoring; Heritage at Risk register	Calderdale MBC, Private sector developers, English Heritage
HX 1	Halifax - delivering the vision	Land Allocations document; Development Management decision	Calderdale MBC; Private sector developers; Partner organisations, utilities and agencies.
HX 2	Halifax town centre	Land Allocations document; Development Management decision	Calderdale MBC; Private sector developers; Partner organisations, utilities and agencies.
HX 3	North Halifax	Land Allocations document; Development Management decision; Where necessary through Area Action Plans/Master Plans/Neighbourhood Development Plans	Calderdale MBC; Private sector developers; Partner organisations, utilities and agencies, local community groups.
B 1 & B 2	Brighouse including Rastrick and Hipperholme area - Proposals & Delivering the Vision	Land Allocations document; Development Management decisions; Where necessary through Area Action Plans/Master Plans/Neighbourhood Development Plans; Purpose built and speculative employment premises;	Calderdale MBC (particularly Planning & Housing Services); Joint working with Kirklees MC; Private sector developers; Partner organisations, utilities and agencies (eg English Heritage, Network Rail); Local community groups.

Policy Number	Policy Title	How will the policy be implemented	Responsible bodies or agencies
		<p>Joint working with Kirklees MC;</p> <p>Infrastructure via S106 agreements and the Community Infrastructure Levy (CIL);</p> <p>Input into Network Rail's Plans;</p> <p>Working with relevant agencies to protect the character of the Area.</p>	
E 1 & E 2	<p>Elland Area including Greetland and Stainland - Proposals & Delivering the Vision</p>	<p>Land Allocations Document;</p> <p>Development Management decisions;</p> <p>Where necessary through Area Action Plans/Master Plans/Neighbourhood Development Plans;</p> <p>Purpose built and speculative employment premises;</p> <p>Joint working with Kirklees MC;</p> <p>Infrastructure via S106 agreements and the Community Infrastructure Levy (CIL);</p> <p>Input into Network Rail's Plans;</p> <p>Working with relevant agencies to protect the character of the Area.</p>	<p>Calderdale MBC (particularly Planning & Housing Services);</p> <p>Joint working with Kirklees MC;</p> <p>Private sector developers;</p> <p>Partner organisations, utilities and agencies (eg English Heritage, Network Rail); Local community groups.</p>
NS 1	Northowram and Shelf Area Policy	<p>Land Allocations document</p> <p>Development Management Decisions</p>	<p>Calderdale MBC</p> <p>Private Sector Developers</p> <p>West Yorkshire Metro, Public transport operators,</p>
SB 1	Sowerby Bridge Area Policy	<p>Land Allocations document</p> <p>Development Management decisions</p>	<p>Calderdale MBC</p> <p>Private Sector Developers</p> <p>West Yorkshire Metro, Network Rail, Sustrans, Public transport operators, DfT</p>
RV 1	Ryburn Valley Area - delivering the vision	<p>Land Allocations document;</p> <p>Development Management decisions</p>	<p>Calderdale MBC,</p> <p>Ryburn Parish Council,</p> <p>Private sector developers</p>
LM 1	Luddenden Dean, Mytholmroyd and Cragg Vale - delivering the vision	<p>Land Allocations document;</p> <p>Development Management decisions</p>	<p>Calderdale MBC,</p> <p>Hebden Royd Parish Council,</p> <p>Private sector developers</p>
HB 1	Hebden Bridge - delivering the vision	<p>Land Allocations document</p> <p>Development Management decisions</p>	<p>Calderdale MBC,</p> <p>Hebden Royd Parish Council,</p>

Policy Number	Policy Title	How will the policy be implemented	Responsible bodies or agencies
			Private sector developers
TOD 1	Todmorden - delivering the vision	Land Allocations document Development Management decisions	Calderdale MBC, Todmorden Town Council, Private sector developers
MRS 1	The Moors - delivering the vision	Land Allocations document Development Management decisions	Calderdale MBC, Town/ Parish Councils, Pennine Prospects, South Pennines Local Nature Partnership

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27 Monitoring

27.1 In order to understand whether the plan is being effective, there is a need for a detailed monitoring framework, and this chapter sets out some of that framework. It has taken as its starting point the details that are set out at the end of each policy within the main document, but then adds other matters which will be monitored on a regular basis and reports with the Annual Monitoring Report, which will be published every December for the previous Financial Year.

Table 27.1 Core Strategy Policies - Monitoring Framework

POLICY	Policy Title	Indicators	Targets (where used)
CP 1	Distribution of growth	Locational Analysis of allocations and completions; Analysis by the Accession Model; Infrastructure tolerance	Distribution of growth accords with Policy CP 1; Majority of development in most accessible locations; Optimum use of existing infrastructure; Opportunities maximised to obtain new infrastructure to support development; Infrastructure capable of accommodating new developments over plan period
CP 2	Employment floorspace requirements	Annual net increase in employment floorspace; Number of employment premises lost to other uses; Proportion development on brownfield land	Annual completions as per Employment Requirement Figure; Minimal losses of employment land In order of 55% completions on brownfield land
CP 3	Provision of town centre floorspace		
CP 4	Provision of housing	Annual net increase to housing stock; Housing Trajectory (completions in relation to dwelling requirements); Number demolished dwellings; Number vacant dwellings; Evidence of deliverable 5-year housing land supply; Proportion development on brownfield land	Annual completions as per Housing Requirement Figure; Maintenance of deliverable 5-year housing land supply; In order of 55% completions on brownfield land
CP 5	Presumption in Favour of Sustainable Development		
CP 6	Sustainable Development		
CP 7	Climate Change	Sustainable Travel - As per Policy TPT 2; Energy Efficiency and Design - As per Policy CP 9; Renewable and Low Carbon (RLC) Energy - As per Policy TPRE 1; Flood Risk - As per Policy TPF 1 and TPF 2; Biodiversity - As per Policies TPNE 1 -4	Sustainable Travel - As per Policy TPT 2; Energy Efficiency and Design - As per Policy CP 9; Renewable and Low Carbon (RLC) Energy - As Per Policy TPRE 1; Flood Risk - As per Policy TPF 1 and TPF 2; Biodiversity - As per Policies TPNE 1- 4
CP 8	Locations for Sustainable Growth	Locational analysis of site allocations and other development proposals; Analysis using the Accession; Accessibility	Maximum use made of opportunities within urban areas, particularly those on brownfield land

POLICY	Policy Title	Indicators	Targets (where used)
		Mode	
CP 9	Green Belt extent	Net change in area of Green Belt in the District	No further change to boundary after Land Allocations document
CP 10	Development in the Green Belt	Grant of permissions for "Inappropriate" developments	No inappropriate development approved
CP 11	Development in the Area Around Todmorden	Grant of permissions for "Inappropriate" developments	No inappropriate development approved
CP 12	High Quality Inclusive Design	Applications receiving national recognition of design best practice (e.g. Housing Design Awards); Applications subject to a design panel / design review; Fear of crime - % of residents in the district stating they feel safe in their local area after dark	
CP 13	Sustainable Design and Construction	Number of development achieving Code for Sustainable Homes Level 4 or above; Number of developments achieving BREEAM 'Very Good' rating; Average Annual Domestic consumption of Electricity per household; Average Annual Domestic consumption of Gas per household; Average Energy Efficiency (SAP# Rating) of housing stock	
CP14	Infrastructure Provision		
TPE 1	Providing Employment land and premises for future need	Net and gross employment floorspace completions - by type (m ²); Amount of available employment land for development (ha); Up to date employment land portfolio	new floorspace per annum; 5 year supply of deliverable employment sites; Review of ELR every 3 years
TPE 2	Safeguarding existing employment sites		
TPE 3	Diversifying the economy	Sectoral change; New business registration rate; Farm diversification proposals	Increase and maintain the new business registration rate in Calderdale to 10% over the regional average; Reduced reliance upon few sectors
TPE 4	Calderdale retail hierarchy	Change in the role of centres within the Calderdale centres hierarchy;	No weakening of centres within the Calderdale retail hierarchy;
TPE 5	Retail impact assessments and local thresholds	Total amount of new floorspace for 'town centre uses' - by location (gross and net); New comparison retail floorspace by town centre (gross and net); New convenience retail floorspace by town centre (gross and net)	Latest forecast need for new floorspace by centre; Review of Retail Needs Assessment every 3 years
TPE 6	General town centre principles	Loss of existing town centre facilities	None
TPE 7	Local retailing and service provision outside centres	Total amount of new floorspace for 'town centre uses' located outside of centres	None
TPE 8	Hot Food Takeaways	Numbers of Planning Applications received for class A5 uses;	No hot food takeaway to be provided within 400 m of a secondary school;

POLICY	Policy Title	Indicators	Targets (where used)
		Number of Applications implemented; Number of outlets in the designated centres;	
TPE 9	Cultural provision	Total amount of new floorspace for cultural provision by location (gross and net)	None
TPT 1	Making sure places are properly connected	Congestion levels; Additional cycle/ footpath creation; % Journeys made by different modes; Road accidents	Year on year reduction in % of journeys using private car;
TPT 2	Sustainable travel	Growth in traffic levels; % Journeys made by different modes; Additional cycle/ footpath creation; Travel plan implementation	Year on year reduction in % of journeys using private car;
TPT 3	Transport requirements for site allocations and development proposals	Accessibility of new dwellings/ business premises; Number of transport assessments submitted; Travel to work distances; Number of developments complying with parking standards	100% Fulfilling accessibility criteria in policy; 100% Compliance with parking standards; Year on year reduction in travel to work distances
TPM 1	Minerals Strategy	Levels of mineral extraction; Levels of secondary and recycled aggregates; Number of Mineral Planning Permissions granted;	To contribute to the sub regional aggregates apportionment
TPM 2	Mineral Safeguarding Areas	Non Mineral Planning Permissions granted within MSA without mineral resource assessment; Mineral Extraction within MSA over Plan Period.	Nil permissions granted for non mineral development within the MSA without mineral resource assessment
TPW 1	Planning for Sustainable Waste Management	Total Waste Arisings by type; Waste Recycling Levels; Waste Recovered; Waste disposed of in Landfill; Number of planning applications for waste management facilities; Annual Assessment of Capacity of waste management facilities	Continual reduction in waste disposed of in Landfill; Reduced levels of exported waste; National waste reduction targets: By 2013 to reduce Biodegradable Municipal Waste landfilled to 50% of that produced in 1995; By 2020 to reduce Biodegradable Municipal Waste landfilled to 35% of that produced in 1995 Calderdale local target for recycling and composting of Municipal Waste is 46% by 2015 and 50% by 2020.
TPW 2	Areas of Search for New Waste Facilities	Number of proposals for new waste facilities within the Core Areas or Safeguarded Sites; Annual Assessment of Capacity of waste management facilities; Number of non waste development permissions at safeguarded sites;	Continual reduction in waste disposed of in Landfill; Reduced levels of exported waste;
TPW 3	Proposals for New Waste Management Facilities	Annual Assessment of Capacity of waste management facilities;	Continual reduction in waste disposed of in Landfill; Reduced levels of exported waste;

POLICY	Policy Title	Indicators	Targets (where used)
			<p>National waste reduction targets:</p> <p>By 2013 to reduce Biodegradable Municipal Waste landfilled to 50% of that produced in 1995;</p> <p>By 2020 to reduce Biodegradable Municipal Waste landfilled to 35% of that produced in 1995 Calderdale local target for recycling and composting of Municipal Waste is 46% by 2015 and 50% by 2020.</p>
TPC 1	Community, Health and Educational Facilities	Improved attainment in NVQ level 3 and above; Improvement in infrastructure gap; Improvement in health within most deprived areas.	To be confirmed
TPH 1	Sources of housing land supply	Amount of land allocated in accordance with the criteria in Policy TPH 1	Sufficient allocations to meet the housing requirement less other sources of housing supply
TPH 2	Non-Allocated Sites	Contribution of non- allocated sites to housing supply; Proportion and number of sites that are windfalls	None specifically (although small non-allocated sites along with other sites will contribute to a windfall allowance)
TPH 3	Residential Density	Densities achieved on sites of up to 0.4ha, 0.4-2.0ha and over 2.0ha; Densities achieved on new build and conversion sites; Densities achieved on brownfield and greenfield sites	In broad terms densities to correspond to those in Table 19.4; Specifically, the Land Allocations document to provide indicative densities for each allocation
TPH 4	High Quality Housing	Number dwellings built/improved to meet CfSH Standards; Design Council CABE panel assessments of new building; Size of new dwellings including by floorspace and number of main rooms in relation to appropriate space standards (regional standard if developed or local standard - to be developed); Number dwellings improved/repaired/brought back into use; Number and proportion dwellings demolished	High standard of design including achieving CfSHs Level 4 and above and BREEAM very good rating; Improvement of entire existing dwelling stock; Re-use of all long term empty dwellings
TPH 5	Mix of House Types and Sizes	Number homes delivered by type and size; Number of homes built to Lifetime Homes Standards; Number of homes built to meet needs of elderly	To achieve balance in housing type and size based on Tables 19.7 and 19.8; All sites over 1ha and developed over the period of the Local Plan to include 40% Lifetime Homes; To cater for the needs of the increasing elderly population
TPH 6	Affordable housing	Number and proportion Affordable Homes delivered by market sub-area; Number of affordable homes in rural exception sites	Number Affordable Homes as per SHMA - first 5 years to meet backlog (641) and per annum thereafter (388)
TPH 7	Meeting the needs of Gypsy and Travellers	Number of pitches provided; Number of unauthorised encampments	Provision of sufficient pitches to meet need identified in GTAA

POLICY	Policy Title	Indicators	Targets (where used)
TPF 1	Flood Risk Management	Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality issues; Number of flood mitigation and sustainable urban drainage schemes; Permeable versus impermeable surfaces; Percentage of watercourses that meet designated standards; Properties at risk of flooding as defined by the Environment Agency; Number of new developments incorporating a Sustainable Drainage System	NIL planning permissions granted contrary to Environment Agency advice on flooding and water quality advice
TPF 2	Water Environment	Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality issues; Number of flood mitigation and sustainable urban drainage schemes; Permeable versus impermeable surfaces; Percentage of watercourses that meet designated standards;	NIL planning permissions granted contrary to Environment Agency advice on flooding and water quality advice; 100% of water bodies meet good ecological status by 2015(Water Framework Directive)
TPNE 1	Define a hierarchy of green infrastructure	Availability of accurate and accessible GI data; Identification of opportunities and deficiencies in GI provision in the district; Ease of access to local green infrastructure; Amount of playing fields/open space lost to development; Condition of Sites of Special Scientific Interest (SSSI); Species Audit (through Calderdale Biodiversity Action Plan); Levels of tourism in the district	70% of the region's population have one area of accessible woodland of no less than 20ha within 4km of their homes by 2021. 20% of the regions population have one area of accessible woodland of no less than 2ha within 500m of their homes by 2021; All new publicly accessible greenspace should be delivered to meet an appropriate accessibility and quantity standard, for example ANGSt; Where appropriate, new and existing greenspace should meet a national quality standard, for example the Green Flag Award scheme; 95% of SSSIs to be in favourable or unfavourable but recovering condition (timescale to be determined); 100% of Local Authorities to have completed Local Biodiversity Action plans (timescale to be determined)
TPNE 2	Identify the functional role of green infrastructure	flooding and water quality issues; Levels of tree planting; Condition of peat bog and upland soils; Number of flood mitigation and sustainable urban drainage schemes; Permeable versus impermeable surfaces; Percentage of watercourses that meet designated standards; Air quality levels; Greenhouse gas emissions; Travel to work mode; Number of cycling trips	NIL planning permissions granted contrary to Environment Agency advice on flooding and water quality advice; Increase the region's woodland cover by approximately 500ha each year to 2021; Percentage of peat bog and upland soils in favourable or unfavourable but recovering condition (Percentage and timescale to be determined); 100% of water bodies meet good ecological status by 2015(Water Framework Directive); 10% overall increase in cycling levels by 2013/14; 20% increase in cycling trips to Halifax centre by 2013/14
TPNE 3	Securing green infrastructure provision	Percentage of development permitted that includes GI provision; Levels of funding for GI; Level of company participation in business	Increase the regions woodland cover by approx 500ha each year to 2021; No loss of ancient woodland or of veteran trees outside protected areas;

POLICY	Policy Title	Indicators	Targets (where used)
		<p>in the environment; GI provision per capita; Ease of access to local GI; Percentage of watercourses that meet designated standards</p>	<p>70% of the region's population have one area of accessible woodland of no less than 20ha within 4km of their homes by 2021. 20% of the regions population have one area of accessible woodland of no less than 2ha within 500m of their homes by 2021; All new publicly accessible greenspace should be delivered to meet an appropriate accessibility and quantity standard, for example ANGSt; Where appropriate, new and existing greenspace should meet a national quality standard, for example the Green Flag Award scheme; 100% of water bodies meet good ecological status by 2015 (Water Framework Directive)</p>
TPNE 4	A joined up green infrastructure network	<p>Percentage of development permitted that includes GI provision; Change in areas of biodiversity importance; Ease of access to local green infrastructure; Travel to work mode; Number of cycling trips</p>	<p>Increase the regions woodland cover by approx 500ha each year to 2021; 70% of the region's population have one area of accessible woodland of no less than 20ha within 4km of their homes by 2021. 20% of the regions population have one area of accessible woodland of no less than 2ha within 500m of their homes by 2021; All new publicly accessible greenspace should be delivered to meet an appropriate accessibility and quantity standard, for example ANGSt; Where appropriate, new and existing greenspace should meet a national quality standard, for example the Green Flag Award scheme; 10% overall increase in cycling levels by 2013/14; 20% increase in cycling trips to Halifax centre by 2013/14</p>
TPEP 1	Pollution Control	<p>Number of planning permissions granted contrary to Environment Agency and Health and Safety Executive (HSE) advice; Percentage of watercourses that meet designated standards. Number of AQMAs declared in the district.</p>	<p>NIL planning permissions granted contrary to Environment Agency and HSE advice.</p>
TPEP 2	Environmental Protection	<p>Number of planning permissions granted contrary to Environment Agency and HSE advice.</p>	<p>NIL planning permissions granted contrary to Environment Agency and HSE advice.</p>
TPRE 1	Renewable and Low Carbon Energy	<p>Renewable Energy Generation by installed capacity and type; Number of community led RLC energy generation schemes; Number of developments above the site size threshold that source RLC energy from an on site source; Number of developments above the site size threshold that source RLC from decentralised sources; Levels of CHP generated</p>	<p>UK committed to generate at least 15% of energy demand from renewable sources by 2020. The RSS target for Renewable Energy generation in Calderdale is 53MW by 2021; The Maslen study suggested an additional 28.34MW is required to meet the notional 2020 target. Final targets to be agreed through the Preferred Options consultation</p>

POLICY	Policy Title	Indicators	Targets (where used)
TPHE 1	Protect and enhance the Historic Environment	Number of listed buildings, conservation areas and sites at risk in the borough (quantity); Degree to which heritage assets are at risk of loss or decay (quality); Realising the potential of heritage in new development and regeneration	Quantity - reduction or no increase Quality - reduction or no increase (identified through qualitative assessments); All consents affecting designated heritage assets (including their setting and character) to have an approved Conservation Statement or Conservation Management Plan (where applicable)
HX 1	Halifax - delivering the vision	Annual dwelling completion rates; Annual employment floorspace completions rates; Increased comparison retail floorspace; Transport initiatives	District wide share of housing numbers and employment floorspace; Significant increase in comparison retail floorspace
HX 2	Halifax town centre	Total amount of new floorspace for 'town centre uses' within the Town Centre (gross and net); New comparison retail floorspace within the town centre (gross and net); New convenience retail floorspace the town centre (gross and net); New dwellings built within the Town Centre (net); Redevelopment of opportunity sites	Latest forecast need for new floorspace for Halifax; Review of Retail Needs Assessment every 3 years
HX 3	North Halifax	Type, mix and amount of new housing; New employment floorspace; Increase in retail floorspace; Access to public transport; Redevelopment of opportunity sites	To develop a masterplan for development within the area.
B 1	Brighouse including Rastrick and Hipperholme Area - Proposals	Annual dwelling completion rates;; Annual employment floorspace completions rates Increased convenience and comparison retail floorspace; Improved and increased infrastructure provision	District wide share of housing numbers and employment floorspace; Increase in convenience and comparison retail floorspace
B 2	Brighouse including Rastrick and Hipperholme Area - Delivering the Vision		
E 1	Elland including Greetland and Stainland Area - Proposals	Annual dwelling completion rates; Annual employment floorspace completions rates; Increased comparison retail floorspace; Improved and increased infrastructure provision including transport initiatives	District wide share of housing numbers and employment floorspace; Significant increase in comparison retail floorspace
E 2	Elland including Greetland and Stainland Area - Delivering the Vision		

POLICY	Policy Title	Indicators	Targets (where used)
NS 1	Northowram and Shelf Area Policy	New dwellings built (net); Traffic levels in the village centres; Number of public transport services	To meet the established local needs for employment and residential development; To reduce traffic levels in the village centres; Increase access to neighbouring towns and villages
SB 1	Sowerby Bridge Area Policy	Annual dwelling completion rates; Annual employment floorspace completions rates; Calderdale retail hierarchy	District wide share of housing numbers and employment floorspace met; Mytholmroyd retained as a District Centre; Luddendenfoot retained as a Local Centre
RV 1	Ryburn Valley Area - delivering the vision	Annual dwelling completion rates; Annual employment floorspace completions rates; Calderdale retail hierarchy	District wide share of housing numbers and employment floorspace met; Ripponden retained as a District Centre
LM 1	Luddenden Dean, Mytholmroyd and Cragg Vale - delivering the vision	Annual dwelling completion rates; Annual employment floorspace completions rates; Calderdale retail hierarchy	District wide share of housing numbers and employment floorspace met; Mytholmroyd retained as a District Centre; Luddendenfoot retained as a Local Centre
HB 1	Hebden Bridge - delivering the vision	New comparison and convenience retail floorspace within the town centre (gross and net); New dwellings built (net); Total amount of new open space within the area by type; Air Quality levels; Transport initiatives	To meet the established local needs for employment, retail, residential development and open space; As per Air Quality Action Plan for Hebden Bridge
TOD 1	Todmorden - delivering the vision	New comparison and convenience retail floorspace within the town centre (gross and net); New dwellings built (net); Total amount of new open space within the area by type; and Transport initiatives	To meet the established local needs for employment, retail, residential development and open space.
MRS 1	The Moors - delivering the vision	Integrity of the moorland landscape; Amount of landscape in favourable condition; Visitor numbers;	95% of moorland to be in favourable or unfavourable but recovering condition

Appendix 1 Glossary

Some of the terms applied in this Local Plan are of necessity technical and legal. This Glossary aims to explain these terms in plain English. It does not cover every eventuality but provides definitions of most of the common phases and terminology.

Glossary

Affordable housing: Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.

Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing.

Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).

Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

Homes that do not meet the above definition of affordable housing, such as “**low cost market**” housing, are **not** considered as affordable housing for planning purposes.

Aged or veteran tree: A tree which, because of its great age, size or condition is of exceptional value for wildlife, in the landscape, or culturally.

Air Quality Management Areas: Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.

Air Quality Action Plan - where an Air Quality Management Area is designated, an Action Plan needs to be formulated, outlining how the Council intends to bring about improvements in air quality so as to meet the standards and objectives for the pollutants of concern.

Allocation - the land use assigned a specific end use in the Development Plan. This word relates mainly to New Housing Sites, New Employment Sites and Mixed Use Sites, which will be allocated under the Land Allocations and Designations DPD which is part 2 of this Local Plan..

Ancient woodland: An area that has been wooded continuously since at least 1600 AD.

Archaeological interest: There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.

Article 4 direction: A direction which withdraws automatic planning permission granted by the General Permitted Development Order.

Best and most versatile agricultural land: Land in grades 1, 2 and 3a of the Agricultural Land Classification.

Birds and Habitats Directives: European Directives to conserve natural habitats and wild fauna and flora.

Brownfield land - see Previously Developed land (PDL);

Climate change adaptation: Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities.

Climate change mitigation: Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

Conservation (for heritage policy): The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

Community Forest: An area identified through the England Community Forest Programme to revitalise countryside and green space in and around major conurbations.

Community Infrastructure Levy: A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

Community Right to Build Order: An Order made by the local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a site-specific development proposal or classes of development.

Competent person (to prepare site investigation information): A person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation.

Controlled Waste - non-radioactive solid wastes and sludges (excluding mineral wastes) defined as "controlled wastes" under the Environmental Protection Act (1990). Guidance on the definition of waste is provided in Annex 2 to DoE Circular 11/94 on Waste Management Licensing.

Decentralised energy: Local renewable energy and local low-carbon energy usually but not always on a relatively small scale encompassing a diverse range of technologies.

Designated heritage asset: A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

Development Management (DM) - the process of determining planning applications., carried out by the Council in order to ensure appropriate use of land and buildings in conformity with Government legislation and guidance, the Development Plan (in this case the UDP) and other material planning considerations.

Development plan: This includes adopted Local Plans, neighbourhood plans and the London Plan, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004. (Regional strategies remain part of the development plan until they are abolished by Order using powers taken in the Localism Act. It is the government's clear policy intention to revoke the regional strategies, subject to the outcome of the environmental assessments that are currently being undertaken.)

Economic development: Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).

Ecological networks: These link sites of biodiversity importance.

Ecosystem services: The benefits people obtain from ecosystems such as, food, water, flood and disease control and recreation.

Edge of centre: For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

Environmental Impact Assessment: A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.

European site: This includes candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation and Special Protection Areas, and is defined in regulation 8 of the Conservation of Habitats and Species Regulations 2010.

Extra Care Homes: Self-contained flats and care facilities all under one roof to help people manage in their own homes.

Geodiversity: The range of rocks, minerals, fossils, soils and landforms.

Green Belt - a policy designation applied to land surrounding towns and cities, in accordance with Government guidance where strict controls on development are applied in order to prevent inappropriate development. The boundaries of the Green Belt are determined in the Local Plan.

Greenfield Land - a common term used to describe land which has not been previously developed. It includes agricultural fields, agricultural and forestry buildings, parks, allotments and recreation grounds, woodlands and other land that may never have had a permanent structure placed upon them. Also included is land that was previously developed but where the remains of any structure or activity have blended into the landscape in the process of time to the extent that it can reasonably be considered as part of the natural surroundings.

Green infrastructure: A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Gypsy and travellers:

For the purposes of planning policy “**gypsies and travellers**” means:

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling show people or circus people travelling together as such.

For the purposes of planning policy, “**travelling show people**” means:

Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family’s or dependants’ more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers as defined above.

For the purposes of planning policy, “**travellers**” means “gypsies and travellers” and “travelling show people” as defined above.

For the purposes of planning policy, “**pitch**” means :

*a pitch on a “gypsy and traveller” site and “**plot**” means a pitch on a “travelling show people” site (often called a “yard”). This terminology differentiates between residential pitches for “gypsies and travellers” and mixed-use plots for “travelling show people”, which may/will need to incorporate space or to be split to allow for the storage of equipment.*

Heritage asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

Historic environment: All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

Historic environment record: Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.

Inclusive design: Designing the built environment, including buildings and their surrounding spaces, to ensure that they can be accessed and used by everyone.

Instrumentation operated in the national interest: Includes meteorological and climate monitoring installations, satellite and radio communication, defence and national security sites and magnetic calibration facilities operated by or on behalf of the Government, delegated authorities or for defence purposes.

International, national and locally designated sites of importance for biodiversity: All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites.

Leeds City Region (LCR): A partnership formed by the Councils of Bradford, Calderdale, Kirklees, Leeds, Wakefield, Craven, Harrogate, York, Selby, Barnsley and North Yorkshire with the express purpose of ensuring the city region economy continues to grow. The aims of the Leeds City region are: -

- To develop an internationally recognised city region;
- To raise our economic performance;
- To spread prosperity across the whole of our city region; and
- To promote a better quality of life for all of those who live and work here.

Leeds Local Enterprise Partnership (LEP): A private sector led body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area. Works closely with the LCR.

Local Development Order: An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.

Local Nature Partnership: A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it. For Calderdale the Leeds City Region Local Enterprise Partnership is this body.

Local Nature Reserve (LNR) - an area considered to be of importance for nature conservation, education and public enjoyment. Such sites may be of district or local importance. They may be designated on any land where nature conservation is the primary management objective. Usually designated by the local planning authority, following consultation with English Nature, under the National Parks and Access to the Countryside Act (1949) (as amended).

Local Planning Authority: Calderdale Council - whose duty it is to carry out specific planning functions for this District. All references to local planning authority apply to Calderdale Council to the extent appropriate to its responsibilities.

Local Plan: The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. The term includes old policies which have been saved under the 2004 Act - namely those within the Replacement Calderdale Unitary Development Plan (2006 as amended 2009).

Main town centre uses: Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Major Hazards: Major hazard installations and pipelines, licensed explosive sites and nuclear installations, around which Health and Safety Executive (and Office for Nuclear Regulation) consultation distances to mitigate the consequences to public safety of major accidents may apply.

Minerals of local and national importance: Minerals which are necessary to meet society's needs, including

aggregates, brick-clay (especially Etruria Marl and fire-clay), silica sand (including high grade silica sands), cement raw materials, gypsum, salt, fluorspar, shallow and deep-mined coal, oil and gas (including hydrocarbons), tungsten, kaolin, ball clay, potash and local minerals of importance to heritage assets and local distinctiveness.

Mineral Safeguarding Area: An area designated by Minerals Planning Authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.

National Trails: Long distance routes for walking, cycling and horse riding.

Nature Improvement Areas: Inter-connected networks of wildlife habitats intended to re-establish thriving wildlife populations and help species respond to the challenges of climate change.

Neighbourhood Development Order: An Order made by a local planning authority (under the Town and Country Planning Act 1990) through which Parish Councils and neighbourhood forums can grant planning permission for a specific development proposal or classes of development.

Neighbourhood plans: A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

Older people: People over retirement age, including the active, newly-retired through to the very frail elderly, whose housing needs can encompass accessible, adaptable general needs housing for those looking to downsize from family housing and the full range of retirement and specialised housing for those with support or care needs.

Open space: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Original building: A building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.

Out of centre: A location which is not in or on the edge of a centre but not necessarily outside the urban area.

Out of town: A location out of centre that is outside the existing urban area.

People with disabilities: People have a disability if they have a physical or mental impairment, and that impairment has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. These persons include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs.

Planning condition: A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

Planning obligation: A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

Playing field: The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure)(England) Order 2010.

Pollution: Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.

Previously developed land: Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended

into the landscape in the process of time.

Primary shopping area: Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).

Primary and secondary frontages: Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.

Priority habitats and species: Species and Habitats of Principle Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

Renewable and low carbon energy: Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Rural exception sites: Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

Safeguarding zone: An area defined in Circular 01/03: Safeguarding aerodromes, technical sites and military explosives storage areas, to safeguard such sites.

Setting of a heritage asset: The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Significance (for heritage policy): The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

Special Areas of Conservation: Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.

Special Protection Areas: Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.

Site investigation information: Includes a risk assessment of land potentially affected by contamination, or ground stability and slope stability reports, as appropriate. All investigations of land potentially affected by contamination should be carried out in accordance with established procedures (such as BS10175 (2001) Code of Practice for the Investigation of Potentially Contaminated Sites). The minimum information that should be provided by an applicant is the report of a desk study and site reconnaissance.

Site of Special Scientific Interest: Sites designated by Natural England under the Wildlife and Countryside Act 1981.

Stepping stones: Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes.

Strategic Environmental Assessment: A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

Supplementary planning documents: Documents which add further detail to the policies in the Local Plan.

They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

Surface Water Drainage and Sustainable Drainage Systems (SUDS) - a range of sustainable drainage management systems which mimic natural drainage processes rather than using traditional piped methods. These treat surface water near to the source and can reduce flood risk.

Sustainable transport modes: Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.

Town centre: Area defined on the proposal map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

Transport assessment: A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.

Transport statement: A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required.

Travel plan : A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.

Washlands - flat areas adjacent to rivers which are set aside to accommodate floodwaters. These areas are identified by the Environment Agency and they are generally protected from development which would prevent them from fulfilling their function.

West Yorkshire Local Transport Plan (WYLTP) - a document prepared by METRO as the Integrated Transport Authority (ITA) on behalf of the five Districts of West Yorkshire (Bradford, Calderdale, Kirklees, Leeds and Wakefield) and acting as the main focus for transport planning, programming and funding within the county area.

Wildlife corridor: Areas of habitat connecting wildlife populations.

Windfall sites: Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

Appendix 2 Replaced Policies

2.1 This table sets out a list of the policies that will be replaced or deleted by this Core Strategy upon adoption. Where policies are suggested to have been DELETED, a Strategic Environmental Assessment of the deletion will be undertaken before Publication of the draft Local Plan.

Table Appx 2.1 Status of Policies from the Replacement Calderdale Unitary Development Plan

Policy No.	Policy Title	Status of Policy - Retained / Deleted / Replaced	Replacement Policy No.
GP1	Encouraging Sustainable Development	REPLACED	CP and CP
GP2	Location of Development	REPLACED	CP 5
GE1	Meeting The Economic Needs Of The District	REPLACED	
E1	Primary Employment Areas	RETAINED	
E2	Employment Development outside the Primary Employment Areas	REPLACED	
GE2	Provision Of Employment Land	REPLACED	TPE 1
E3	Sites Allocated for Employment Use	RETAINED	
E4	Sites Allocated for Mixed-Use	RETAINED	
E5	Safeguarding Employment Land and Buildings	REPLACED	TPE 2
GE3	The Development Of Employment Sites For Non Employment Uses	REPLACED	TPE 2
E7	Sequential Approach for Major B1 Office Development	REPLACED	TPE 1
E9	Warehousing	RETAINED	
E11	Hotels, Motels and Other Visitor Accommodation	RETAINED	
E13	Encouraging Rural Diversification	RETAINED	
E14	The Conversion and Adaptation of Rural Buildings for Commercial or Business Uses	RETAINED	
E15	The Safeguarding of Better Quality Agricultural Land	RETAINED	
E16	Agricultural and Equestrian Development	RETAINED	
E17	Dog and Cat Boarding/Breeding Facilities	RETAINED	
GE4	Priorities For The Reclamation And Restoration Of Derelict Land And Buildings		
E18	The Reclamation and Restoration of Derelict Land and Buildings		
E19	Regeneration Priority Areas in the Upper Calder Valley	RETAINED	
E20	Regeneration Action Area: Sowerby Bridge/Copley Valley	RETAINED	
E21	Sowerby Bridge Canal Wharf	RETAINED	
E22	The Piece Hall	REPLACED	HX 2
H1	Separation of Housing and Industry	RETAINED	

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Policy No.	Policy Title	Status of Policy - Retained / Deleted / Replaced	Replacement Policy No.
H2	Primary Housing Areas	RETAINED	
H3	Housing Renewal	REPLACED	TPH 4
H4	Improvement and Re-use of Existing Dwellings	REPLACED	TPH 4
GH2	Provision Of Additional Dwellings	REPLACED	CP 3
H5	Phase 1 Housing Allocations	RETAINED	
H6	Monitoring of Housing Developments	RETAINED	
H7	Phase 2 Housing Allocations	RETAINED	
H8	Phase 3 Housing Allocations	RETAINED	
H9	Non-Allocated Sites	REPLACED	TPH 2
H10	Density of Housing Developments	REPLACED	TPH 3
H11	Mix of Housing Types	REPLACED	TPH 4
H12	Living Over Shops and Business Premises	RETAINED	
H14	Provision of Visitability Standard Housing	RETAINED	
H15	Lifetime Homes	REPLACED	TPH 5
H16	Houses In Multiple Occupation	RETAINED	
H17	Gypsy Sites	REPLACED	TPH 7
GS1	Retail Strategy	REPLACED	CP 3 and TPE 4
S2	Criteria for Assessing Retail Developments	REPLACED	TPE 4, TPE 5 and TPE 6
S3	Local Shopping Outside Centres	REPLACED	TPE 7
S4	Retail Developments in the Green Belt	RETAINED	
S5	Farm Shops and Nursery Gardens	RETAINED	
S6	Primary Shopping Frontages	RETAINED	
S7	Secondary Shopping Frontages	RETAINED	
S8	Tertiary Mixed Use Frontage	RETAINED	
S9	Non-Retail Uses in Smaller and Local Centres	RETAINED	
S10	Halifax Residential Priority Regeneration Area	RETAINED	
S11	Halifax Office Amenity Area	RETAINED	
S12	Halifax Residential Amenity Area	RETAINED	
S13	Halifax, Mixed-Use Day and Night Business Area	RETAINED	
S14	Temporary Retailing and Car Boot Sales	RETAINED	
S15	Hot Food Takeaways	REPLACED	TPE 8
S16	Shop Fronts in New Retail Developments	RETAINED	
S17	New and Replacement Shop Fronts	RETAINED	

Policy No.	Policy Title	Status of Policy - Retained / Deleted / Replaced	Replacement Policy No.
OS1	Protected Open Spaces	RETAINED	
OS2	The Provision of Open Space in Areas of Deficiency	RETAINED	
OS4	The Provision of Sports and Recreation Facilities	RETAINED	
OS5	The Provision of Recreational Open Space in Residential Development	RETAINED	
OS6	The Safeguarding of Allotments	RETAINED	
OS7	The Provision of Allotment Sites	RETAINED	
OS8	Development Within or at the Edge of Common Land	RETAINED	
OS9	The Recreational Use of Waterways and Open Water	RETAINED	
OS10	Former Halifax Branch Canal	RETAINED	
GBE1	The Contribution Of Design To The Quality Of The Built Environment	REPLACED	CP12
GBE2	Piecemeal Development	RETAINED	
BE1	General Design Criteria	REPLACED	CP12 and CP13
BE2	Privacy, Daylighting and Amenity Space	RETAINED	
BE3	Landscaping	RETAINED	
BE4	Safety and Security Considerations	RETAINED	
BE5	The Design and Layout of Highways and Accesses	RETAINED	
BE6	The Provision of Safe Pedestrian Environments	RETAINED	
BE7	CCTV and Area Lighting Schemes	RETAINED	
BE8	Access for All	REPLACED	CP 12
BE9	The Provision of Public Conveniences and Baby Facilities	RETAINED	
BE10	Art in Public Places	RETAINED	
BE11	Telecommunications	RETAINED	
BE14	Alteration and Extension of Listed Buildings	REPLACED	BE 18
BE15	Setting of a Listed Building	REPLACED	BE 18
BE16	Change of Use of a Listed Building	REPLACED	BE 18
BE17	Demolition of a Listed Building	REPLACED	BE 18
BE18	Development within Conservation Areas	REPLACED	BE 18
BE19	Demolition within a Conservation Area	REPLACED	BE 18
BE20	Protection of Registered Historic Parks and Gardens	REPLACED	BE 18
BE21	Protection of Locally Designated Historic Parks and Gardens	REPLACED	BE 18
BE22	Archaeological Sites of National Significance	REPLACED	BE 18

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Policy No.	Policy Title	Status of Policy - Retained / Deleted / Replaced	Replacement Policy No.
BE23	Archaeological Sites of Regional Importance	REPLACED	BE 18
BE24	Protection of Sites of Archaeological Value	REPLACED	BE 18
GT3	Strategic Road Network	REPLACED	TPT 1
GT4	Hierarchy Of Consideration	REPLACED	TPT 3
GT5	Transport Assessments	REPLACED	TPT 3
T1	Travel Plans	RETAINED	
T3	Public Transport Provision at New Development	RETAINED	
T4	Bus Station and Passenger Facilities at Brighouse, Elland and other Locations	RETAINED	
T6	Rural Service Centres	RETAINED	
T7	Private Hire Operating Centres	RETAINED	
T8	Taxi and Private Hire Radio Offices	RETAINED	
T11	Protection of the Sites of Former Railway Lines	RETAINED	
T13	Cycleways	RETAINED	
T16	New and Extended Pedestrian Priority Schemes	RETAINED	
GT7	Highways Proposals	RETAINED	
T17	Abandoned Highway Proposals	RETAINED	
T18	Maximum Parking Allowances	RETAINED	
T19	Bicycle Parking Guidance	RETAINED	
T20	Motorcycle/Moped/Scooter Parking Guidance	RETAINED	
T21	Car Free and Low Car Ownership Housing	RETAINED	
T22	Development of Garage Courts	RETAINED	
T26	Helicopter Landing Facilities	RETAINED	
T27	Safeguarding Aerodromes and Air Traffic Technical Sites	RETAINED	
GCF1	Infrastructure and Other Needs Arising From Development	RETAINED	
GCF2	Development Enabling Statutory Undertakers		
GCF3	Strategic Framework For Community Facilities		
CF5	Development Involving the Loss of Village Shops, Post Offices, Public Houses or Hotels	REPLACED	TPC 1
CF6	Cemeteries	RETAINED	
CF7	Collective Needs Accommodation and Residential/Nursing Homes		
CF8	Day Care Facilities for Children		
CF9	Medical, Dental or Health Facilities	RETAINED	

Policy No.	Policy Title	Status of Policy - Retained / Deleted / Replaced	Replacement Policy No.
CF10	Major Leisure/Entertainment Uses		
GNE1	Containment Of The Urban Area	REPLACED	CP 9
NE3	Extension and Alteration to Other Buildings in the Green Belt	REPLACED	CP 10
NE4	Conversion or Change of Use of Buildings in the Green Belt	RETAINED	
NE5	Replacement Dwellings in the Green Belt	RETAINED	
NE6	New Gardens in the Green Belt	RETAINED	
NE7	Development Within The Named Village Envelopes in the Green Belt	RETAINED	
NE8	Appropriate Development for the Area Around Todmorden	REPLACED	CP 11
NE9	Development Within Settlements in the Area Around Todmorden	RETAINED	
NE10	Garden Extensions Within the Area Around Todmorden	RETAINED	
NE11	Protected Land	RETAINED	
NE12	Development Within the Special Landscape Area	RETAINED	
GNE2	Protection Of The Environment	RETAINED	
NE13	Protection of Sites of National Importance	RETAINED	
NE14	Protection of Locally Important Sites	RETAINED	
NE15	Development in Wildlife Corridors	RETAINED	
NE16	Protection of Protected Species	RETAINED	
NE17	Biodiversity Enhancement	RETAINED	
NE18	Ecological Protection of Water Areas	RETAINED	
NE19	Protection of Ancient Woodland	RETAINED	
NE20	Tree Preservation Orders	RETAINED	
NE21	Trees and Development Sites	RETAINED	
NE22	Protection of Hedgerows	RETAINED	
NE23	Protection of Stone Walls	RETAINED	
EP1	Protection of Air Quality	REPLACED	TPEP 1
EP5	Control of External Lighting	REPLACED	TPEP 1
EP6	Dangerous Substance Establishments	RETAINED	
EP7	New or Extended Dangerous Substance Establishments	REPLACED	TPEP 2
EP8	Other Incompatible Uses	REPLACED	TPEP 2
EP9	Development of Contaminated Sites	REPLACED	TPEP 2

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Policy No.	Policy Title	Status of Policy - Retained / Deleted / Replaced	Replacement Policy No.
EP10	Development of Sites with Potential Contamination	REPLACED	TPEP 2
EP11	Development on Potentially Unstable Land	REPLACED	TPEP 2
EP12	Protection of Water Resources	REPLACED	TPEP 1 & TPF 2
EP13	Development Involving Non-Mains Drainage	RETAINED	
EP14	Protection of Groundwater	REPLACED	TPEP 2 & TPF 2
EP15	Development Alongside Waterways	RETAINED	
EP16	Protection of Washland and Functional Floodplain	RETAINED	
EP17	Protection of Indicative Floodplain	RETAINED	
EP18	Development Behind Flood Defences	RETAINED	
EP19	Development Outside Floodplains	RETAINED	
EP20	Protection from Flood Risk	RETAINED	
EP21	Developments Involving Watercourse Improvements	RETAINED	
EP22	Sustainable Drainage Systems	RETAINED	
EP23	Culverting of Watercourses	RETAINED	
EP24	Control of Overhead Electricity Lines	REPLACED	TPEP 2
EP25	Energy Efficient Development	REPLACED	CP
EP26	Encouraging the Use of Combined Heat and Power Systems	REPLACED	TPRE 1
EP27	Renewable Energy in Developments	REPLACED	TPRE 1
EP28	Development of Renewable Energy Sources	RETAINED	
EP29	Developments Close to Renewable Energy Installations	RETAINED	
EP30	Wind Power Developments	RETAINED	
EP31	Development Incorporating Solar Heating and Power Systems	RETAINED	
EP32	Protection of Solar Heating, Photovoltaic Panel and Passive Solar Design Developments	RETAINED	
EP33	Renewable Power Generation	RETAINED	
GM1	Minerals Strategy	REPLACED	TPM 1
GM2	Aggregate Minerals	REPLACED	TPM 1
M1	Criteria for Assessing All Mineral Working Proposals	RETAINED	
M2	Details Required with any Minerals Planning Application	RETAINED	
M3	Extensions to Existing Workings	REPLACED	TPM 1
M4	Safeguarding Mineral Resources	REPLACED	TPM 2
M5	Coal Extraction and Colliery Spoil Disposal	RETAINED	

Policy No.	Policy Title	Status of Policy - Retained / Deleted / Replaced	Replacement Policy No.
M6	Oil and Gas	RETAINED	
M7	Peat	REPLACED	TPM 1
M8	Review of Mineral Working Sites	RETAINED	
M9	Re-working of Mineral Deposits	RETAINED	
GM3	Recycling	REPLACED	TPM 1
M10	Recycling	REPLACED	TPM 1
WM1	Criteria for Assessing Waste Management Facilities	REPLACED	TPW 3
WM2	Information Required with Applications for Waste Management Facilities	RETAINED	
WM3	Landfilling of Wastes	REPLACED	TPW 1 and TPW 3
WM4	Recycling at Existing Household Waste Disposal Sites	RETAINED	
WM5	Provision of Household Waste Disposal Sites	REPLACED	TPW 1, TPW 2, and TPW 3
WM6	Transfer and Treatment of Waste	REPLACED	TPW 1, TPW 2, and TPW 3
WM7	Digestion and Mixed Waste Composting	REPLACED	TPW 1, TPW 2, and TPW 3
WM8	Green Waste Composting	RETAINED	
WM9	Incineration	RETAINED	
WM10	Reworking of Former Landfill Sites	RETAINED	

