

CENTRAL ELLAND

SPD



Calderdale
Council

Central Elland SPD

Regulation 19 Consultation Statement

APRIL 2008

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1 . Regulation 19 Consultation Statement

PLANNING & COMPULSORY PURCHASE ACT 2004

Town & Country Planning (Local Development)(England) Regulations 2004

REGULATION 19: CONSULTATION STATEMENT

CENTRAL ELLAND SUPPLEMENTARY PLANNING DOCUMENT

Under the Town and Country Planning (Local Development)(England) Regulations 2004 it is a requirement to prepare and publish a Consultation Statement for a range of planning policy documents. Regulation 19 of the

Town and Country Planning (Local Development) (England) Regulations 2004 relates to the adoption of supplementary planning documents and requires local planning authorities to prepare a Consultation Statement when adopting an SPD.

Summary of Issues Raised at Regulation 17 Regulation 18(4)(b) (i) & (ii):

The Council prepared a draft of the document and provided stakeholders with an opportunity to have their say on the way the Council is proposing to go forward within the LDF. The six-week period of consultation ran from 11 January 2008 to 22 February 2008.

In total, 104 comments were received on the draft SPD. The representations received, and the outcome of each representation are set out below.

Table 1 Summary of Issues

Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
paragraph	4.7	Mr Craig McHugh		Support with conditions	I have only lived in Elland for two years, having previously lived in several small-sized towns. While I agree that Southgate is need of some streetscape enhancements I feel Elland's lack of national retailers is of no concern. Elland posses several excellent retailers Dobsons, Coopers Hardware, Bellicatessan and the like. Independent retailers like these should be the bedrock of Elland redevelopment and could easily be threatened by supermarket proposals. Elland is not sufficiently large or affluent to attract high quality national retailers and so instead should give its full support to local businesses.	No changes have been made to the SPD.
paragraph	4.7	Mr Craig McHugh		Support	I am fully supportive of Issue 2, the public realm in Elland is simply awful. The lack of traffic calming measures in Elland is its one true advantage in this respect.	Chapter 5 of the SPD has been modified, removing reference to speed bumps and referring to the discretion of the Highways Department in determining appropriate measures for creating a safe pedestrian environment.
Elland Town Centre Property Usage (mid 2006)	Figure 3	Mr Craig McHugh		Observations	Elland probably doesn't need more retails units only a shift in how they are used. I have never lived somewhere with quite so many sandwich shops, I can't quite fathom it. A couple of quality restaurants and bars would enhance the down, which has a poor image as an evening destination- the loss of Renatos on Southgate is a great one.	No changes have been made to the SPD.

Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
Central Elland SPD Regulation 17		Ms S Shore	Health & Safety Executive	Other	<p>The Hazardous Installations Directorate of the HSE will not be considering the contents of the plans in detail on this occasion, however the following general comments may be useful.</p> <p>Department of the Environment Transport and Regions, Planning Policy Guidance Note 12: Development Plans, paragraphs 6.22 and 6.23 state: '6.22 Council Directive 96/82.ec (the Seveso II Directive) which entered into force on 3 February 1999 requires Member States to ensure that the objectives of the Directive - the prevention of major accidents involving hazardous substances and limiting their consequences for man and the environment - are taken account in their land use policies. This is to be achieved through controls on the location of new establishments at which hazardous substances are present or are likely to be present; controls on modifications at existing establishments where hazardous substances are present, and controls on new developments in the vicinity or existing establishments where hazardous substances are present. It also requires Member States to ensure that their land use policies, and the procedures for implementing them take account of the need in the long development of land within the vicinity of establishments where hazardous substances are present.'</p> <p>If such a policy statement is not included in your plan, the paragraphs in the attached Annex could form the basis of such a statement, which may avoid the submission of planning applications containing inappropriate proposals.</p> <p>There may be a conflict between the development policies and the presence of any hazardous substance establishments or major accident hazard pipelines within the plan area. In your role as the Hazardous</p>	No changes have been made to the SPD.

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Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
Central Elland SPD Regulation 17		Mr Paul Entwistle	North West Regional Assembly	Other	<p>Substance Authority under the Planning (Hazardous Substances) Act 1990 and the Planning (Control of Major-Accident Hazards) Regulations 1999 and previous legislation, you should be aware of the location of these. Any proposals for developments should take their presence into account. You are strongly advised to consult the Hazardous pipeline operations to confirm the exact location and route of their pipelines in the area covered by the plan, and to ensure that your records are kept up to date. In addition, we suggest that the proposals map be marked to show the locations of the dangerous substance establishments and hazardous pipelines. If you are aware of any significant development proposal within the plan which may be in conflict with the general policy mentioned above we would be pleased to consider such cases individually.</p> <p>Thank you for the opportunity to comment on the above document. The Assembly has no comments to make.</p> <p>I would like to take this opportunity to inform you of the current situation regarding the Regional Spatial Strategy. As you are aware the Adopted RSS Regional Planning Guidance for the North West (RPG13) now forms an integral part of the development plan and should be given due consideration when assessing planning documents. In addition the Submitted Draft Regional Spatial Strategy for the North West of England has now undergone a number of periods of consultation, with an Examination in Public which ended on the 15th February 2007. The panel report was published on the 8th May 2007 . The proposed changes to the document are expected to be released by GONW in February. As the document is now somewhat</p>	No changes have been made to the SPD.

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Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
Central Elland SPD Regulation 17		Mr Mike Barningham	Natural England	Other	<p>progressed in the process towards its adoption, it should also be given some consideration when assessing planning documents.</p> <p>Thank you for your consultation of 9th January 2008 inviting our comments on the above consultation document.</p> <p>Natural England is responsible for advising government and taking action on issues relating to:</p> <ul style="list-style-type: none"> · A healthy natural environment where England's natural environment will be conserved and enhanced; · Enjoyment of the natural environment where more people enjoy, understand and act to improve the natural environment, more often; · Sustainable use of the natural environment where the use and management of the natural environment is more sustainable; · A secure environmental future where decisions which collectively secure the future of the natural environment. <p>We have jointly published further guidance with other Statutory Agencies English Heritage, and the Environment Agency on 'Environmental Quality in Spatial Planning - incorporating the natural, built and historic environment, and rural issues in plans and strategies' which may be of interest. Supplementary Files for this publication along with further information and guidance is available on the planning pages of Natural England website www.naturalengland.org.uk/positiveplanning</p>	No changes have been made to the SPD.
paragraph	1.10	Mr Mike Barningham	Natural England	Support	<p>Natural England are supportive of the above document and in particular the key principles in 1.10 that include issues to preserve local distinctiveness and sense of place, making central Elland more assessable for public transport, walking and cycling provision and environmental improvements.</p>	No changes have been made to the SPD.

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Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
Elland Town Centre Today - Diagram Illustrating Segmentation	Figure 4	Mr Craig McHugh		Support with conditions	Elland Town Centre is a triangle with a roundabout at its southern apex. While a new heart is required I'm not sure it can be incorporated in the triangle without substantial demolition.	No changes have been made to the SPD.
paragraph	5.15	Mr Craig McHugh		Object	Shared surfaces on the main shopping streets yes, but road humps no. Road humps are just a cheap solution to the problem and spoil the street scene.	Wording added to "Highways: Preferred Option", removes reference to "speed bumps" but also states that the options implemented, and their precise design, will be the subject of future reviews undertaken by the Highways Dep.
Some Buildings of Historic and Architectural Interest		Mr Chris Brown		Observations	The section on pages 13 to 18 on Buildings of architectural interest is a valuable addition. However it is far from comprehensive and is no substitute for the Conservation Area Statement and Report envisaged under the Civic Amenities Act. The wealth of 18th and 19th century developments, Civic, religious and secular in central Elland and the spaces they create have the ability to make it a pleasant place to visit and in which to do business. They and investment in them and the civic spaces have the potential to act as a stimulus to the regeneration.	The following has been added to the chapter entitled "Some Buildings of Historic and Architectural Interest": "This section is intended to provide a brief overview of Elland's built heritage. It is not intended to form a Conservation Area Appraisal, which is a separate study planned by the Council.

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Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
Area 7: Dewsbury Road Area Development Brief		Mr Chris Brown		Observations	The section on urban design in the Dewsbury Road area suggests that a new supermarket might enhance the area. May I suggest that the low cheap buildings in which modern supermarkets are housed are not of a high standard of design and with their large car parks are a significant negative factor in the townscape. As examples I would cite Tesco and Sainsburys in Brighouse, Somerfield in Elland, Sainsburys in Huddersfield etc etc. The only exceptions seem to me to be ASDA in Huddersfield and Tesco in Sowerby Bridge neither of which is really visible from the street.	The wording in the section entitled "Area 7: Dewsbury Road Area Development Brief" has been amended to refer to the need for design sympathetic to the location.
Plan depicting one-way proposals for Southgate and Northgate	Figure 5	Mr Chris Brown		Support	The highway proposals for Southgate, Northgate and the Elland-Riorges link are welcome.	No changes have been made to the SPD.
Plan depicting highways proposals at Southgate, Elland Riorges Link and Dewsbury Road	Figure 6	Mr Chris Brown		Support	The highway proposals for Southgate, Northgate and the Elland-Riorges link are welcome.	No changes have been made to the SPD.
Plan depicting proposed bus facility at Timber St and changes to Timber St, Southgate and Victoria Rd	Figure 7	Mr Chris Brown		Object	The proposals for Timber Street are better than before but still bad. The use of Timber Street for buses will create a difficult manoeuvre for buses, it will sever the pedestrian link from The Town Hall area along Southgate to the shops. It will be too narrow for the massive, empty buses that Metro insist on using despite the clear success of the smaller buses used by other operators. The use presents a danger to the listed building and the proposed bus stand loses the	This indicative proposal has been modified in the section entitled "Highways: Preferred Option".

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Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
Site 4 Potential Development Diagram	Figure 23	Mr Chris Brown		Object	<p>opportunity provided by the empty site. Better to use one of the streets by the current market for a bus area and perhaps use part of the site for building and a square.</p> <p>The proposals for the Northgate area envisages the demolition of a section of the street frontage and its replacement by a desert of car parking with an isolated office block in the middle. In townscape terms this is a disaster. While I have no objection to office use which will increase life in that part of the town centre during the day it needs to be well designed and to replace the existing street frontage with something better which will enhance the enclosed feeling of the narrow street.</p>	<p>The plan and wording in the section entitled "Area 4: Northgate, The Cross and Upper Southgate Development Brief" have been amended and now refer to the need to maintain the existing street line along Westgate.</p>
Site 6 Potential Development Diagram	Figure 27	Mr Chris Brown		Object	<p>The proposed Civic Square in Figure 27 looks small and ill related to anything else.</p>	<p>The plan and wording in the section entitled "Area 6: Timber Street & Town Hall Triangle Development Brief" have been amended, with the space now referred to as a 'potential development site' and reference to the civic square removed .</p>
Site 7 Potential Development Diagram	Figure 29	Mr Chris Brown		Object	<p>The proposals for the Dewsbury Road area in Figure 29 places a vast open space of car parking and landscape between the development and the Town Hall. This will be intimidating to pedestrians and ensure that no-one will want to avail themselves of the town centre from the developments in the Dewsbury Road. This is the same mistaken concept as the office block proposed off Northgate. Why not take advantage of the road narrowing and highway</p>	<p>The plan and wording of the section entitled "Area 7: Dewsbury Road Area Development Brief" have been amended to remove reference to a supermarket development, replacing it with reference to</p>

Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
Area 1: Elland Bridge Riverside Park Development Brief		Mr Mike Barningham	Natural England	Support	Natural England supports the development briefs for the Riverside Park and Metro Station areas. This will increase access and links to the centre of Elland for recreation and enjoyment by having green corridor and walking and cycling links to the riverside, park area and new proposed Rail Station.	No changes have been made to the SPD.
Area 2: Proposed Railway Station Development Brief		Mr Mike Barningham	Natural England	Support	Natural England supports the development briefs for the Riverside Park and Metro Station areas. This will increase access and links to the centre of Elland for recreation and enjoyment by having green corridor and walking and cycling links to the riverside, park area and new proposed Rail Station.	No changes have been made to the SPD.
paragraph	6.9	Mr Craig McHugh		Support	I've been living in Elland for two years and never knew it had park by the river I had assumed the Nu Swift site ran down to the river. An attractive park would be a great addition.	No changes have been made to the SPD.
Area 2: Proposed Railway Station Development Brief		Mr Craig McHugh		Support	Elland desperately needs a railway station, as a regular commuter to Bradford from Elland I would definitely use this service providing it was sufficiently frequent. I just hope the funding is in place already, the sooner it's built the better.	No changes have been made to the SPD.
Central Elland SPD Regulation 17		Mr John Pilgrim	Yorkshire Forward	Other	We do not have any comments to make on the draft Elland Supplementary Planning Document	No changes have been made to the SPD.

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Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
Area 2: Proposed Railway Station Development Brief		Ms Amy Heys	Environment Agency	Object	<p>Sequential Test</p> <p>We OBJECT to the above SPD due to the lack of Sequential Test on Area 2, the proposed railway station and Area 3, the Nu-Swift Development Brief. The document states that the sites are at risk of flooding, however Paragraph 6.19 and 6.26 state that: "Planning applications should therefore be formulated in accordance with the guidance and sequential test of Planning Policy Statement (PPS) 25: Development and Flood Risk."</p> <p>PPS25 states in paragraph 5 that: "The aims of planning policy on development and flood risk are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding and to direct development away from areas at highest risk." It is therefore your responsibility to demonstrate that the Sequential Test has been applied to and passed on these sites. This is reinforced by paragraph 16 which states: "LPAs allocating land in LDDs for development should apply the Sequential Test to demonstrate that 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."</p> <p>At present the SPD is encouraging development on these sites without taking into account the avoidance of flood risk, it is therefore not in line with PPS25 and we will maintain an objection to the document until a satisfactory Sequential Test has been carried out for the above sites.</p> <p>We are willing to offer advice and guidance as to how a Sequential Test should be carried out on these two sites.</p> <p>Should you require any additional information, or wish to discuss these matters further, please contact me.</p>	<p>With the agreement of the Environment Agency, the text and plan in the section entitled "Area 3: Nu Swift Site Development Brief" have been amended to ensure that the development of any structures is encouraged in Flood Zone 1 of the site.</p> <p>The Sequential Test of PPS25 has been undertaken for Area 2 (the proposed railway station site) and is appended to the SPD (Appendix 2.)</p>

Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
Area 3: Nu-Swift Development Brief		Ms Amy Heys	Environment Agency	Object	<p>Sequential Test</p> <p>We OBJECT to the above SPD due to the lack of Sequential Test on Area 2, the proposed railway station and Area 3, the Nu-Swift Development Brief. The document states that the sites are at risk of flooding, however Paragraph 6.19 and 6.26 state that: "Planning applications should therefore be formulated in accordance with the guidance and sequential test of Planning Policy Statement (PPS) 25: Development and Flood Risk."</p> <p>PPS25 states in paragraph 5 that: "The aims of planning policy on development and flood risk are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding and to direct development away from areas at highest risk." It is therefore your responsibility to demonstrate that the Sequential Test has been applied to and passed on these sites. This is reinforced by paragraph 16 which states: "LPAs allocating land in LDDs for development should apply the Sequential Test to demonstrate that 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."</p> <p>At present the SPD is encouraging development on these sites without taking into account the avoidance of flood risk, it is therefore not in line with PPS25 and we will maintain an objection to the document until a satisfactory Sequential Test has been carried out for the above sites.</p> <p>We are willing to offer advice and guidance as to how a Sequential Test should be carried out on these two sites.</p> <p>Should you require any additional information, or wish to discuss these matters further, please contact me.</p>	<p>With the agreement of the Environment Agency, the text and plan in the section entitled "Area 3: Nu Swift Site Development Brief" have been amended to ensure that the development of any structures is encouraged in Flood Zone 1 of the site.</p> <p>The Sequential Test of PPS25 has been undertaken for Area 2 (the proposed railway station site) and is appended to the SPD (Appendix 2.)</p>

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Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
Central Elland SPD Regulation 17		Mr J T Wilson		Support	Welcome the report and accept that it has responded to many of the comments made to earlier drafts.	No changes have been made to the SPD.
Central Elland SPD Regulation 17		Mr J T Wilson		Object	Market - wherever it is situated. Currently the Elland Market is a non event, in contrast to flourishing markets in Brighouse, Hebden Bridge, Sowerby Bridge and Todmorden. The local authority should try to find out why. I believe a vibrant market can be an important community focus, attracting people to the town centre at least on one day each week.	The text and plan in the section entitled "Area 5: Southgate Development Brief" have been amended and now refer to a potential new location for the market.
paragraph	5.19	Mr J T Wilson		Support with conditions	Provision for Cyclists. The January 2008 draft lays a much stronger emphasis on provision for cyclists than earlier drafts while on wishing to discourage cyclists I would be unhappy for resources to be diverted to provision for cyclists. The topography of the surrounding area means Elland is unlikely to be an attractive town for cyclists. Scarce resources would be much better spent on provision for pedestrians.	No changes have been made to the SPD.
paragraph	6.35	Mr J T Wilson		Observations	Planters. The report creates the impression that planters are a bad thing and that sculptures are much to be preferred. I dispute this the new Westgate development in Halifax clearly favours planters. Flowers in planters suffer from vandalism but this would be minor compared to the graffiti and vandalism likely with sculptors.	No changes have been made to the SPD.
paragraph	5.38	Mr J T Wilson		Support	Paving. The report recommends the use of high quality paving. I strongly support this. It would have a dramatic effect on the town centre environment.	No changes have been made to the SPD.
Area 5: Southgate Development Brief		Mr J T Wilson		Object	I would still prefer to see Southgate pedestrianised, but if this does not happen it should be one way from Victoria Road. If Northgate became one way from the cross a through route would be created from the Town	The text in the section entitled "Highways: Preferred Option" has been amended to refer

Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
					Hall roundabout to Elland Bridge. This should be avoided. The safety posts are unsightly, but are a vital protection for pedestrians and also prevent traffic running on the footpath. A low speed limit is attractive but all experience suggests it could or would not be enforced.	to the possibility of a pedestrianised area on Southgate and the need for a one way system along Northgate to be carefully considered by the Highways Dep.
Plan depicting highways proposals at Southgate, Elland Riorges Link and Dewsbury Road	Figure 6	Mr J T Wilson		Observations	This remains a problem area. The plans for the Asda store which are compatible with the proposals for Dewsbury Road development brief envisage a road layout at complete variance with the SPD proposals. On balance I prefer the store proposals.	The text in the section entitled "Highways: Preferred Option" has been amended to allow flexibility in the details of highways proposals coming forward, subject to compliance with key principles.
Plan depicting proposed bus facility at Timber St and changes to Timber St, Southgate and Victoria Rd	Figure 7	Mr J T Wilson		Support	I strongly support opening Timber Street to buses and using Timber Street for bus stops.	No changes have been made to the SPD.
Area 1: Elland Bridge Riverside Park Development Brief		Mr J T Wilson		Support	I strongly endorse the proposals. They have merit that they require no private capital involvement. It is vital that the entrances to the park are greatly enhanced.	No changes have been made to the SPD.
Area 2: Proposed Railway		Cllr Mrs Diane Park		Support	Elland needs a train link - to encourage use of train rather than cars and reduce pollution and congestion on the roads. With the apartment developments we	No changes have been made to the SPD.

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Station Development Brief					will have an increase in commuters to Leeds/Manchester a rail facility would enhance the Elland proposition	
paragraph	6.40	Cllr Mrs Diane Park		Observations	To ensure leisure and recreation are available - the Elland pool needs updating and/or a new pool facility in the town with other recreational attractions for all age groups should be built. We should not be transporting people outside the town to another area, these facilities should be available in Elland town	Additional wording has been included in the section entitled "Area 6: Timber Street & Town Hall Triangle Development Brief" to refer to possible improvements to the swimming baths.
Area 7: Dewsbury Road Area Development Brief		Cllr Mrs Diane Park		Support with conditions	To improve the employment in the area, clean up the Dewsbury Road Site, increase free car parking and the shopping facilities in Elland, the supermarket proposal should be given planning permission.	No changes have been made to the SPD.
paragraph	6.40	Cllr Mrs Diane Park		Object	The Friday market needs rejuvenating, encourage local producers to sell their products i.e allotment growers sell their produce	The text and plan relating to the section entitled "Area 5: Southgate Development Brief" have been amended to indicate a potential new location for the market.
Area 6: Timber Street & Town Hall Triangle Development Brief		Cllr Mrs Diane Park		Support with conditions	Timber Street should be left as it is and the building remain. A small bus terminal could be established at the back of Timber Street if this street were one way for buses only and traffic lights installed on Victoria Road. My worry would be the pedestrians coming out of the post office. A good electronic crossing would be needed.	The text in the section entitled "Highways: Preferred Option" has been amended and now refers to a pedestrian crossing in this part of the highway network.

Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
Area 3: Nu-Swift Development Brief		Cllr Mrs Diane Park		Observations	The Nuswift site should be developed with buildings in keeping with the historic town of Elland and not big sheds put up like the ones we see on the roundabout by Elland Town Hall	Additional wording has been included in the section entitled "Area 3: Nu Swift Site Development Brief" to refer to the possibility of using materials sympathetic to the Conservation Area.
Area 3: Nu-Swift Development Brief		Cllr Mrs Diane Park		Observations	More green spaces/parks in Elland to attract families to the area, with better amenities and safe play areas Towns people like the position of the library, therefore I believe the library should remain where it is. Greater provision for young people. The cartwheel club is currently under funded and not used to its full potential. The Elland people do want a better quality of life, they do want to be able to do their shopping locally, have good leisure and recreational places, with the right facilities I think we can make Elland a great community and place to live as it used to be and for our future generations.	No changes have been made to the SPD.
Area 2: Proposed Railway Station Development Brief		Mr John Davis	WYPTE	Support	Metro support any initiatives that improve accessibility to the rail network provided it meets the assessment criteria of being technically feasible, financially sustainable and operationally robust. We have recently commissioned consultants to produce a strategy for the development of new rail stations towards 2021. New rail station proposals will be prioritized on the basis of the following elements: - Generation of journey opportunities as result of demographic changes and/or recent development (taking into consideration spatial policies and opportunities for external funding, e.g. through developer contributions)	Reference to the use of developer contributions towards public transport development has been included in Chapter 7 "Delivery" and this is

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Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
					<ul style="list-style-type: none"> • Proximity to the motorway network and opportunities for relieving road congestion • Release of rail capacity by encouraging passengers to use the relatively less congested rail route. • Latest government guidelines and priorities. • Technical and operational feasibility • Accessibility through connectivity • Economic and financial Appraisal • Strategic importance within the context of the Leeds City Region. <p>Elland has been included as a possible site for a station in this study. Once this study has been completed (expected May 2008) there will be a better understanding of whether it would be feasible to develop a station and what priority with regards to Metro funding it may have.</p> <p>It should be noted Metro are facilitating the development of a West Yorkshirewide approach to securing developer contributions towards transport schemes. Given the desire and expense of delivering a railway station at Elland, I would recommend that, subject to the station being considered a priority in Metro's New Rail Station Strategy, developers will be expected to contribute towards the station.</p>	referenced by sections relating to public transport proposals.
paragraph	5.22	Mr John Davis	WYPTE	Observations	<p>At a consultation meeting held 05/02/08 and attended by Metro, CMBG and the bus operators who serve Elland, it was recognised that bus interchange facilities need to be improved in the centre of Elland (e.g. by centralising bus stops). However, due to a number of constricted/restricted traffic/bus movements we do not support the indicative bus interchange on Timber Street when combined with the indicative highway alterations as shown in the SPD.</p>	<p>The text and plan relating to the proposed bus facility, in the section entitled "Highways: Preferred Options", have been amended to suggest a</p>

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Highways Issues and Preferred Option	5	Mr John Davis	WYPTE	Observations	<p>Should Eiland be subject to a highways improvements scheme, a workable bus interchange facility (as agreed by Metro, the bus operators and CMBC) should be designed in from the start of the scheme. Public transport issues to consider in any future highways improvement scheme include:</p> <ul style="list-style-type: none"> · Left and right turns into and out of Timber Street (e.g. space – tracking plots required, impact on signalisation and traffic flow along Victoria Rd and Southgate) · Provision of sufficient number of bus stops · Interactions between parking/parked cars, pedestrians and buses on possible Timber Street Interchange · Other possible sites for bus interchange, including Ø Huddersfield Road with bus only movements Ø Elizabeth Street Ø Town Hall Street (e.g. car park and swimming pool) Ø Market Square · Southgate stops are very busy, need to cater for where people want to travel to/from (e.g. Catherine St residential area to Halifax and Huddersfield) · Asda superstore (or whatever development takes place on this site) · Other developments along Dewsbury Road. · Need to cater for passenger demand in the Rosemount/Huddersfield Road area. 	<p>greater choice of locations for a central bus interchange.</p>
					<p>In light of the other points raised, rather than showing specific highways and public transport improvements schemes, we would rather the final version of the SPD highlighted that the whole of the centre of Eiland will be subject to highways and public transport improvements in the future, subject to stakeholder agreement (i.e. Metro and the bus operators).</p>	<p>The text and plan relating to the proposed bus facility, in the section entitled "Highways: Preferred Options", have been amended to suggest a</p>

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						greater choice of locations for the proposed facility. The wording of the section entitled "Highways: Preferred Option" has been amended to include the following regarding the various highways proposals: "They are indicative solutions, illustrating how the identified highways issues could be addressed in consideration of the identified issues, and the SPD's Key Principles. This does not preclude other solutions coming being implemented, which are shown to achieve the same objectives."
paragraph	6.36	Mr Craig McHugh		Observations	I'm not convinced there will be enough demand for extra shops. There are too many vacant units as it is, for example those at the bottom of the old Town Hall.	No changes have been made to the SPD.
paragraph	8.1	Mr Craig McHugh		Observations	It's disappointing that more people have taken the opportunity to comment online. Congratulations to all those involved in designing this online consultation, it's very easy to use. I probably wouldn't have realised there was an opportunity to consult if it hadn't been placed online.	No changes have been made to the SPD.

Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
paragraph	6.43	Miss Hill	Nathaniel Lichfield & Partners	Object	Given our comments on Figure 12 we consider that paragraph 6.43 is incorrect in stating that the proposed supermarket development would provide a facility with the potential to prevent people leaving the town and attract shoppers in from outside, and that the town centre would benefit from this provided it is well integrated. It is clearly the view of the Council that a supermarket of the scale proposed by Asda would in fact be harmful to the town centre. It is therefore essential that the SPD to be amended to include a requirement that any future proposals for a foodstore on this site are required to satisfy all of the retail tests, particularly in relation to need, scale and impact, to ensure the continued viability of the town centre.	The text has been amended to refer mixed-use development generally, rather than specifically to a supermarket.
Seven Key Areas : Analysis and Development Proposals	6	Ms Catherine Asquith	Senior Planner Savills	Support	The Development Brief is consistent with Policy MU5 of the adopted UDP and its associated reasoned justification in actively supporting the development of a foodstore on the Dewsbury Road site and we welcome the statement at paragraph 6.43 of the SPD that a proposal of this kind would 'provide a facility with the potential to prevent people leaving the town, and indeed attract shoppers in from outside'.	No changes have been made to the SPD.
Plan depicting highways proposals at Southgate, Elland Riorges Link and Dewsbury Road	Figure 6	Ms Catherine Asquith	Senior Planner Savills	Object	The improvement scheme put forward as illustrated on the diagram is simply a sketch and there is no evidence that any junction capacity analysis or preliminary design work has been undertaken to demonstrate that the junctions would operate within capacity or could with further work be designed to meet technical standards. For example, the close proximity of Southgate and Catherine Street mean that a scheme of the kind illustrated is not likely to be workable in practice. The location of the notional pedestrian crossing is unlikely to be acceptable due	The text in the section entitled "Highways: Preferred Option" has been modified for clarification. The text explains that the proposals in the SPD are indicative and do not preclude other highways arrangements that are also in accordance with

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Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
Plan depicting route of proposed cycle route	Figure 8	Ms Catherine Asquith	Senior Planner Savills	Support with conditions	<p>to the close proximity to Southgate and we seriously doubt whether the geometry shown on the plans would meet technical standards or satisfy a safety audit.</p> <p>Given the reference to the Preferred Highways Option in the Dewsbury Road Development Brief, it is striking that the Preferred Option does not actually include any arrangements whatsoever to provide operational access to the proposed development.</p> <p>Despite what is said in the Development Brief, the Preferred Highways Option has clearly been conceived without any regard to the other proposals within the SPD and must therefore be reconsidered or deleted before the document proceeds further.</p> <p>Currently no cycle facilities are provided in the vicinity of the site or indeed elsewhere in Elland as a whole. At paragraphs 5.18-5.20 there are proposals for the provision of a high quality cycling infrastructure as indicated on diagram. it is suggested that the proposals are introduced onto the existing highway network in the vicinity of the Dewsbury Road site. Whilst we support the aspirations of the SPD in seeking to improve cycling facilities in Elland, a detailed feasibility study would be required to ensure the proposals could be accommodated and provide a safe environment for cyclists to manoeuvre consistent with the operation of the local network for vehicle access. The suggestions made in the draft SPD can only therefore be regarded as tentative at present and the SPD should make clear that further work is required before they can be taken forward.</p>	<p>SPD's key principles and address the issues identified.</p> <p>The text in the section entitled "Highways: Preferred Option" has been amended to refer to the need for further feasibility work relating to the proposed cycling infrastructure.</p>

Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
Central Elland SPD Regulation 17		Ms Catherine Asquith	Senior Planner Savills	Observations	<p>In conclusion, we largely welcome the SPD's proposals for the Dewsbury Road site and its positive assessment of the regeneration and other benefits that a foodstore development would bring both to the site and to the town centre more generally. We are concerned however that the Preferred Highways Option being promoted has not been evaluated in sufficient details and is wholly incompatible with the other proposals within the SPD for the development of the Dewsbury Road site. The Preferred Highways Option should not be pursued for these reasons.</p> <p>We trust that these comments will be taken into account before the Council make further progress with the SPD.</p>	<p>The text in the section entitled "Highways: Preferred Option" has been amended for clarification. The text explains that the SPD's proposals are indicative and do not preclude other schemes coming forward that also address the issues raised in, and the key principles of, the SPD.</p>
Central Elland SPD Regulation 17		Mr Ian Smith	English Heritage	Observations	<p>Although reference is made to the Elland Conservation Area and the need to consider the UDP's policies for its preservation and enhancement, the extent/boundary of the Elland Conservation Area is not shown on any of the maps</p> <p>Suggested Change:- The boundary of the Conservation Area should be shown on Figure 2</p>	<p>Figure 2 has been amended to show the Conservation Area boundary.</p>
Central Elland SPD Regulation 17		Mr Ian Smith	English Heritage	Observations	<p>There are two references to the improvement of shop fronts through the application of grants from the Townscape Heritage Initiative – on page 26 and 67. New Eligibility Criteria will be coming into force in April requiring target areas to be in the bottom 10% according to the government's deprivation indices.</p> <p>Suggested Change:- The council may wish to check potential eligibility in order to avoid rising false hopes/making misleading statements.</p>	<p>Reference to THI has been removed and replaced with a reference to heritage-related grants. Readers are advised to seek the advice of the Council's Conservation officers.</p>

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Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
paragraph	1.10	Mr Ian Smith	English Heritage	Support with conditions	We welcome the key principles for the future of this area, especially the first bullet-point relating to the preservation of the local distinctiveness of Central Elland. However, the SPD should also be seeking to reinforce the distinctive character of the area. Suggested Change:- First bullet-point, line 2 amend to read:- "...in a way that preserves and reinforces the settlement's local distinctiveness.."	The recommended amendment to the text has been implemented.
Central Elland SPD Regulation 17		Mr Ian Smith	English Heritage	Object	Reference is made in several places to potential developments in the Conservation Area being built of "stone, stucco or render" A more appropriate form of wording would be sandstone or materials of equal quality. Suggested Change:- Where appropriate, amend to read "sandstone or materials of equal quality".	Where appropriate, the text has been amended to refer to the use of "sandstone or materials of a similar quality".
paragraph	4.1	Mr Ian Smith	English Heritage	Object	Whilst the town centre may be in need of investment and it is certainly true that much of the area has suffered from insensitive developments in the past, it would not be true to state that it lacks a "sense of place". Suggested Change:- Amend	The SPD has been amended in accordance with this comment.
Site 3 Potential Development Diagram	Figure 21	Mr Ian Smith	English Heritage	Object	There is an opportunity to improve the setting of the Grade I Listed Parish Church and the setting of the Elland Conservation Area by including a belt of landscaping along Briggate on the south-western boundary of this site Suggested Change:- Figure 21 should include a green area along the route of the proposed footpath link to Briggate.	No changes have been made to the SPD.
Area 4: Northgate, The Cross and Upper		Mr Ian Smith	English Heritage	Object	Whilst currently unsightly, this is a sensitive area because it is at the back of the Dobson's sweet factory and close to the Parish Church. The development brief, as set out, is too simplistic for such a key site within the Conservation Area. Proposals for this area	The text and plan in the section entitled "Area 4: Northgate, The Cross and Upper Southgate Development Brief"

Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
Southgate Development Brief					<p>need to be based upon an analysis of the character of this part of the Conservation Area and the contribution which the various buildings around the site make to its character and appearance. Paragraph 6.32 (b) states "The potential development site should be redeveloped as office premises with the existing structures being demolished". This site lies within the Elland Conservation Area and total demolition of the existing buildings would require Conservation Area Consent and would, as a result, have to be justified in relation to the criteria set out in PPG15. Paragraph 6.32 (e) refers to the buildings on Westgate being "deleted" and the diagram on page 64 implies that the site be used for car parking. The demolition of these buildings would have to be justified in relation to the criteria set out in PPG15. We are concerned about the impact which the opening up of Westgate might have upon the character of this part of the Conservation Area. The Grade II Listed former Rose and Crown public house, which dates back to the mid-C17, is identified on Figures 23 as a "Potential redevelopment" site. Whilst we would welcome proposals for the reuse of this historic building, we would be concerned should it be intended that this building be demolished.</p> <p>Suggested Changes:- The SPD should make it clear that:-(a) The demolition of any buildings within the Conservation Area would need to be justified in terms of the guidance provided in PPG15.(b) New development should be related to the local context and character of the conservation area (c) It is important to retain a built frontage along Westgate to retain the sense of enclosure and reinforce the character of the space at The Cross. (d) Figure 23 should be amended to remove the yellow shading, indicating potential redevelopment site, from the listed</p>	<p>have been amended. Reference is made to the need for proposals to be in accordance with the guidance of PPG15 and to relate to the context of the conservation area. The importance of maintaining a frontage along Westgate and reusing rather than 'redeveloping' the former Rose and Crown, are referred to.</p>

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Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
Area 5: Southgate Development Brief		Mr Ian Smith	English Heritage	Object	<p>former Rose and Crown building and the SPD needs to set out more explicitly the Council's intentions for this building.</p> <p>While the redevelopment of the Coronation Street car park site is supported we are concerned that paragraph 6.36 (a) states that "this block should be built to a height of 3-4 storeys". Most commercial properties along Southgate are two or three storeys. A four storey building with pitched roof could be significantly higher than the surrounding properties which would impact on the street scene along Southgate.</p> <p>Suggested Changes:- In order to avoid ambiguity over interpretation of storey heights, the council may wish to consider setting a maximum ridge or eaves height.</p>	The text has been amended to read "[the proposed building] should be built to a height, and utilise materials, sympathetic to the character of the area."
Area 6: Timber Street & Town Hall Triangle Development Brief		Mr Ian Smith	English Heritage	Object	<p>Whilst we would support a new building on the car park/market site, we are concerned that Figure 27 shows the Town Hall triangle as a "potential redevelopment" site (despite being identified on Figure 26 as having a high quality frontage). In addition, we also have concerns about the proposal for the "potential redevelopment" of the Swimming Baths (which are identified, in Section 3, as being of historic and architectural interest). In addition a civic square is shown in between the proposed new building and what is currently the back of the baths. We are concerned that this would be a shady and difficult to secure area. Whilst building up to the rear of the pavement would improve the street scene there may be a case for setting back any new building to create a high quality public space at the western corner of the site relating to the greenspace in front of the former council offices.</p>	Amendments have been made both to the text and the plan in the section referenced "Area 6: Timber Street & Town Hall Triangle Development Brief", in accordance with this comment. The Town Hall buildings are no longer referred to as a redevelopment site, but as a site 'for renovation and reuse'. Reference to the civic square has been removed as

Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
					Suggested Changes:- Figure 27 should be amended to remove the yellow shading from the town hall triangle and the baths building. The Council should also reconsider the position of the proposed civic square.	reference to the baths being a redevelopment site.
Area 2: Proposed Railway Station Development Brief		Mr J T Wilson		Support	I support the use of this site for a railway station. The recently added services on the line should attract far greater passenger use than the original survey indicated.	No changes have been made to the SPD.
Area 3: Nu-Swift Development Brief		Mr J T Wilson		Support	I support the proposals. Progress will depend almost entirely on Nu-Swift but the SPD will provide Nu-Swift with an indication of what would be acceptable development.	No changes have been made to the SPD.
Area 4: Northgate, The Cross and Upper Southgate Development Brief		Mr J T Wilson		Support	I support the proposals, a new shared access to Dobsons is essential to allow problems of Northgate traffic to be tackled.	No changes have been made to the SPD.
paragraph	6.36	Mr J T Wilson		Support	(c) Strongly support. The local authority as property owners and landlord should be proactive in stimulating more active use of these premises.	No changes have been made to the SPD.
Area 6: Timber Street & Town Hall Triangle Development Brief		Mr J T Wilson		Object	Until there are firm, committed proposals for an alternative, the swimming baths should be retained. The proposals do not offer a resolution to the serious pedestrian/vehicle conflict at the Southgate/Victoria Road junction.	No changes have been made to the SPD.

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Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
Area 7: Dewsbury Road Area Development Brief		Mr J T Wilson		Support	Generally agree	No changes have been made to the SPD.
		Cllr Conrad Winterburn		Observations	I can confirm that I am in broad agreement with the responses to the draft SPD made by Elland and District Partnership (through Mr Joe Braithwaite).	No changes have been made to the SPD.
paragraph	5.33	Cllr Conrad Winterburn		Support with conditions	Cycling - can be encouraged but should not be over emphasised.	No changes have been made to the SPD.
paragraph	6.36	Cllr Conrad Winterburn		Support	Two buildings in gaps - these should be strongly encouraged and priority given to library and customer first.	The text of the SPD, in the sections relating to "Area 5" and "Area 6" has been amended to refer to the potential use of new buildings as customer first and/or libraries.
paragraph	6.40	Cllr Conrad Winterburn		Support	Two buildings in gaps - these should be strongly encouraged and priority given to library and customer first.	The text of the SPD, in the sections relating to "Area 5" and "Area 6" has been amended to refer to the potential use of new buildings for customer first and/or library.
Area 7: Dewsbury Road Area Development Brief		Mr J Braithwaite	Chairman Elland & District Regen Partnership	Support	We welcome the proposals for improved landscaping and better pedestrian links which will have positive benefits for the setting of the southern part of the Conservation Area.	No changes have been made to the SPD.

Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
paragraph	5.20	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Object	<p>1. Cycling. The latest draft places an increased emphasis on making specific provisions for facilities for cyclists. It is felt that the recommended provisions are excessive and in particular the Partnership would not wish to see "steel lock-up" cabinets appear as items of street furniture, although bars or rails, to which cycles could be chained and locked, would be acceptable. The Partnership would further not wish to see "Marked Cycle Routes" around the Town Centre especially if these were to entail colouring of paving. It is pointed out that Elland is a very hilly area and that it is unlikely that very extensive use of cycles by members of the public, when accessing the Town Centre, will occur whatever facilities are provided. It should be sufficient to ensure that those who wish to cycle into the Town are not actively discouraged from doing so. Any cyclist who visits the Town will be able to find his way around without us having to provide excessive "Street Clutter" to assist him.</p>	No changes have been made to the SPD.
paragraph	5.21	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Support with conditions	<p>3. Southgate. The One-Way proposal (item 5.21) is endorsed but only as a temporary measure in that its implementation (already in hand) will be an improvement on the present situation. Earlier versions of the SPD included proposals for further full pedestrianisation of parts of the Town Centre and Southgate in particular. The Partnership is both surprised and disappointed to see that this proposal would appear to have been dropped from the latest draft since this one element represents what must surely be a key way to improve the "Town Centre Experience" for all concerned. Whilst the One-Way proposal for Southgate is endorsed the Partnership feel that this short-term scheme should not prejudice further development of pedestrianised areas within the Town Centre in the future. Adequate provision for</p>	<p>The text in the section entitled "Highways: Preferred Option" has been amended to refer to the potential pedestrianisation of Southgate in future.</p>

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Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
Plan depicting one-way proposals for Southgate and Northgate	Figure 5	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Object	<p>deliveries to businesses along Southgate must of course be preserved whatever scheme is chosen in the future.</p> <p>4. Northgate. The Partnership has severe reservations about the wisdom of making Northgate one-way, particularly if this were to be downhill. Coupled with the current scheme to make Southgate one-way (from Victoria Road to the Cross) this would create a direct "Race Track Route", right through the Town Centre, from South to North. At a stroke this would encourage traffic, which does not intend to make use of the Town Centre itself, to pass right through the centre, with little to impede it other than the pedestrians who are trying shop in, and enjoy, the Town Centre. This would encourage totally unnecessary vehicular traffic to come into the centre, a scenario that should be avoided at all costs. The Council already has a copy of the work done on the Northgate traffic problems which was prepared by Mr T.Chadwick in 2006. This paper considered the Northgate problems in more detail. Discussion within the Partnership board led to the conclusion that there may well be more than one proposal which might help traffic in Northgate, each with its own advantages and disadvantages. The point about creating a new access for Dobsons Sweets, off Westgate, is noted but it was felt that, since this would involve buildings demolition, the Partnership would not be in a position to comment on the practicality of this at the present time. Further study of the Northgate traffic problems is needed before any firm proposal is made.</p>	The text in the section entitled "Highways: Preferred Option" has been amended and now refers to the need for careful consideration in the design of one-way system along Northgate..

Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
Site 4 Potential Development Diagram	Figure 23	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Object	5. Area 4 (Northgate & The Cross). It is pointed out that the proposed B1 Office building shown on Figure 23 would conflict with two existing Planning Consents which Dobsons already have regarding extensions to their works.	No changes have been made to the SPD.
Plan depicting proposed bus facility at Timber St and changes to Timber St, Southgate and Victoria Rd	Figure 7	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Support with conditions	Timber Street Bus Stops. The partnership is in agreement with the proposals to provide central Bus Stops in Timber Street for both directions. It is now accepted that the listed formally derelict buildings at the top of Timber Street will not be demolished. The consequence of this is that it would seem that it may not now be possible for extra traffic, other than buses controlled by lights, to make use of Timber Street. This factor will limit the choices available for revised traffic schemes for the Town Centre. Existing traffic which accesses housing, rear of shops/Post Office and the Car Park would still be able to do so and would access and leave Timber Street as it does now although the parking area may be reduced and redesigned.	The text and plan relating to the proposed bus facility, in the section entitled "Highways: Preferred Option", have been amended to allow for greater flexibility in the location of a central bus facility.
Highways Issues and Preferred Option	5	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Observations	7. Traffic Schemes in General. After much discussion it became apparent that, despite the considerable effort put into developing the SPD to its present form, there has still not been sufficient thought given to the traffic issues as they affect the whole of the Town Centre. At a recent meeting between the Partnership and Calderdale Highways Section it was stated that there had formerly been a system whereby the various towns in Calderdale have had periodic reviews of their traffic problems. The Partnership now request that whatever the final form of the SPD which is adopted by the Council this should not prejudice a full and detailed review of the traffic/pedestrian problems in Elland, with a view to developing an improved system of traffic management for the future.	The text in the section entitled "Highways: Preferred Option" has been amended to refer to the input of the Council's Highways Dep.

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Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
Highways Issues and Preferred Option	5	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Object	<p>The Partnership feels that such a full review has now become urgent and is concerned that attempts at piecemeal solutions applied to individual problems may well lead to creating new problems as a consequence. In particular the Partnership suggests that any new scheme should discourage any traffic from entering the Town Centre Area between Victoria Road and Northgate which does not have a reason to enter this area for its own sake. Judicious use of "Access Only" signage may well help in this context. It is further recommended by the Partnership that ways should be found to encourage large heavy goods vehicles, which currently pass through the Town en route to other destinations, to find other routes which hopefully might not include Victoria Road and Jepson Lane.</p> <p>Parking in General. The Partnership wishes to state that vehicle parking provision should be a central consideration within the SPD. Both working staff and shopping visitors, along with many residents, can and do park conveniently in Elland. This is one thing which Elland has to commend it, over some other destinations, to potential shoppers and visitors. It should not be necessary, within the framework of the current SPD, to propose unnecessary restrictions to parking or to reduce the total number of parking spaces which are currently available close to the main central shopping area.</p>	No changes have been made to the SPD.
Area 1: Elland Bridge Riverside Park Development Brief		Mr J Braithwaite	Chairman Elland & District Regen Partnership	Support with conditions	<p>The Riverside Park. The Partnership endorses the proposals in this respect and note that they should be fairly straightforward to implement. In terms of priority it is felt that development of "Area 1" should not prejudice the more urgent needs to effect improvements in the main Town Centre. It was stated that funding sources, other than our Local Authority,</p>	No changes have been made to the SPD.

Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
Area 2: Proposed Railway Station Development Brief		Mr J Braithwaite	Chairman Elland & District Regen Partnership	Observations	<p>may be available to help fund the Riverside Park improvements. The Partnership recommend that such funding be investigated.</p> <p>Railway Station. The Partnership is exasperated at the length of time and complex procedures which seem to be required, in our present time, for a station to be provided on a stretch of railway line which already has a train service operating on it. When the Railways were first built they required complex land acquisition procedures and Acts of Parliament. Surely "A Station for Elland" could be provided more quickly if the right pressures were applied in the right places. Existing rail services in and around Calderdale are very well used, a fact which alone should preclude the need for further costly "feasibility studies" to be carried out. The Partnership wish to see a station provided at the earliest possible opportunity.</p>	No changes have been made to the SPD.
paragraph	6.36	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Support with conditions	<p>Buildings to fill in gaps. The Partnership is in broad agreement with the proposals to fill in the gaps identified in the buildings townscape provided that a full study of Town Centre parking needs is carried out in order to ensure that parking spaces built over are adequately replaced. In particular the proposal to provide a new "Active Frontage" building over what is now the Coronation Street Car Park is endorsed. It should be possible to design a scheme whereby at least all the parking spaces in both the Coronation Street and Boxhall Road car parks are replaced either behind, or as part of, the new building. These parking spaces are considered vital and should not be eliminated. The main concern of the Partnership regarding the provision and financing of new buildings is whether or not appropriate, and viable, occupation or uses for such buildings can be found. It is hoped that adoption of the ideas in the SPD and subsequent</p>	No changes have been made to the SPD.

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Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
paragraph	6.36	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Object	<p>delivery thereof will both revitalize the Town Centre and at the same time increase confidence for those who may wish to invest in Elland.</p> <p>The Southgate "Safety Posts". This is one area where the Partnership board members could not agree. The two opposing views are therefore given. Firstly it was argued that the existing posts provide a safer environment as well as preventing vehicles from partially parking on the pavement. Secondly it was argued that the posts themselves present an added safety risk whereby someone may be trapped between them and a vehicle, should it need to swerve suddenly to avoid a hazard. Whichever foregoing view is taken it is accepted that the posts themselves represent an unsightly element of "Street Clutter". One trader has also commented on inappropriate positioning of the posts stating that their chief safety function should be to prevent persons exiting from shops going directly onto the roadway so that positioning should have been right opposite shop doorways. This is not in fact the case. The idea of lowering the roadway even further from the pavement whilst at the same time introducing speed humps was not supported by the Partnership. The principal aim should firstly be to eliminate as much unnecessary traffic as possible and then provide a pedestrian type environment through which vehicles may proceed only very slowly and with extreme caution. Consideration should be given to provide "Access Only" signage to sensitive areas of the Town Centre.</p>	The text in the section entitled "Highways: Issues" has been amended to remove reference to speed bumps and to allow flexibility in the use of traffic calming measures.
Plan depicting highways proposals at Southgate, Elland	Figure 6	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Support	<p>Catherine Street Closure. The Partnership was pleased to note that an earlier proposal to close off the bottom of Catherine Street had now been dropped.</p>	No changes have been made to the SPD.

Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
Riorges Link and Dewsbury Road	Figure 6	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Object	Huddersfield Road Closure. The Partnership was not convinced that closing off the southern end of Huddersfield Road was a sound proposal. This item should be studied within the full context of item No.7 above as well as considerations relevant to the proposals to alter the road layout in front of the Town Hall.	No changes have been made to the SPD.
paragraph	4.7	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Observations	Issue 3 Shop Fronts:- Townscape Heritage Initiative. The Partnership is pleased to note that such a scheme exists and would appreciate any information as to how this may operate to the benefit of the Town Centre and its buildings.	No changes have been made to the SPD.
Area 7: Dewsbury Road Area Development Brief		Mr J Braithwaite	Chairman Elland & District Regen Partnership	Support	The Partnership supports the use of this site for retailing.	No changes have been made to the SPD.
Plan depicting highways proposals at Southgate, Elland Riorges Link and Dewsbury Road	Figure 6	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Support with conditions	The Partnership is pleased to see the "pedestrian friendly" layout shown whereby two "T Junctions" replace the existing roundabout system. This item has always been a central plank within the development of the SPD. Its function has been intended to reduce the area taken up by roadway surface thereby helping to reduce the "severance effect", for pedestrians, between the Town Hall area and the Dewsbury Road site. The latest, and recently rejected, planning application for a retail store on the Dewsbury Road site showed not the "T Junctions" layout but an enlarged and elongated roundabout. Whilst this last road layout, (which would undoubtedly	No changes have been made to the SPD.

Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
paragraph	6.40	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Support with conditions	<p>have been practicable in the traffic handling sense), had received planning approval in principle it would not appear to have fully addressed the severance issues identified in the SPD. Whilst the SPD has identified the Dewsbury Road site for retailing the layout on figure 6 does not seem to indicate how the extensive traffic entering and leaving the proposed superstore site might be handled, should the "Two T Junction" be used.</p> <p>The Friday Market Relocation. The Partnership supports in principle the relocation of the Friday Market from the Town Hall Square to the precinct area opposite the Coronation Street car park. There will undoubtedly be several practical issues to be resolved before this could be effected, not least the logistics of stalls storage and erection as well as the traders being given vehicle access close to their stalls. It would be hoped that such a relocation may well serve to help promote the market in future.</p>	No changes have been made to the SPD.
paragraph	6.36	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Object	<p>(b) Floral Planting Schemes and Artworks. The last year has seen a very significant improvement as regards the floral displays in Elland. This was achieved through an initiative of the Partnership and was very well received by the people of Elland and District. The Partnership worked in collaboration with the Council Parks Department, Local Schools and Rotary, with further assistance from local businesses. Moves are already in hand to develop these improvements even further this year. The "ungainly planters" recommended for removal under item 6.36(b) were a central plank for last year's improvements and the results achieved with these were highly commended by the public. Whether these large square planters could happily co-exist with a relocated, and hopefully extended, market is another</p>	No changes have been made to the SPD.

Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
Area 5: Southgate Development Brief		Mr J Braithwaite	Chairman Elland & District Regen Partnership	Observations	<p>question however. There is little support from the Partnership as regards provision of public works of art, bearing in mind the significant improvements already achieved with the floral displays.</p> <p>Street Paving and Furniture. It is acknowledged that the present paving is of poor quality although the seating benches have just been refurbished. It is quite possible that a great many of the former original Yorkshire Stone Setts are still extant, under the more recent poor quality paving and tarmac, in at least Southgate, Northgate and The Cross. Perhaps these may provide a basis for future use in restoring some of Elland's lost character. With judicious use they may well provide a low capital (if not labour related) cost element for future works.</p>	<p>The text in the sections entitled "Area 4: Northgate, The Cross and Upper Southgate Development Brief" and "Area 5: Southgate Development Brief" has been amended to refer to the potential reinstatement of Yorkshire setts in the Town Centre.</p>
paragraph	5.15	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Object	<p>Junction Narrowing. This is mentioned in relation to several junctions. Whilst such work would doubtless increase the area available for pedestrian use it must be remembered that large delivery vehicles do now access the Town Centre on a regular basis. Proposals to ban the larger vehicles from the Town Centre, or alter junctions to make their passage difficult, would be met with opposition from many of the traders and their suppliers. Any schemes which enhance the shopping and general Town Centre experience should not necessarily make access for deliveries more difficult.</p>	<p>No changes have been made to the SPD.</p>
Central Elland SPD Regulation 17		Mr J Braithwaite	Chairman Elland & District Regen Partnership	Observations	<p>Planning Gain. A study should be made whereby any current planning systems which might generate significant "planning gains" through larger development schemes, in and around Elland, might</p>	<p>The text in Chapter 7 "Delivery" has been amended to include reference to developer</p>

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Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
Central Elland SPD Regulation 17		Mr J Braithwaite	Chairman Elland & District Regen Partnership	Observations	<p>be channelled in such a way as to ensure that Elland does not lose out in such circumstances. If there is any chance that gains from such as "Section 106 agreements" may occur then these should be considered towards helping to achieve some of the items within the SPD or perhaps improved swimming or sports facilities within Elland. Any programme targeted towards delivery of major items within the SPD might act as a target indicator in these circumstances.</p> <p>Delivery of the SPD itself. The Partnership is very concerned that, once adopted, the SPD should provide a realistic framework with which to assist in the regeneration of Elland. The Partnership, according to its own objects, would wish to make a contribution, in conjunction with the Council, towards helping to achieve an improved environment within the Town of Elland.</p>	<p>contributions towards public transport infrastructure.</p> <p>No changes have been made to the SPD.</p>
Central Elland SPD Regulation 17		Mrs Alison Munday	Plans Manager Government Office for Yorkshire and the Humber	Other	<p>Thank you for consulting us on Calderdale's proposals for the Central Elland SPD. We do not wish to make any comments.</p>	<p>No changes have been made to the SPD.</p>
Diagram depicting the Seven Key Areas	Figure 12	Miss Hill	Nathaniel Lichfield & Partners	Object	<p>Within the revised draft SPD, the Dewsbury Road area is identified in Figure 12 as a key development site for a 'new supermarket'.</p>	<p>Figure 12 has been amended.</p>
paragraph	6.42	Miss Hill	Nathaniel Lichfield & Partners	Object	<p>At paragraph 6.42 reference is made to a current planning application for the development of a supermarket by ASDA. As you will be aware the application for the ASDA supermarket was refused planning permission on 22 November 2007, for the reason that 'The Council is not satisfied that the</p>	<p>The text and plan in the section entitled "Area 7: Dewsbury Road Area Development Brief" have been amended to remove reference to a</p>

Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
					<p>proposed development will promote linked trips to other destinations in Elland town centre and considers that the site would act as a separate retail destination. In its opinion, the scale of the retail proposals is not appropriate to a town centre of the size and nature of Elland and would seriously harm the vitality and viability of the town centre; these are compelling objections. Accordingly the retail proposals do not accord with the Calderdale Unitary Development Plan, namely Policies GS1, GS2, GS3 and S2 or with a key objective of PPS6, namely to sustain and enhance the vitality and viability of town centres. The Council does not consider that the identified benefits of the proposed development outweigh the objections to the size and scale of the proposed superstore which is not appropriately related to a town centre of the size and nature of Elland'.</p>	<p>supermarket, and changed to refer to mixed use development generally.</p>
paragraph	6.47	Ms Catherine Asquith	Senior Planner Savills	Object	<p>The development brief identifies the need to ensure that any new foodstore is well related to the town centre and that good quality pedestrian facilities are provided. It suggests that the Preferred Highways Option set out in Section 5 of the draft SPD would achieve this. We consider that the Development Brief is mistaken in this respect, since the Preferred Highways Option appears to have been prepared without any regard to the development proposal it is said to support and is in a number of respects inconsistent with it.</p>	<p>The text in the section entitled "Highways: Preferred Option" has been amended. The highways proposals in the SPD are indicative, and do not preclude other proposals coming forward that also address the issues identified in, and the key principles of, the SPD.</p>
paragraph	6.47	Cllr Conrad Winterburn		Support	<p>road layout - whatever is agreed for the retail development in the 'Dewsbury Road' triangle there should be nothing to create or continue the present severance between this area and the town centre.</p>	<p>No changes have been made to the SPD.</p>

2 . Regulation 17 Summary of Issues

Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
paragraph	6.47	Cllr Conrad Winterburn		Observations	<p>Whatever happens in this respect the present unsatisfactory and over wide roundabout should be discontinued.</p> <p>Dewsbury Road frontages - I appreciate that the areas on the north side are already being developed for housing. There should certainly not be similar exclusively housing development on the south side</p>	No changes have been made to the SPD.
Central Elland SPD Regulation 17		Mrs Rosemary Lord		Support with conditions	<p>I agree in principle with the plans to bring more shops and a variety of them to Elland, but of course a lot could depend on whether Asda goes ahead. Also I agree that there should be more parking spaces at a reasonable cost but many car drivers think that if they drive they should park where they want. If these plans go ahead I trust that if a person wishes to go to buy a paper or a loaf of bread that they could park for 15-20 minutes free. Also agree that there should be better cycle routes.</p>	No changes have been made to the SPD.
paragraph	6.12	Mrs Rosemary Lord		Observations	<p>There are no areas for parking near Riverside Park for visitors. If this is intended to be a good feature for Elland and visitors then there should be toilet facilities there, apart from families with young children many people of my age, pensioners, cannot go far without these. I am one. It is too far to walk to the Town Hall Square if the need arose.</p>	The text in the section entitled "Area 1: Riverside Park Development Brief" has been amended to refer to the potential development of facilities related to a park.
Site 4 Potential Development Diagram	Figure 23	Mrs Rosemary Lord		Observations	<p>Any development on this site should include landscaping below Ripon and Regent Houses. People there do not want to see from their windows, particularly on the ground floor, a load of cars parked. This landscaping should not be too near the flats.</p>	No changes have been made to the SPD.

Title	Number	Name	Organisation	Nature Of Response:	Comment	Outcome
Site 6 Potential Development Diagram	Figure 27	Mrs Rosemary Lord		Support with conditions	To remove the bus stop in Southgate would greatly improve traffic flow and also anything that can be done to reduce large and heavy vehicles going through the town would be advantageous. The by-pass was supposed to stop that. To enable pedestrians to cross Southgate is a necessity near Victoria Road.	No changes have been made to the SPD.
Site 6 Potential Development Diagram	Figure 27	Mrs Rosemary Lord		Support with conditions	Any development around the Market Square would be good but something should also be done to provide Elland with a more up to date swimming pool. This is a vital need. Also the Town Hall needs to be done up it looks dilapidated.	The text in the section entitled "Area 6: Timber Street & Town Hall Triangle Development Brief" has been amended to refer to the potential renovation and improvement of the baths.
paragraph	6.46	Mrs Rosemary Lord		Support with conditions	Agreed that this area needs something doing with. It is untidy and a detrimental aspect on entry into Elland. My only comment is that one of the main streets in that area is Catherine Street and it looks like that is being blocked off. I hope that is incorrect. Any improvements must ensure that pedestrian's can access any part without having to run the gauntlet of traffic.	No changes have been made to the SPD.