



Have your say on the future development of your area

Core Strategy Objectives and Policy Options

January 2011



Calderdale Local Development Framework

1 Introduction

At the time of writing this document there was considerable uncertainty as to the future of the Regional Spatial Strategy (RSS) with the incoming Coalition Government stating its intention to abolish RSSs. The time-scale for this is unclear, particularly given that a legal process must be followed. Clearly there are planning implications which would arise from the abolition of RSS, especially in relation to the district's housing requirement figure, employment figures and renewable energy targets. Until the position becomes clearer this document generally reads as if RSS remained although recent evidence is also taken into account. However, should RSS be abolished, then this will be reflected in subsequent consultations and particularly the Core Strategy Preferred Options Document.

This document, together with the associated Minerals and Waste Objectives and Policy Options document, provide supporting information for the strategic objectives identified in the Core Strategy Refined Issues and Options (January 2011). The aims and strategic objectives of the Core Strategy form the link between the high level spatial vision, and the detailed strategy. The strategic objectives help to focus on the key issues necessary to address the overall vision of the plan. Each objective is supplemented by options for future Core Strategy policies with the aim of tackling the issues identified and meeting the objectives. The policy options are provided for discussion and comment.

Potential indicators and targets are also included for discussion and comment. The purpose of the targets and indicators will be to develop a monitoring framework for the Core Strategy to make sure we are meeting its objectives. This document should be read in conjunction with the Core Strategy Refined Issues and Options document it is intended to support. Comments received may lead to further refinement of the strategic objectives and in particular will help to develop the policy options for inclusion in the Preferred Options Core Strategy Document later in 2011.

Consultation arrangements

The Council welcome comments upon this document as well as the Core Strategy Refined Issues and Options and Minerals and Waste Objectives and Policy Options documents. The consultation period runs for 9 weeks from 21 January 2011. All comments should be received by the Council by 5pm 25th March 2011. **It is recommended that comments are completed on-line by visiting the Council website at:**
<http://calderdale-consult.limehouse.co.uk/portal>

Comments can also be sent to:

The Spatial Planning Team - Planning Service
 Calderdale MBC, Northgate House, Northgate, Halifax HX1 1UN

There will be a range of Core Strategy consultation events which you can get involved in. Details of these will be advertised in the local press and on our website or you can call the Council on 01422 392206 or 01422 392381.



Yorkshire Planning Aid provides a free, independent and professional planning advice service to individuals and groups from within the Yorkshire and Humber region who cannot afford professional fees. The organisation may be able to assist groups and individuals who would like support and advice in order to get involved in this

consultation process. Contact our Planning Advice Helpline on 0870 850 9808; Email ykcw@planningaid.rtpi.org.uk.

The Studio, 32 The Calls, Leeds LS2 7EW

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2 How to use this document

2 How to use this document

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Calderdale MBC Objectives and Policy Options - January 2011

This document builds upon the initial strategic objectives identified in the Issues and Options Consultation (November 2008) which have been revised in light of comments received. The majority of objectives have been refined to improve their clarity and to help focus on the specific issues that need addressing. Two objectives have been merged into a single objective on Green Infrastructure and the Natural Environment (formerly objectives 5 and 6) and a new objective has been created around Communities and Narrowing the Gap. Two further new objectives on Minerals and Waste have resulted from separating these objectives from the Economy and Enterprise and Climate Change objectives respectively. The Minerals and Waste objectives, issues and policies are contained in the separate Minerals and Waste Objectives and Policy Options document.

The following chapters discuss each strategic objective in detail, identifying their sub-objectives, along with potential policy options and targets and indicators to measure progress in achieving them. The document covers a wide variety of issues and therefore is quite long, because of this it is not intended that it should be read in one-sitting or necessarily all the way through. The following table provides a brief overview of the content of each chapter to allow you to identify areas of interest.

Brief description of each chapter

Chapter	Description
1. SO1 - Sustainable Development	Introduces the sustainable development objective which acts as an over-arching concept informing all other objectives.
2. SO2 - Climate Change	Looks at the wide ranging implications of climate change and how the Core Strategy could respond. A number of sub-objectives are identified including reducing emissions and adapting to the effects of climate change.
3. SO3 - Economy and Enterprise	Looks at Calderdale's economy and how the Core Strategy could aid economic growth. Topics covered include employment land, innovation and town centres.
4. SO4 - Housing	Considers a wide range of housing issues including location, size, need as well as gypsies and travellers.
5. SO5 - Green Infrastructure and the Natural Environment	Looks at the district's green areas, how they are used and their positive benefits for health, the environment and the economy.
6. SO6 - Historic Environment and Design	Considers how we can utilise and protect our built heritage as well as promote good design and access.
7. SO7 - Transport	Considers how transport issues effect our life and how the Core Strategy could assist by making new developments more accessible, reducing reliance upon the car and promoting investment in public transport.
8. SO8 - Communities and Narrowing the Gap	There are significant differences across Calderdale in terms of opportunities, achievements and employment opportunities. This chapter provides some ideas on how the Core Strategy may be able to increase opportunities in our more deprived areas.

Throughout the document a number of policy options are contained in orange boxes. These provide details on possible policy approaches or options to cover each objective. In addition there are a number of questions throughout the document which are aimed at stimulating debate. Whilst responses to the questions are sought comments on other parts of the document are also welcome.

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6 SO1 - Sustainable Development

1 SO1 - Sustainable Development

SO1 - To follow the principles of sustainable development in the location and design of all new and refurbished development and associated infrastructure.

Issues and Aims

- 1.1** The initial sustainable development objective proposed in the Issues and Options Consultation in 2008 read as follows *"To follow the principles of sustainable development in the location and design of all new and refurbished development ensuring the minimisation and recycling of waste and the maximisation of renewable energy"*. Having reviewed the objective, it has been reworded to reflect the fact that sustainable development is of relevance to many more aspects of spatial planning than minimising waste and maximising renewable energy.
- 1.2** The most commonly used definition of sustainable development emerged from the Bruntland Report ⁽¹⁾ in 1987, which described sustainable development as being 'development that meets the needs of the present, without compromising the ability of future generations to meet their own needs'. It is about ensuring a better quality of life for everyone now and for future generations.
- 1.3** The Core Strategy needs to include objectives, policies and options that follow the principles of sustainable development, and ensuring the government's principles of sustainability⁽²⁾ are followed. These are:
- Living within environmental limits;
 - Ensuring a strong, healthy and just society;
 - Achieving a sustainable economy;
 - Promoting good governance; and
 - Using sound science responsibly.
- 1.4** This Strategic Sustainability Objective is the starting point for all the other Strategic Objectives (and sub objectives) and as such can be viewed as an over-arching concept, that informs all the other objectives. Therefore, each objective (and sub objective), policy and option will be developed with sustainable development in mind, and be informed by the sustainability appraisal process.

Potential Indicators and Targets

- 1.5** Specific indicators and targets relating to sustainability are identified in the relevant strategic objectives that follow. The Sustainability Appraisal also includes a 'Sustainability Appraisal Framework', which is made up of a number of different sustainability objectives, indicators and targets that are the result of the previous consultations on the Sustainability Appraisal Scoping Report, and these will be used to test the sustainability of the emerging Core Strategy.

Policy Option 1

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

Potential policy options to use in the Core Strategy to help address this strategic objective include:

1. Sustainable development principles should be referenced and integrated into all individual policies in the Core Strategy, as appropriate, OR
2. A general, overarching sustainable development policy should be developed and included in the Core Strategy.

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

2 Securing the Future : Delivering the UK Sustainable Development Strategy, HM Government, March 2005

Question 1

Should the Core Strategy develop option 1 or 2 for the sustainable development policy?

2 SO2 - Climate Change

SO2 - To address the causes of climate change through reducing green house gas emissions, whilst adapting to the impacts on Calderdale's environment, economy, and community.

- 2.1** The initial climate change objective proposed in the Issues and Options Consultation in 2008 read as follows *"To both address the causes of climate change on the one hand whilst on the other mitigating and adapting to its effects"*. However, since addressing the causes of climate change and mitigating its effects are essentially the same, the proposed Climate Change objective has been amended, as set out above. Comments received during the 2008 consultation have assisted in developing the sub objectives that fall under the main climate change objective. Comments relating to the overall climate change section were as follows:
- The Local Area Agreement Targets need updating, and the Core Strategy should aim for a higher reduction;
 - Calderdale will need to adapt to a Low Carbon Economy;
 - Any targets set out in the Core Strategy need to take a long term view;
- 2.2** Nationally, the Climate Change Act 2008 introduced a binding statutory target of a 80% reduction of 1990 levels in greenhouse gas (GHG) emissions by 2050, with real progress by 2020.
- 2.3** The Regional Spatial Strategy sets a target of reducing greenhouse gas emissions in the region in 2016 by 20-25% (compared to 1990 levels) and reducing this still further after 2016.
- 2.4** The Local Climate Impact Profile (2009) for Calderdale shows that climate change could result in milder, wetter winters, and drier, hotter summers. Rainfall will increase in intensity, and extreme weather events such as droughts or floods will occur more frequently, all of which will impact on people's quality of life. Calderdale's own Climate Change Strategy is in preparation with an expectation of at least a 40% reduction in GHG by 2020 from a 2006 baseline.
- 2.5** In Calderdale's Local Area Agreement, CO₂ emission reduction targets for 2010/2011 against a 2005 baseline of 7.2 tonnes per capita are set as follows:
- 2010/2011 - 11.6% reduction of the baseline. ⁽³⁾
- 2.6** The climate change objective can be divided into a number of sub-objectives as follows:

1 Reducing emissions - Encouraging the use of sustainable modes of transport

Issues and Aims

- 2.7** Comments made during the Issues and Options Consultation are summarised as follows:
- Pedestrianise town centres;
 - Sustainable transport requirements should be incorporated into future developments, including the provision of walking and cycling facilities;
 - Cycling and walking are potentially the most sustainable forms of transport;
 - Increased provision of safe and user friendly routes;
 - Cycle routes should be located away from busy main roads;
 - Provide new and enhanced car free routes;
 - The Core Strategy should encourage development that integrates access with public transport and promotes alternative modes of transport;
 - Sustainable transport contributes to other objectives such as reducing the causes of climate change.
- 2.8** Encouraging the use of sustainable modes of transport is an essential element in addressing climate change. Though providing a framework for the provision of infrastructure that makes alternatives to car

travel an attractive option, the planning system can assist in making sustainable modes of travel such as walking and cycling more attractive, as well as addressing the issue of congestion. New development needs to be directed to locations that reduce the need to travel and are accessible by public transport, cycling, or walking. Improved pedestrian access to and within town centres can also make non car travel more attractive. Park and ride schemes can also assist in reducing the numbers of cars on the road in and around town centres.

- 2.9** Further measures to address transport in a wider sense other than mitigating the causes of climate change can be viewed under Strategic Objective 7 (Transport).

Potential Indicators and Targets

Table 2.1 Reducing emissions by encouraging the use of sustainable modes of transport - Indicators and Targets

Sub-Objective	Indicator	Target (where applicable)	Indicator Type
Tackling Climate Change through reduced green house gas emissions	Per capita CO ₂ emissions in the Local Authority Area	2010/11 - 11.6% reduction of the 2005 baseline	National (NI186) LAA Improvement Target
Encourage sustainable modes of transport	Public Transport Patronage	5% increase in bus patronage by 2010/11, with a 17% increase by 2015/16 *Rail Patronage Indicator to be established*	West Yorkshire Local Transport Plan (M8)
	Travel to Work Mode	N/A	(Census)
	Mode Split for journeys to school	Local Target to be determined. DfT minimum standard = no reduction in the ratio between the total number of pupils and the total number of car journeys to school between baseline and 2010/11.	National (NI198) West Yorkshire Local Transport Plan (M7)
	Change in peak period (0700 -1000 hrs) traffic flows to urban centres	Traffic growth in Halifax in the morning peak period from 2003/4 to 2010/11 to be restricted to 3%	West Yorkshire Local Transport Plan (M6)
	Number of cycling trips	10% overall increase in cycling levels by 2010/11 20% increase in cycling trips to Halifax centre by 2010/11	West Yorkshire Local Transport Plan (M4 & L2)

Policy Option 2

Reducing emissions - encouraging the use of sustainable transport

Potential policy approaches to use in the Core Strategy to help address this issue include:

1. New development should be located in areas that are accessible by public transport and safe, attractive and well linked walking or cycling routes. It should also recognise that suitable development sites that are appropriate in scale and meet local needs in rural areas may not always be easily accessible by modes other than the car.

2. Developments should promote the use of Green infrastructure to make cycling and walking more attractive.
3. Where possible, the introduction of Park and Ride schemes should be supported to improve the ability of people to mix different modes of travel.
4. New developments (residential and non residential) over a certain threshold should be required to submit a travel plan with their application.

Question 2

Should the Core Strategy develop options 1, 2, 3, 4 or alternatives (please suggest) for the 'Reducing emissions - encouraging the use of sustainable transport' policy option?

2 Reducing emissions - Energy Efficient New Development

Issues and Aims

2.10 Comments made during the Issues and Options Consultation are summarised as follows:

- The benefits from phasing housing development mean the later phases will be required to be zero carbon;
- Concerns over the viability, expense and design of zero carbon development ;
- The Core Strategy should be encouraging innovation to meet this challenge ;
- All new development should be required to reduce energy consumption in buildings;
- Development should meet BREEAM 'excellent' or 'good' standards;
- Priority should be the lifetime carbon consumption levels of a building, not the embedded carbon content of construction materials;
- Unable to financially justify developments that are required to be above Level 4 of the Code for Sustainable Homes;
- The Core Strategy should accord with and be no more onerous than national policy;
- Achieving Level 6 of the Code for Sustainable Homes is costly and the Council should relax other development costs to reflect this;
- The starting point should be Level 3 of the CSH, Level 6 appears unrealistic;
- Where possible solar panels should be fitted to old and new buildings;
- Support the aim for all new housing to be zero carbon;
- Priority in the design of new development should be the adoption of the highest energy efficient standards that are permissible in the planning framework;
- Achieving zero carbon development before 2016 would build in long term emission reductions, and be a visible indicator of Calderdale's sustainability credentials;

2.11 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 greenhouse gas emissions. Whilst planning may only have a limited impact on increasing the energy efficiency of existing dwellings, planning policies should ensure that new development (whether residential, commercial or community buildings) meets high standards of energy efficiency. The design, layout, and materials should be considered with energy efficiency in mind, therefore reducing emissions as well as fuel costs.

2.12 The government is steadily increasing the requirements of the Building Regulations to ensure all new residential development is Zero Carbon (Code for Sustainable Homes⁽⁴⁾ Level 6) by 2016. The Core Strategy therefore will include measures that ensure new residential development throughout Calderdale is built with the strengthening building regulations in mind. The most recent change to the Building Regulations occurred in October 2010, which now requires all new housing to reduce CO2 emissions by 40% when compared to 2002 levels, which is roughly equivalent to Code for Sustainable Homes Level 3. It is predicted that further updates to the Building Regulations in 2013 and 2016 will be in line with the

Code for Sustainable Homes Levels 5 and 6 respectively. The Government is also proposing to require non domestic development to be zero carbon by 2019 and this will also need to be reflected in the Core Strategy.

Potential Indicators and Targets

Table 2.2 Reducing Emissions through Energy Efficient New Development - Indicators and Targets

Sub-Objective	Indicator	Target (where applicable)	Indicator Type
Tackling Climate Change through reduced green house gas emissions	Per capita CO ₂ emissions in the Local Authority Area	2008/09 - 1.5% reduction of the 2005 baseline (7.2 tonnes) 2009/10 - 5.46% reduction of the 2005 baseline. 2010/11 - 11.6% reduction of the 2005 baseline	National (NI186) LAA Improvement Target
Reducing emissions through energy efficient new development	Number or % of new dwellings achieving CSH Level 3 +		Local
	Number or % of new commercial developments reaching the BREEAM standard of 'Very Good'.		Local
	Average energy efficiency (SAP#) rating of housing stock		Local

Policy Option 3

Reducing emissions - energy efficient new development

Potential policy approaches to use in the Core Strategy to help address this issue include:

1. The levels of energy efficiency for individual buildings should be secured through changes to the Building Regulations and the Code for Sustainable Homes. The Core Strategy should therefore complement these through spatial planning policies requiring new housing development to meet national targets in the Code for Sustainable Homes, and through policies concerning the location and design of developments, and a requirement for sustainable construction methods to maximise a building's energy efficiency. Commercial buildings should be rated against the BREEAM assessment.
2. Policies should also encourage new residential development to aim for levels of energy efficiency over and above the Building Regulations prior to 2016, and non residential development to aim for zero carbon prior to 2019.

Question 3

Should the Core Strategy develop options 1, 2 or alternatives (please suggest) for the 'Reducing emissions - energy efficient new development' policy option?

12 SO2 - Climate Change

3 Reducing emissions - Generation of Renewable and Low Carbon Energy

Issues and Aims

2

2.13 Comments made during the Issues and Options Consultation were as follows:

- Commercial and Industrial developments need to be subject to renewable energy requirements as well as residential development;
- The Core Strategy should be consistent with Building Regulations Legislation;
- Renewable energy is not economically viable, unless it is generated through big scale projects such as wind farms or borough wide heating projects;
- Hydro power generation should be identified;
- Targets should be set as high as possible;
- Concerns over the impact of wind farms on the upland areas and the impact of household generators in conservation areas;
- Calderdale's topography means the focus should be on wind energy generation;
- A threshold target of 5 dwellings should be set for new developments to provide 10% of their energy from decentralised or low carbon sources;
- Wood should be used as a source of fuel;
- The Core Strategy should promote a diverse range of technologies;
- Primary aim should be to reduce energy needs, and energy efficient development should be excluded from any renewable energy requirements;
- Promote solar power;
- Gain energy from waste and combined heat and power;
- Incorporate a criteria based policy in the Core Strategy;
- Suggest a feasibility study to identify areas for renewable energy generation;
- Highest possible levels for renewable energy generation should be set out in the Core Strategy;
- Identifying particular areas is likely to conflict with Planning Policy Statement 22: Renewable Energy;
- Urban as well as rural areas can make a contribution to renewable energy generation.

2.14 It is national policy that local authorities exploit the potential for renewable and low carbon energy generation. In doing so natural resources are conserved with an increased use of cleaner energy reducing greenhouse gas emissions. New ways of encouraging the use of renewable energy have been introduced by the government, including feed-in tariffs and the Renewable Heat Incentive. Part of the role of the Core Strategy linked with the Climate Change Strategy will be to develop programmes and policies which build upon these sources of funding to the benefit of Calderdale's residents and significantly reduce carbon emissions.

2.15 The Regional Spatial Strategy includes indicative local authority targets for installed grid connected renewable energy, by 2010 the target for Calderdale is set at 19 Megawatts (MW) and by 2021 the target is 53MW.

2.16 There are a number of different ways in which renewable energy can be generated, including biomass, energy from waste, small hydro, solar electricity, solar heating and wind. The main generator of renewable energy in Calderdale at present is the Ovenden Wind Farm which has an operating capacity of 9.2MW. Additional planning permissions have recently been granted for wind farms at Crook Hill which straddle the Calderdale and Rochdale local authority boundaries, and at Reaps Moss, which although within Rossendale, is adjacent to the Calderdale boundary (the access road to the turbines actually lies within Calderdale).

2.17 Micro generation (i.e. small renewable energy installations, often household systems) and the cumulative output of many small installations will form a crucial part in increasing the district's overall levels of cleaner, low carbon energy. Generating energy at the point of use is the most sustainable form of generation, with the added benefits of the security of supply and reducing energy losses that occur in the transmission and distribution system.

2.18 The upland areas of the district offer potential in terms of wind, however, parts of the upland areas are subject to international conservation and protection designations. The urban areas offer potential for a

number of different technologies, such as solar, combined heat and power installations and district heating networks, although no technology will be ruled out in either rural or urban areas since the viability, feasibility and availability of renewable and low carbon technology is changing rapidly.

- 2.19** The Council, in partnership with other South Pennine Districts commissioned two studies in order to establish the opportunities for delivering renewable and low carbon energy. The first of these, the 'Landscape Capacity Study for Wind Energy Developments in the South Pennines'⁽⁵⁾, identified broad landscape areas which may be able to accommodate various scales of wind energy development. It also identified any specific constraints which may reduce the potential for particular landscape areas to accommodate wind energy development and identified any likely cumulative and cross-border impacts of wind power development. The second study, the 'Renewable and Low Carbon Energy Study'⁽⁶⁾, explored the capacity for delivering energy from a range of renewable and low carbon sources, including micro and district scale technologies. In summary, the Study found that there is the potential for significant renewable electrical energy generation with commercial scale wind being by far the most significant resource. Contributions could also be made from biomass utilising technologies including biomass use in combined heat and power to provide district heating, solar pv, small scale wind energy and very small amounts of hydro power. For renewable heat generation the greatest potential is from ground source heating and solar hot water heating. The findings from both studies will inform the approach to renewable and low carbon energy in the Core Strategy.

Potential Indicators and Targets

Table 2.3 Reducing Emissions through the Generation of Renewable and Low Carbon Energy - Indicators and Targets

Sub-Objective	Indicator	Target (where applicable)	Indicator Type
Tackling Climate Change through reduced green house gas emissions	Per capita CO ₂ emissions in the Local Authority Area	2010/11 - 11.6% reduction of the 2005 baseline	National (NI186) LAA Improvement Target
Generation of energy from renewable and low carbon sources	Amount of energy generated by different types of renewable/low carbon sources	Regional Indicative targets for installed grid connected renewable energy generation in Calderdale: 2010 = 19MW; 2021 = 53MW	Regional (E3, TH35A,B,&F) AMR Core Indicator (E3)

Policy Option 4

Reducing emissions - generation of renewable and low carbon energy

Potential policy approaches to use in the Core Strategy to help address this issue include:

1. The Core Strategy should set out 'Areas of Search' in the upland areas of Calderdale that offer the greatest potential for wind power developments. Any such designation should not rule out alternative types of renewable energy within these areas, nor should they rule out wind developments elsewhere.
2. All development should be encouraged to incorporate renewable or low carbon energy generation. Developments over a certain threshold should be required to source a certain % of the energy demand from on site or decentralised renewable or low carbon energy generation. The RSS suggests thresholds of more than 10 dwellings and 1,000 square metres non-residential floor space should

5 Landscape Capacity Study for Wind Energy Developments in the South Pennines, Julie Martin Associates, January 2010

6 Renewable and Low Carbon Energy Study, Maslen Environmental, September 2010

secure at least 10% of their energy from decentralised and renewable or low carbon sources provided this is feasible and viable. The exact thresholds and targets will be informed through the renewable energy studies alongside further consultation, and may be in the form of a district wide policy, urban and rural policy, or a policy for a set of sub-areas within Calderdale.

3. Where evidence demonstrates developments over a certain threshold are unable to generate renewable or low carbon energy, then a possible approach may be to set a minimum carbon saving target or contribution.

Question 4

Should the Core Strategy develop options 1, 2, 3 or alternatives (please suggest) for the 'Reducing emissions - generating of renewable and low carbon energy' policy option?

4 Adapting to Climate Change - Flood Risk Management

Issues and Aims

2.20 Comments made during the Issues and Options consultation were as follows:

- It may not be possible to avoid development in high risk areas;
- Use a flexible approach to development in flood risk areas;
- Highlight the role that Green Infrastructure and Sustainable Drainage Systems (SUDS) can play in managing flood risk;
- Issues over the responsibility for the Management and Adoption of SUDS networks;
- Concerned over infrastructure capacity and surface water run off;
- Development to be severely restricted where there is a possibility of flooding;
- Policy should reflect national Planning Policy Statement 25: Development and Flood Risk, the Regional Spatial Strategy and be informed by the Strategic Flood Risk Assessment;
- Open spaces can be important in managing flood risk - releasing these for development may have an impact;
- Flood management policies should be in the Core Strategy;
- Rivers/waterways should also be viewed as an environmental asset;
- A River/Canal corridor regeneration statement should be included in the Core Strategy;
- Work with the Environment Agency;
- The Core Strategy should adopt a holistic approach to river catchments, and encompass the health of the drainage features of the uplands as well.

2.21 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 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.

2.22 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.

2.23 The RSS calls for flood management to assist development in areas such as Halifax where there is little development land available outside higher flood risk zones, provided that the sequential approach required by PPS25 has been followed. The sequential approach set out in PPS25 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.

2.24 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.

2.25 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 Drainage Systems (SUDS) and other forms of 'Green Infrastructure' can assist existing infrastructure in accommodating heavy rainfall.

Potential Indicators and Targets

Table 2.4 Adapting to Climate Change - Flood Risk Management - Indicators and Targets

Sub-Objective	Indicator	Target (where applicable)	Indicator Type
Adapting to Climate Change - Flood Risk Management	Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds.	0	AMR Core Indicator (E1) Regional (E1/HT13)
	Properties at risk of flooding as defined by the Environment Agency		Local
	Number of new developments incorporating a Sustainable Drainage System		Local

Policy Option 5

Adapting to climate change - flood risk management

Potential policy approaches to use in the Core Strategy to help address this issue include:

1. Requiring that all developments significantly limit surface water run-off.
2. Developers should be encouraged to include appropriate sustainable drainage systems (SUDS) for the disposal of surface water in order to avoid any increase in flood risk or adverse impact on water quality.
3. Incorporating flood resilient design.
4. Protecting the integrity of existing flood defences.
5. Identifying opportunities to utilise areas for flood risk management to include the restoration of the natural floodplain to its original function, as well as using open space in the flood plain for the storage of flood water.

Question 5

Should the Core Strategy develop options 1, 2, 3, 4, 5 or alternatives (please suggest) for the 'Adapting to climate change - flood risk management' policy option?

5 Adapting to Climate Change Through Urban Design

Issues and Aims

- 2.26** No specific section relating to Urban Design and Climate Change was presented in the Issues and Options Consultation, however, comments received that relate to sub objectives 2, 3, and 4 in this section will help inform further development of this sub objective.
- 2.27** 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.
- 2.28** Approaches to adaptation will differ depending on the scale at which they take place ⁽⁷⁾:
- Conurbation Scale - Examples would be Halifax, Brighouse, Elland, Todmorden, Hebden Bridge. Adaptation at these scales will involve a variety of land uses, and may take the form of a network of linked open spaces, utilising the cooling effects of Rivers and Canals, and the use of shading and orientation, to avoid excessive solar gain.
 - Neighbourhood scale - Includes groups of dwellings, can vary in size from an individual block to a large development. Adapting the spaces between buildings and also the public realm should be given consideration. Adaptation at this scale may involve SUDS, or alternatively landscaping that incorporates vegetation that reduces run off.
 - Building Scale - Individual buildings provide opportunities for integrating climate change adaptation into or around buildings. Design and building codes prove useful at this level. Adaptation at this scale may involve rainwater harvesting and storage, and incorporating street materials that reduce run off.
- 2.29** 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.

Potential Indicators and Targets

Table 2.5 Adapting to Climate Change Through Urban Design - Indicators and Targets

Sub-Objective	Indicator	Target (where applicable)	Indicator Type
Adapting to climate change through Urban Design	<p>Likely to be concerned with:</p> <ul style="list-style-type: none"> • Green Infrastructure; • SUDS; • Code for Sustainable Homes. 		National (NI188)

Policy Option 6

Adapting to climate change - urban design

Potential policy approaches to use in the Core Strategy to help address this issue include:

1. Innovative and high quality development incorporating adaptation measures should be encouraged through the Core Strategy's policies on the built environment and open spaces, to increase the resilience of the urban areas to climate change impacts.
2. Inconsistencies between mitigation methods and adaptation techniques should be managed, possibly through Environmental Impact Assessments.

Question 6

Should the Core Strategy develop options 1, 2 or alternatives (please suggest) for the 'Adapting to climate change - urban design' policy option?

6 Adapting to Climate Change - Biodiversity

Issues and Aims

- 2.30** No specific section relating to this sub objective was presented in the Issues and Options Consultation, however, because of the impact Climate Change may have on Calderdale's Biodiversity, it is considered appropriate to include biodiversity as a sub objective of the overall Climate Change objective.
- 2.31** A warmer climate may not only increase the range of species that inhabit the district, but also affect their movements and habitat. A flexible approach will be necessary, due to the uncertainty surrounding the specific impacts on biodiversity. Conflicts with social and economic objectives will need to be addressed, through the sustainability appraisal process.
- 2.32** The South Pennine Moorlands and other rural habitats will be affected differently to those in the urban areas of Calderdale - hotter, drier summers may lead to peat drying out and increase the risk of fires on Moorland, whereas urban area habitats such as parks and gardens may experience a different range of species due to the increase in temperature. Nesting sites in the floodplain may be damaged during periods of flooding.
- 2.33** There are three different spatial planning levels that exist in connection with biodiversity; these are 'Habitat Sites' (individual habitats or habitat types), 'Wider Landscape Planning' (including non designated sites, arable fields, pasture land, and green infrastructure in urban areas as well as rural ones), and 'Ecosystem Planning' (planning that takes account of natural processes, e.g. flooding, and movement of species).⁽⁸⁾
- 2.34** In terms of the Core Strategy, all three levels are appropriate to consider, although given its strategic level, perhaps the wider landscape level is of particular interest, especially in relation to climate change. Examples of measures at this level include wildlife corridors and avoiding a fragmentation of habitats.

18 SO2 - Climate Change

Potential Indicators and Targets

Table 2.6 Adapting to Climate Change - Biodiversity - Indicators and Targets

Sub-Objective	Indicator	Target (where applicable)	Indicator Type
Adapting to Climate Change - Biodiversity	Change in areas of biodiversity importance	To be developed	National (NI197) AMR Core Indicator (E2) Regional (E2)
	Conditions of Sites of Special Scientific Interest (SSSI)	95% of SSSIs to be in favourable or unfavourable but recovering condition by 2010	Regional Spatial Strategy
	Species Audit (through Calderdale Biodiversity Action Plan)		Local

Policy Option 7

Adapting to climate change - biodiversity

Potential policy approaches to use in the Core Strategy to help address this issue include:

1. A flexible approach to biodiversity protection and enhancement should be required in relation to the impacts of climate change, recognising that the exact impacts are not yet fully understood. For instance, the character (and extent) of designated sites may change in response to higher summer temperatures and milder, wetter winters.
2. The same, flexible approach should be adopted for the wider landscape, to ensure a consistent approach both in rural and urban areas. Green Infrastructure should be promoted to avoid other types of infrastructure creating a fragmented network of habitats where possible.

Question 7

Should the Core Strategy develop options 1, 2 or alternatives (please suggest) for the 'Adapting to climate change - biodiversity' policy option?

3 SO3 - Economy and Enterprise

SO3: Create a resilient sustainable economy founded upon innovation and enterprise; building on the location and exceptional character of Calderdale

- 3.1** The winter 2008/9 Core Strategy Issues and Options included a strategic objective for Economy and Enterprise which read *'To meet the economic needs of the district by providing sufficient good quality land for employment use, promoting the district's unique heritage as a catalyst for economic regeneration and ensuring the town centres are vibrant and lively places'*. Whilst this objective provided a focus for the use of land it did not widen the economic debate to include the impact upon people and the environment.
- 3.2** These wider issues are reflected in the government's planning policies for the economy, which focus not only on the traditional office and industrial uses but include town centre and other employment generating activities. Planning Policy Statement 4: Planning for Prosperous Economies (PPS4) identifies the importance of promoting investment, innovation, competition, skills and enterprise and providing job opportunities for all. PPS4 also identifies the importance of promoting regeneration, tackling deprivation and promoting the vitality and viability of town and other centres.
- 3.3** Locally the Sustainable Community Strategy (SCS) looks at *'Safeguarding Calderdale's future and fostering economic prosperity for all'*. The Calderdale Economy and Enterprise Strategy (2010) aims to take forward this high-level objective from the SCS through three main priorities. These are:
- **Business** – by working with businesses to develop an environment in which they prosper, in order to create the employment and investment the district needs.
 - **People** – by improving people's quality of life by promoting economic growth and providing skills to ensure everyone can benefit from the opportunities created;
 - **Place** – by building on the location and exceptional character of Calderdale.
- 3.4** PPS4 and the aims identified in the SCS and Economy and Enterprise Strategy have been used as a basis for amending the Core Strategy Economy and Enterprise Objective.
- 3.5** During the winter 2008/9 Core Strategy consultation there were no specific comments on the Economy and Enterprise objective. A number of key themes did, however, emerge;
- Improving town centres;
 - More employment opportunities;
 - Good quality employment sites should be protected from other forms of development.
 - Split between people wanting the authority to provide a large amount of employment land and those suggesting we should conform with the RSS and reduce our net industrial and storage/distribution uses by 20ha.
 - Split between those who wished employment to be concentrated in the M62 corridor to access the national motorway network and those wishing a wider distribution across the district.
- 3.6** The general comments from the consultation together with evidence about the economic performance of the area have been used to identify a number of sub-objectives related to specific Calderdale issues. Each sub-objective together with a summary of the issues, policy options and a draft monitoring framework are set out below.

1 Provide a supply of readily available employment land and premises in accessible locations to fulfil the needs of current and future employers in Calderdale

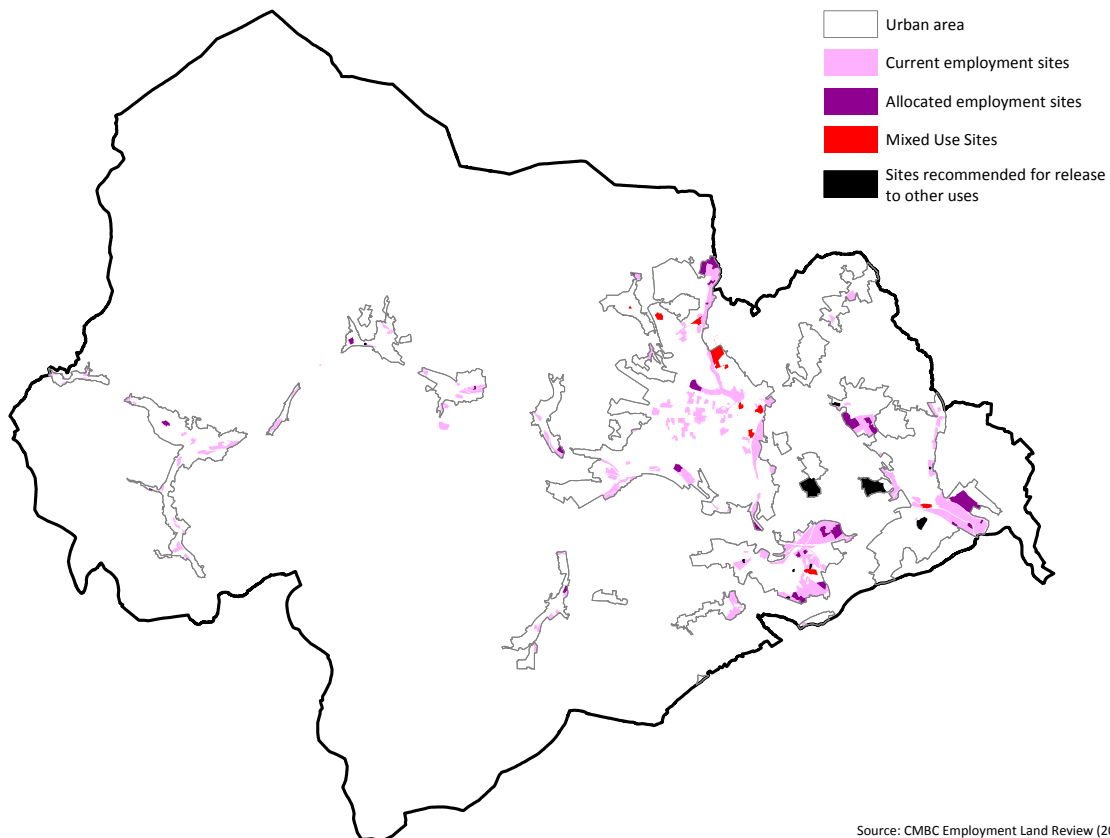
Issues and Aims

- 3.7** The Replacement Calderdale Unitary Development Plan (RCUDP) safeguards land for employment uses, largely by designating existing employment land as Primary Employment Areas (PEAs). It also provides 120ha of new employment sites and 39.5ha of mixed-use (including employment) allocations to ensure a range and choice of sites to meet the needs of employers and to attract future employment

opportunities. Of the new employment sites 16.85ha (March 2010) already have planning permission or have been developed.

- 3.8** An assessment of current PEA and allocated RCUDP employment land sites was completed in December 2008 through the Employment Land Review (ELR). The ELR identifies that much of the existing PEA and allocated employment land is required for current and future employment uses. However it is also noted that many of the new employment site allocations are currently constrained, restricting their development potential. Calderdale has a difficulty in providing bigger, flatter employment sites due to its topography, particularly in the Upper Calder Valley where access to the motorway network is poor. Map 3.1 provides details of the current sites within Calderdale and those recommended for release by the ELR.

Map 3.1 Employment land in Calderdale - 2006



- 3.9** Regional evidence gathered for the RSS suggests Calderdale should reduce its land being used for industrial and storage/distribution uses by 20ha between 2006 and 2021. This is due to the restructuring of the economy from industrial/warehouse development towards more office based employment, which requires less space per employee. The ELR agrees with the regional evidence recommendations of reducing the net availability of employment sites within the district. The figures quoted in the RSS and ELR need to be considered with caution as they relate to pre-recession data. In addition the government has indicated its intention to abolish RSS in due course. The ELR does however, point out that many of the allocated sites within Calderdale are constrained and therefore will either require public subsidy or mixed-use development to ensure employment uses can be provided on the sites. Given the current period of austerity public subsidy is likely to be less forthcoming within the immediate future. There is, therefore, a need to consider other ways of bringing forward employment land, including mixed-uses. This could have the effect of reducing the amount of currently available employment sites in Calderdale. In addition the ELR also notes that a number of existing sites are no longer fit for modern business purposes. The issue of constraints, minimal public funding and the fact that a number of sites are no longer fit for modern purposes will mean there will be a need to identify new sites in the LDF, or work with neighbouring authorities to bring forward regional employment allocations.

- 3.10** Recent regional work allowing employment numbers to be translated into floorspace and land requirements provide a basis for identifying the future employment land requirements within Calderdale. The ELR recommends the use of the 2008 Yorkshire Forward policy plus job growth forecasts, which identified up to 810 new jobs created every year, however it is important to note that not all of these jobs would require 'traditional' employment land as required by industry, warehousing and offices. Since 2008 the Yorkshire Forward employment forecasts have become out of date due to the effects of the recession. New work is currently being undertaken based upon more recent forecasts. These new figures will be reflected in the next stage of consultation on the Core Strategy expected Summer 2011. The assessment of current employment premises and allocations which are likely to be lost over the period of the plan plus an additional 15% will be factored into the calculations. This should ensure the plan is flexible enough to deal with future changes in the market and unforeseen losses.

Potential Indicators and Targets

Table 3.1 Employment Land and Premises - Indicators and Targets

Sub-Objective	Indicator	Target (Where Applicable)	Indicator Type
Providing sufficient deliverable employment land and premises in accessible locations to fulfil the business needs of current and future employers in Calderdale	Total amount of additional floorspace by type and settlement	As per Employment Land Review	AMR Core Indicator (BD1) Regional (HT6)
	Total amount of employment floorspace on previously developed land - by type	As per Employment Land Review	AMR Core Indicator (BD2)
	Employment land available - by type	As per Employment Land Review	AMR Core Indicator (BD3)
	Total amount of floorspace for 'town centre uses' – by location	As per retail needs study	AMR Core Indicator (BD4) Regional (HT6)

Policy Option 8

Provide sufficient deliverable employment land and premises in accessible locations to fulfil the business needs of current and future employers in Calderdale

Potential policy options to use in the Core Strategy to help address this issue include:

1. Protect all existing employment sites and allocations from development.
2. Release existing employment allocations and provide areas of search for new sites in the Core Strategy.
3. Protect the best current employment sites and provide areas of search within the Core Strategy to identify future new employment allocations.
4. Improve access to employment opportunities in other towns and cities outside the district through improved transport links.
5. Work with neighbouring authorities to provide sub-regional employment opportunities and sites.
6. Provide 15% more land than forecasts predict to enable flexibility in the plan. The additional land would not be released until required.

Question 8

Should the Core Strategy develop options 1, 2, 3, 4, 5, 6 or alternatives (please suggest) for the 'Provide sufficient deliverable employment land and premises in accessible locations to fulfil the business needs of current and future employers in Calderdale' policy option?

2 Work collaboratively with business to encourage innovation and diversification of the rural and urban economies

- 3.11** Like many areas Calderdale has been hard hit by the recession. To enable Calderdale to emerge from the recession stronger and more resilient it is important to understand why the district was hard hit and how the effects of the current and any future recession can be minimised. The Index of Economic Resilience is one method of analysing our performance against 60 other cities and boroughs within the country. The index does not measure recent economic success; it is designed to estimate how well an economy will deal with adverse economic conditions. The index indicates that Calderdale has been hard hit for a number of reasons. In summary these are;
1. A high dependence on finance and manufacturing, both of which have experienced employment decline in recent years.
 2. A lack of economic assets and infrastructure. This is largely due to not having a university, regarded as one of the key economic assets for a strong local economy.
 3. A poorly qualified workforce. Calderdale has a lower than average proportion of the working age population that hold qualifications at NVQ Level 4 or equivalent. In Calderdale (2008/9), this was 25.7% in comparison to 30.8 % for Yorkshire and Humber and 33.5% for England.
- 3.12** The district does, however, have a strong enterprise culture and labour market, reflecting Calderdale's high business density and lower proportion of long-term benefits claimants than other cities. To overcome the issues of resilience and build upon the district's strengths it is important we encourage innovative ways of working, improve the skill levels and assist new and existing businesses.
- 3.13** The ELR identifies the relative strengths and weaknesses of the business markets across Calderdale. It does this by splitting the district into three economic areas;
- **East Calderdale** including Elland and Brighouse
 - **Halifax** including Sowerby Bridge, North Halifax, Halifax
 - **West Calderdale** including Hebden Bridge, Mythomroyd, Todmorden and rural areas
- 3.14** **East Calderdale** has the strongest industrial/warehouse market in Calderdale, due to the proximity of the M62 and the availability of relatively flat land. However, the area suffers from shortages of very large units over 20,000sqft and small units below 2,500sqft. Office accommodation in the area approximately meets current demand with a high level of quality new space, however there is a lack of quality small office suites.
- 3.15** **Halifax** has an oversupply of office accommodation with over 4 year's supply currently on the market, but much of this supply is of poor quality comprising older buildings unsuited to modern working practises particularly in Halifax town centre. Future possible developments at locations such as Dean Clough and Hopwood Lane should provide quality short term supply. The supply of industrial/warehousing is poor within Halifax. This is due to low rents and site values rather than a lack of land, reflecting low market demand in the area. New development is unlikely to be viable without public sector support because attractiveness of the area is compromised by poor accessibility. Improvements to the key gateways into the town could increase the viability of schemes.
- 3.16** **West Calderdale** has a small office sector orientated to a local market. The land supply whilst limited should not restrict the supply of offices in the short-term, however the high residential values in the area may lead to longer term restrictions on supply. There is a shortage of smaller industrial/warehousing units, particularly in Hebden Bridge. New development in the area is generally not viable without subsidy due to the high development costs.

Potential Indicators and Targets

Table 3.2 Working collaboratively with business to encourage innovation and diversification - Indicators and Targets

Sub-Objective	Indicator	Target (Where applicable)	Indicator Type
Working collaboratively with business to encourage innovation and diversification of both the rural and urban economies	Sectoral change (business types)	To be agreed	Local
	New business registration rate	As per Local Area Agreement	National (NI171)
	Extent of Farm Diversification (No. of applications approved per annum)	To be agreed	Regional (TH41)

Policy Option 9

Work collaboratively with business to encourage innovation and diversification of both the rural and urban economies

Potential policy approaches to use in the Core Strategy to help address this issue include:

1. Promote new and allocate new business locations in East Calderdale and promote Halifax town centre as a prime office location.
2. Promote rural diversification, particularly in West Calderdale.
3. Provide a flexible approach to employment allocations and existing sites to allow a wide range of employment generating uses on a site.
4. Provide a positive framework for providing start-up accommodation similar to the Elsie Whiteley centre.
5. Provide a positive planning framework to encourage tourism and tourism related facilities, such as tourist attractions, hotels and guest houses.
6. Promote opportunities to work from home in new housing developments.

Question 9

Should the Core Strategy develop options 1, 2, 3, 4, 5, 6 or alternatives (please suggest) for the 'Work collaboratively with business to encourage innovation and diversification of both the rural and urban economies' policy option?

3 Create Vibrant, Lively Town Centres**Issues and Aims**

- 3.17** Calderdale's towns are generally well served by public transport and act as key employment, leisure, shopping and entertainment centres. The town centres have been recognised as the key drivers of economic growth within the district and therefore should be the prime location for new retail, employment, cultural and leisure developments, as well as appropriate new residential developments. Town centre high streets specifically are the heart of our local communities and economies.
- 3.18** The approach in the Core Strategy identifies Halifax as a town of sub-regional significance. This implies that Halifax should be the focus for regionally significant development of commercial floorspace, an improved higher education offer, leisure facilities of district-wide importance, significant growth in retail capacity and an increased cultural offer within the town centre.

24 SO3 - Economy and Enterprise

3

Calderdale MBC Objectives and Policy Options - January 2011

- 3.19** Brighouse is identified as a Principal Town which should see significant growth in commercial floorspace and improvements in the scale and type of leisure, retail and cultural facilities and services within Brighouse Town Centre.
- 3.20** Other town centres are identified as Local Towns (Elland, Sowerby Bridge and Todmorden), below which sit Local Centres (such as Hebden Bridge, Ripponden and Northowram) and Neighbourhood/Small Rural Centres (such as Blackshawhead, Triangle and Sowood). The smaller centres are proposed to provide for local needs only.
- 3.21** PPS4 (Planning for Sustainable Economic Growth) was published to help improve the effectiveness of the 'town centre first' policy by replacing the existing need and impacts tests for new developments with an improved, clearer impact test. The new impact test provides a clearer, more robust and holistic policy framework for assessing the impact of development proposals, allowing local authorities to respond better to proposals that may impact on the vitality and vibrancy of town centres.
- 3.22** Over time the specific retail hierarchy that has developed in Calderdale broadly reflects the overall Settlement Hierarchy of the district. Halifax is identified as the dominant destination, attracting an overall market share of 70.8% of all expenditure in the retail centres, followed by Brighouse (17.1%), Hebden Bridge (4.5%), Todmorden (3.2%), Elland (2.8%) and Sowerby Bridge (1.5%) (Retail Needs Study, 2009).
- 3.23** Therefore only Hebden Bridge 'punches above its weight' in terms of its place within the retail hierarchy. Hebden Bridge, when considered against the overall Settlement Hierarchy which takes into account the full range of facilities and services, is identified as a Local Centre only. The Core Strategy provides the opportunity to assess the current role, and desired future role, of each of Calderdale's existing town centres.
- 3.24** The Calderdale Retail Needs Study⁽⁹⁾ identifies significant capacity across the district for additional retail floorspace during the lifetime of the Core Strategy (between now and 2026), together with a need to improve the existing retail provision in order to provide more sustainable shopping patterns. In particular, there is a need for:
- a minimum of 45,000sqm of new comparison goods floorspace in Halifax by 2026 in order to retain the current market share of expenditure. To meet this requirement would involve a major new development opportunity within the town centre that would address the historic deficit in comparison floorspace in Halifax and help to strengthen the role of Calderdale as a sub-regional town;
 - Approximately 4,000sqm of convenience floorspace in Halifax by 2014, increasing to over 6,000sqm by 2026, sufficient for/equivalent to another food superstore;
 - A minimum of 4,500sqm of new comparison goods floorspace in Brighouse by 2026, together with 1,600sqm of convenience; and
 - A minimum of 820sqm of convenience floorspace in Todmorden by 2026, sufficient for a second supermarket in the town.

Potential Indicators and Targets

Table 3.3 Create Vibrant, Lively Town Centres - Indicators and Targets

Sub-Objective	Indicator	Target (Where Applicable)	Indicator Type
Create vibrant, lively town centres	Total amount of floorspace for 'town centre uses' – by location	To be agreed	Local
	New comparison retail floorspace by town centre (sqm net)	As per Retail Needs Study	Local

⁹ undertaken by White Young Green in 2009 available at <http://www.calderdale.gov.uk/environment/planning/development-framework/evidence-base/retailneeds.html>

Sub-Objective	Indicator	Target (Where Applicable)	Indicator Type
	New convenience retail floorspace by town centre (sqm net)	As per Retail Needs Study	Local

Policy Option 10

Create vibrant, lively town centres - retail hierarchy

Potential policy options to use in the Core Strategy to help address this issue include:

1. Maintain and strengthen the current role of all of the existing town centres, OR
2. Enhance or decrease the role of a specific town centre in relation to the current retail hierarchy. This could be done by encouraging higher or lower rates of retail development than the minimum identified in the Retail Needs Study to maintain the current market shares across centres.

Question 10

Should the Core Strategy develop Options 1, 2 or alternatives (please suggest) for the 'retail hierarchy' policy option?

Policy Option 11

Create vibrant, lively town centres - retail uses

Potential policy options to use in the Core Strategy to help address this issue include:

1. Restrict/manage the retail mix in specific locations.
2. Support and encourage independent retailers within the high street.
3. Protect and enhance the Piece Hall and Borough Markets as key town centre assets for Calderdale.
4. Encourage local retailers to supply more local produce.

Question 11

Should the Core Strategy develop Options 1, 2, 3, 4 or alternatives (please suggest) for the 'retail uses' policy option?

Policy Option 12

Create vibrant, lively town centres - other town centre uses

Potential policy options to use in the Core Strategy to help address this issue include:

1. Encourage the majority of employment, leisure, cultural and recreational opportunities within and around Halifax and Brighouse town centres, OR
2. Encourage a wider dispersal of non-retail town centre uses across all town centres.

Question 12

Should the Core Strategy develop Options 1, 2 or alternatives (please suggest) for the 'other town centre uses' policy option?

Policy Option 13

Create vibrant, lively town centres - improving quality

Potential policy considerations to use in the Core Strategy to help address this issue include:

1. Improving accessibility through pedestrian, parking and transport policies for town centres
2. Designing well-being and distinctiveness into centres
3. Promoting high quality spaces for socialising, relaxation and reflection
4. Capitalising on gateway opportunities
5. Ensuring safe and secure high streets
6. Developing shared street spaces where appropriate
7. Supporting town centres to be more than just shopping destinations
8. Supporting the transition from the day to night economy

Question 13

Should the Core Strategy develop Options 1- 8, or alternatives (please suggest) for the 'improving quality' policy option on town centres?

Question 14

Do any of the stated 'improving quality' options apply to specific town centres only (if so please specify)?

4 Provide Employment Opportunities for All

Issues and Aims

- 3.25** A healthy local economy is essential to the continued social, economic and environmental development of Calderdale's communities. In July 2010 Calderdale's Job Seekers Allowance claimant count stood at 4.4% (5,654 people) in comparison to West Yorkshire at 4.2% but as a contrast to Yorkshire & Humber at 5.4% and UK at 4.5%. In Calderdale, one in eleven people who are out of work have been without jobs for longer than 12 months and just under one third are under 25 years old. From 2001 Census data, 17% of those in the minority ethnic population seeking work were unemployed, compared to 5% in the general population.
- 3.26** Calderdale's diverse communities contain contrasts of affluence and poverty. The various Indices of Deprivation (2007) show that Calderdale ranks 107th out of 480 nationally and is the most prosperous West Yorkshire district. Areas with the highest levels of multiple deprivation are within the Halifax wards of Park, Ovenden, Illingworth & Mixenden and Town. Significant pockets of deprivation are also found in other wards. For those affected, particularly outside Halifax, difficulties with transport and access compound other aspects of social exclusion.
- 3.27** It is important when providing new employment opportunities that these are accessible to a wide proportion of the population both in terms of location and the skills required to gain employment. The skills agenda

is beginning to be tackled in a number of ways including work with higher education providers to increase NVQ Level 4 or higher qualifications within Calderdale, the long-term ambition to have a university presence in Halifax and the new academy in north Halifax.

- 3.28** In terms of employment opportunities for deprived areas the more deprived wards of Calderdale currently have few local opportunities. There are, however some employment opportunities and relatively large undeveloped employment allocations to the east of Illingworth, although access from Mixenden to these sites is difficult. PPS4 indicates that policies should prioritise areas with high levels of deprivation for regeneration, such an approach could see further employment sites being allocated in such areas. To ensure such sites are economically viable the ELR recommends that constraints at key gateways into Halifax need to be overcome.

Potential Indicators and Targets

Table 3.4 Providing Employment Opportunities for All - Indicators and Targets

Sub-Objective	Indicator	Target (Where Applicable)	Indicator type
Providing employment opportunities for all	Unemployment levels across the district	To be agreed	Local
	Location of job growth	To be agreed	Local
	Calderdale Gross Value Added	To be agreed	Local
	Working age people claiming out of work benefits in the worst performing neighbourhoods	As per Local Area Agreement	National (NI153)

Policy Option 14

Provide employment opportunities for all

Potential policy approaches to use in the Core Strategy to help address this issue include:

1. Improve accessibility to jobs in other areas from areas with high levels of deprivation.
2. Provide employment land and opportunities within areas of higher unemployment.
3. Promote access to higher education and training opportunities by delivering, with partners, major infrastructure and regeneration schemes across Calderdale.
4. Focus regeneration efforts on areas with the highest levels of deprivation.

Question 15

Should the Core Strategy develop Options 1, 2, 3, 4 or alternatives (please suggest) for the 'Provide employment opportunities for all' policy option?

5 Development of a Low Carbon Economy

Issues and Aims

- 3.29** The government predicts that by the middle of the next decade over 1 million people⁽¹⁰⁾ will be employed in the Low Carbon Environmental Goods and Services Sector (LCEGS), one of the few sectors that is expected to continue to grow during the economic downturn.
- 3.30** A low carbon economy requires the development of energy efficient, sustainably designed commercial premises, alongside commercial development that prepares travel plans and promotes locations that reduce the need to travel, especially by car.
- 3.31** Sustainable freight movements, mainly by rail but also by inland waterways can also assist in developing a low carbon economy, although the links to the motorway network that exist in Calderdale are part of what makes the district attractive to businesses.
- 3.32** In order to attract business that can assist in building a local, low carbon economy, the Core Strategy will need to ensure there are a range of varied sites and premises throughout the district, meeting the needs of both traditional industry and emerging creative and knowledge based industries that grow as part of a low carbon economy.

Potential Indicators and Targets

Table 3.5 Development of a Low Carbon Economy - Indicators and Targets

Sub-Objective	Indicator	Target (where applicable)	Indicator Type
Development of a Low Carbon Economy	Travel to work mode	To be agreed	Local
	Number of new developments with travel plans	To be agreed	Regional (TH61B)
	Levels of rail freight	To be agreed	Local

Policy Option 15

Development of a low carbon economy

Potential policy approaches to use in the Core Strategy to help address this issue include:

1. The Core Strategy should promote locations and policies that encourage the development of a low carbon economy, recognising that new low carbon industries may have different accommodation needs to traditional industries.
2. Encourage sustainable freight movements.
3. Promote low carbon measures, such as travel plans, within core strategy policies.

Question 16

Should the Core Strategy develop Option 1, 2, 3 or alternatives (please suggest) for the 'Development of a low carbon economy' policy option?

4 SO4 - Housing

SO 4 – “To meet the housing needs of all by delivering the Regional Spatial Strategy Housing Requirement 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 previously developed land, together with more efficient use and improvement of the existing housing stock.”

4.1 The Housing Objective can be divided into a number of sub-objectives as follows :

1 Housing Numbers Including Delivering the RSS Housing Requirement

Issues and Aims

- 4.2** As explained in the Introduction to this document the future of Regional Spatial Strategies is uncertain leading to the possibility that the housing requirement figure may be revised and the following should be read with this in mind. The background to the level of new housing required to be provided in the district was set out in the earlier Issues and Options paper published November 2008. The actual distribution of the housing requirement for individual districts is not based on purely demographic factors but reflects wider policy objectives including the relationship between the location of housing and employment and environmental considerations. Whilst the current economic downturn may make this target less achievable in the original timescale it remains an objective for the LDF. The Regional Spatial Strategy requires Calderdale to deliver 500 dwellings from 2004 to 2008 and 670 dwellings per annum from 2008 to 2026. The figure is no longer a 'ceiling', rather a base level which the district may decide to go above providing the locations are in accordance with the core approach in RSS. In addition, the government has identified a number of growth points around the Country, including Calderdale, where additional funding can be accessed in order to deliver infrastructure improvements, in return for delivering additional dwellings above the RSS figure.
- 4.3** The actual housing requirement for which provision needs to be made in the Core Strategy is therefore based on the RSS housing requirement from 2004 to 2009, less completions in this period, leaving a residual figure of around 8,800 dwellings over the remaining 17 years of RSS. This includes the 2 years prior to the programmed adoption date of the Core Strategy and the anticipated 15 year life-span of the Core Strategy once adopted. To this figure must be added an additional requirement of 134 dwellings per annum over a 5 year period, a condition of the district being awarded New Growth Point status. This takes the total requirement to in the order of 9,500 dwellings.
- 4.4** The overall housing requirement figure will not remain constant since a new figure will, most likely, be determined having regard to the latest evidence including that from work undertaken by the former regional body and the Strategic Housing Market Assessment once complete. Other factors which may influence the overall number of dwellings to plan for in the Core Strategy include levels of completions between now and finalisation of the Submission document and any losses of dwellings through demolition including clearance programmes. It would therefore be advisable to plan for a higher number of dwellings than the existing requirement in order to allow for a degree of flexibility, a requirement of a 'sound plan', should the numbers change.
- 4.5** PPS3 Housing also requires the Council to maintain a 5-year supply of deliverable housing land and to demonstrate progress towards the overall housing requirement by means of a forward housing trajectory. It also requires the use of 'Plan, Monitor, Manage, which effectively necessitates the adoption of some form of phasing mechanism in order to ensure that those parts of the Core strategy in relation to housing delivery are achieved.

Potential Indicators and Targets

Table 4.1 Housing Numbers - Indicators and Targets

Sub-Objectives	Indicator	Target (where applicable)	Indicator Type
To achieve net increase to housing stock set out in Table 12.1 of RSS and modified by NGP	Housing Trajectory (completions in relation to dwelling requirements)	RSS as modified by NGP status	National (NI154) AMR Core Indicator (H2)
Improvement to dwelling stock	Numbers of cleared and demolished dwellings	<i>Not applicable</i>	Local
Efficient use of dwelling stock	Number vacant dwellings	<i>Not applicable</i>	Local
Maintain 5-year supply of deliverable housing land	5-year housing land supply	Relationship between delivery and residual requirement as calculated annually.	National (NI159) AMR Core Indicator (H2) Regional (TH86)

Policy Option 16

Housing numbers including delivering the RSS housing requirement

Potential policy options to use in the Core Strategy to help address this issue include:

1. Plan only for housing levels required by RSS and New Growth Point (NGP) status.
2. Plan for more housing than required in RSS/NGP to future proof the Core Strategy.

Question 17

Should the Core Strategy develop options 1, 2 or alternatives (please suggest) for the 'Housing numbers including delivering the RSS housing requirement' policy option?

2 Location of Housing Development

Issues and Aims

4.6 The issues around where to locate new housing development were discussed in the Issues and Options paper published in November 2008 and can be condensed to the following main points.

- The core approach in RSS must be followed which in essence requires the majority of development to be in the sub-regional centre of Halifax and Principal town of Brighouse together with any other towns that meet the RSS criteria for elevation to Principal Town status. The relative proportions appropriate to each of these settlements requires determination.
- How much development can realistically be accommodated within the existing urban areas bearing in mind the need to retain and improve the quality of life in these areas and how much, if any, will have to take the form of urban extensions.
- How much development can be accommodated on previously developed (brownfield) land as opposed to greenfield sites.

- What level of development should and is required by other settlements to meet local needs and retain their viability.
- The need to avoid undermining the employment base of the district by developing employment sites or sites with potential for employment use.
- The need to utilise the most accessible and sustainable locations. Making housing accessible in a sustainability sense relies on the site being on a main public transport route, or alternatively having attractive and safe walking or cycling routes that are an alternative to the private car. In all, the aim is to reduce the need to travel. Whilst immediate access to public transport routes will be expected in the valley bottoms and the eastern half of the district, it is recognised that appropriate sites in the upper valley may not be as accessible by these forms of transport compared to the eastern part of the district.

4.7 The overall aims in locating new housing developments are set down in PPS3 Housing and centre around accessibility, sustainability, creating mixed communities and utilising brownfield sites within the urban areas. The Settlement Hierarchy, now completed, will be fundamental in determining the levels of development, including housing, in the district's settlements. The feasibility of achieving these objectives is also becoming clearer with the publication of the first Strategic Housing Land Availability Assessment (SHLAA). This assessment identifies where sites with potential for housing lie but not whether development should take place in these locations. This is to be determined through the Core Strategy and Land Allocations and Designations Development Plan Documents.

4.8 Options for the distribution of new housing growth are intrinsically linked to the overall settlement development strategy based on the Settlement Hierarchy and any approaches to alter the relative positions of settlements within the existing hierarchy. These spatial options include the location of new housing. With the completion of the SHLAA a clearer picture has emerged of where and what type of land, previously developed land (PDL) or land not previously developed and within or outside urban areas, exists with the potential to deliver housing. This indicates that to provide significant levels of housing in Halifax and Brighouse land beyond the existing urban boundary and currently in the Green Belt will have to be utilised. Reviews of the SHLAA may show more sites within the main urban areas.

4.9 Priority must be given to maximising the use of PDL in any option and clearly the greater the number and size of any settlement extensions, the lower the proportion of PDL likely to be utilised. A target for the proportion of PDL will be set as the options become firmer. This is unlikely to be as high as the RCUDP target of 85% given the need to allocate land beyond the existing settlement boundaries. However, some such locations could meet the accessibility and sustainability requirements of national policy and the other strategic objectives outlined in this paper. The evidence for allocating land in such locations is provided by the Settlement Hierarchy Study which highlights those areas immediately adjacent to settlements with high sustainability scores.

Potential Indicators and Targets

Table 4.2 Housing Distribution - Indicators and Targets

Sub-Objectives	Indicator	Targets (where applicable)	Indicator Type
Prioritise use of PDL	Proportion development on PDL	To be determined	AMR Core Indicator (H3)
Utilise most accessible locations	Accession	Majority of housing in most accessible locations.	Regional (HT9)
Appropriate level of housing according to size and sustainability scores of settlements	Proportion of allocations and completions in all settlements in relation to Settlement Study.	Greater levels of housing in higher order settlements	Regional (HT1)
Balance of within and outside settlement.	Analysis of allocations and completions	Higher levels of housing within settlements	Regional (HT1)

3 Provision of a range of dwellings of varying types, sizes and prices

Issues and Aims

4.10 A number of issues were covered in the Issues and Options Paper published in November 2008, and these can be summarised as:

- A general need nationally for more family homes
- Minimum density requirements as set out in PPS3
- Meeting the need for affordable homes in the district

4.11 Addressing all of these matters is central to national policy on housing as set out in PPS3 Housing (revised June 2010) and also reflected in Calderdale's Sustainable Community Strategy. The planning system is unable to affect the price of individual dwellings directly but it can put in place policies to ensure the appropriate mix of house types, sizes, and tenures are delivered through the LDF. Whilst it is known in general terms what the needs are within the district the evidence informing the actual numbers/proportions of different types of housing will be provided by the Strategic Housing Market Assessment (SHMA) due for completion Spring 2011. The SHMA will also include viability testing of any proposed affordable housing requirements.

Potential Indicators and Targets

Table 4.3 Housing Needs - Indicators and Targets

Sub-Objectives	Indicator	Target (where applicable)	Indicator Type
Ensure dwelling provision meets needs	Number homes delivered by type, size and tenure in relation to need	As per SHMA	Regional (TH9)
Increase number of Affordable Homes in district	Number Affordable Homes delivered	As per SHMA	National (NI155) AMR Core Indicator (H5) Regional (TH8) LAA Improvement Target Proportions of Urban/Rural = Local

Policy Option 17

Provision of a range of dwellings of varying types, sizes and prices

Potential policy approaches to use in the Core Strategy to help address this issue include:

1. Specify that housing developments reflect housing needs in that area.
2. Variable site size thresholds and proportions of affordable housing across the district.
3. The adoption of a rural exceptions policy to help meet affordable housing needs.

Question 18

Should the Core Strategy develop options 1, 2, 3 or alternatives (please suggest) for the 'Provision of a range of dwellings of varying types, sizes and prices' policy option?

4 Provision of good quality residential developments

Issues and Aims

- 4.12** PPS3 Housing requires housing to be of good design as this is fundamental to the development of high quality new housing which contributes to the creation of sustainable, mixed communities and helps use land efficiently.
- 4.13** Energy efficient dwellings and the use of renewable sources of energy are required both to help address climate change whilst at the same time helping counter instances of fuel poverty.
- 4.14** Much of the existing dwelling stock also needs renewing and improving as well as bringing up to current standards for energy efficiency which is also an objective within PPS3.

Potential Indicators and Targets

Table 4.4 Residential Design - Indicators and Targets*

Sub-Objectives	Indicator	Target (where applicable)	Indicator Type
Good standard of design	To be determined but possibly via use of approach being developed by CABE	To be determined	AMR Core Indicator (H6)
Sustainable Building Standards	Number dwellings built/ improved to meet CFS Homes Standards	To be determined	Local
Improvement of dwelling stock	Number dwellings improved	To be determined	Local
Re-use of dwellings	Number dwellings brought back into use	To be determined	Local

*To be read in conjunction with Indicators and Targets for related Strategic Objectives on Climate Change, Sustainability and Design.

Policy Option 18

Provision of good quality residential developments

Potential policy approaches to use in the Core Strategy to help address this issue include:

1. Adopt a range of density options across the district.
2. Residential developments be built to high standards of design and sustainability.
3. Improvement and re-use of the existing dwelling stock through housing renewal areas and selective clearance.

Question 19

Should the Core Strategy develop options 1, 2, 3 or alternatives (please suggest) for the 'Provision of good quality residential developments' policy option?

5 Gypsies and Travellers

Issues and Aims

- 4.15** The major issues were covered in the Issues and Options Paper published in November 2008 and briefly are:
- All local authorities must allocate sites for gypsies and travellers according to the need in their district
 - There is a need to make some provision for gypsies and travellers in Calderdale based on figures included in RSS.
 - Where could land be allocated for a gypsy and traveller site or sites
- 4.16** The Government wishes to see a more positive approach to the provision of sites for gypsies and travellers and this requirement is contained within Circular 01/2006 'Provision for Gypsy and Traveller Caravan Sites'. Local authorities are required to make provision for Gypsy and Travellers via their Development Plan Documents by setting out criteria for the location of gypsy and traveller sites in their Core Strategies.
- 4.17** A realistic criteria based policy should be included in the Core Strategy relating to the provision of sites for gypsies and travellers building on the earlier policy in the adopted RCUDP (prepared prior to the publication of Circular 01/2006). Note also needs to be taken of the good practice points in Annex C to the Circular designed to ensure they are not unreasonably restrictive and sites can be found that meet the criteria. These criteria will then guide the search for a site or sites to include in the Land Allocations and Designations DPD.

Potential Indicators and Targets

Table 4.5 Gypsies and Travellers - Indicators and Targets

Sub-Objective	Indicators	Targets (where applicable)	Indicator Type
Provision of sufficient pitches to meet need identified in RSS	Number of Pitches provided Reduction in unauthorised encampments	To be determined but based on latest Gypsy and Traveller numbers in RSS and supporting documents	AMR Core Indicator (H4) Regional (TH10)

Policy Option 19

Gypsies and travellers

Potential policy approaches to use in the Core Strategy to help address this issue include:

1. Consider the need to provide for gypsies and travellers when disposing of Council owned land.
2. Identify other public sector land that may be appropriate.
3. Consider the use of Compulsory Purchase Orders to acquire an appropriate site(s).
4. Identify broad locations within which detailed site boundaries should be established in the Land Allocations and Designations DPD.

Question 20

Should the Core Strategy develop options 1, 2, 3, 4 or alternatives (please suggest) for the 'Gypsies and Travellers' policy option?

5 SO5 - Green Infrastructure and the Natural Environment

SO5 - To protect and enhance green infrastructure in Calderdale for its contribution to landscape, biodiversity, sport and recreation and its value for well being and health

- 5.1** 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.
- 5.2** Comments received during the 2008 Issues and Options Consultation have assisted in developing the sub objectives that fall under the main Green Infrastructure and the Natural Environment objective. Relevant comments were as follows:
- It should be ensured that the need to meet housing and employment/economy requirements is carefully considered against protection of open space, green infrastructure and the natural environment.
 - It should be emphasised that green infrastructure is multi-functional and therefore also plays an essential role in addressing issues such as the conservation of biodiversity and adapting to climate change, in addition to contributing to the health and well-being of the population.
- 5.3** National Planning Policy refers to green infrastructure and the natural environment within a number of contexts:
- PPS1 (Delivering Sustainable Development) recognises that green infrastructure can contribute to conserving and enhancing biodiversity, urban cooling and sustainable drainage systems.
 - PPS9 (Biodiversity and Geological Conservation) states that plan policies should aim to maintain, and enhance, restore or add to biodiversity conservation interests.
 - PPG17 (Planning for Open Space, Sport and Recreation) requires local authorities to produce open space strategies which encourage green infrastructure functions and benefits to be realised.
 - PPS25 (Development and Flood Risk) recognises the role of green infrastructure in reducing flood risk.
- 5.4** Regional Planning Policy (RSS) refers to green infrastructure and the natural environment and states that:
- Areas and networks of green infrastructure will be identified, protected, created, extended, 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 internationally important biodiversity sites.
 - Assets of particular significance for the protection and enhancement of green infrastructure include national and inter-regional trails, floodplains, woodlands, biodiversity and distinctive landscapes.
- 5.5** Other relevant documents/issues influencing Strategic Objective 5 include:
- Sustainable Community Strategy 2010.
 - 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.
- 5.6** The Green Infrastructure and Natural Environment Objective can be divided into a number of sub-objectives as follows:

1 Define a hierarchy of green infrastructure

Issues and Aims

- 5.7** Define a hierarchy of green infrastructure, in terms of location, function, size and levels of use, at every spatial scale and across all areas of the district. This should be based on analysis of existing assets and the identification of new assets required to deliver green infrastructure.

Potential Indicators and Targets

Table 5.1 Defining a Hierarchy of Green Infrastructure - Indicators and Targets

Sub-Objective	Indicator	Target (Where Applicable)	Indicator Type
Define a hierarchy of green infrastructure	Availability of accurate and accessible green infrastructure data	100% of Local Authorities to have completed Local Biodiversity Action Plans by 2011	Regional Spatial Strategy
	Identification of opportunities and deficiencies in green infrastructure provision in the district		Regional Spatial Strategy

Policy Option 20

Define a hierarchy of green infrastructure

Potential policy approaches to use in the Core Strategy to help address this issue include:

1. Provide an accurate and accessible green infrastructure evidence/data base.
2. Provide a hierarchy for green infrastructure and a context for development.
3. Identify specific priority measures to address deficiencies in green infrastructure provision in the district.
4. Establish a baseline of green space and green infrastructure provision from which change can be measured.
5. Commit to long-term monitoring and project evaluation.

Question 21

Should the Core Strategy develop Options 1, 2, 3, 4, 5 or alternatives (please suggest) for the 'hierarchy of green infrastructure' policy option?

2 Put mechanisms in place to secure green infrastructure provision

Issues and Aims

- 5.8** Ensure that mechanisms are in place to secure new or enhanced provision of green infrastructure. An example of this could be the imposition of planning obligations for new developments.

Potential Indicators and Targets

Table 5.2 Putting mechanisms in place to secure green infrastructure - Indicators and Targets

Sub-objective	Indicator	Target (Where Applicable)	Indicator Type
Put mechanisms in place to secure green infrastructure provision	Percentage of development permitted that includes green infrastructure provision	<i>Not applicable</i>	Local
	Levels of funding for green infrastructure	<i>Not applicable</i>	Local
	Level of company participation in business in the environment	<i>Not applicable</i>	Local
	Green infrastructure provision per capita	Increase the region's woodland cover by approximately 500ha each year to 2021. No loss of ancient woodland or of veteran trees outside protected areas.	Regional Spatial Strategy
	Ease of access to local green infrastructure	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 region's population have one area of accessible woodland of no less than 2ha within 500m of their homes by 2021.	Regional Spatial Strategy
	Percentage of watercourses that meet designated standards	100% compliance with mandatory and guideline standards (Water Framework Directive)	Regional Spatial Strategy

Policy Option 21

Put mechanisms in place to secure green infrastructure provision

Potential policy approaches to use in the Core Strategy to help address this issue include:

1. Focus on the improvement and enhancement of existing green infrastructure assets, and/or look to expand existing, or create new, green infrastructure assets.
2. Encourage the protection and enhancement of green infrastructure through the Development Management System.
3. Increase the level of company participation in business in the environment.
4. Encourage partnership delivery of green infrastructure in the district.
5. Make good deficiencies in quantity and quality of green infrastructure by a range of means, but including developer contributions.

Question 22

Should the Core Strategy develop Options 1, 2, 3, 4, 5 or alternatives (please suggest) for the 'green infrastructure provision' policy option?

5

3 Identify under-utilised assets and encourage better use**Issues and Aims**

- 5.9** Identify under-utilised assets and encourage better use. 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.

Potential Indicators and Targets**Table 5.3 Identifying under-utilised assets and encouraging better use - Indicators and Targets**

Sub-Objective	Indicator	Target (Where Applicable)	Indicator Type
Identify under utilised assets and encourage better use	Ease of access to local green infrastructure	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 region's population have one area of accessible woodland of no less than 2ha within 500m of their homes by 2021.	Regional Spatial Strategy
	Number of people who feel safe when using green infrastructure	<i>Not applicable</i>	Local
	Amount of playing fields/open space lost to development	<i>Not applicable</i>	Regional Spatial Strategy
	Change in areas of biodiversity importance	<i>Not applicable</i>	National (NI 197) AMR core Indicator (E2)
	Condition of Sites of Special Scientific Interest (SSSI)	95% of SSSIs to be in favourable or unfavourable but recovering condition by 2010	Regional Spatial Strategy
	Species Audit (through Calderdale Biodiversity Action Plan)	<i>Not applicable</i>	Local
	Percentage of watercourses that meet designated standards	100% compliance with mandatory and guideline standards	Regional Spatial Strategy

Sub-Objective	Indicator	Target (Where Applicable)	Indicator Type
		(Water Framework Directive)	
	Levels of tourism in the district	<i>Not applicable</i>	Regional Spatial Strategy
	Health and well being of the district's population	<i>Not applicable</i>	National (NI 120, 121, 137 & 138) LAA Improvement Target
	Education and awareness about the natural environment	<i>Not applicable</i>	Local

Policy Option 22

Identify under-utilised assets and encourage better use

Potential policy approaches to use in the Core Strategy to help address this issue include:

1. Increase interest in green infrastructure through education and awareness raising.
2. Extend access and informal recreational opportunities to meet current and future demands.
3. Help focus green infrastructure improvements on specific areas with the greatest needs and opportunities.
4. Protect and maintain public and (where appropriate) private green infrastructure if it makes a positive contribution to meeting local needs.
5. 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.
6. Consider a return to the tradition of urban parks.

Question 23

Should the Core Strategy develop Options 1, 2, 3, 4, 5, 6 or alternatives (please suggest) for the 'use of green infrastructure' policy option?

4 Ensure that the green infrastructure network is joined up

Issues and Aims

- 5.10** 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.

Potential Indicators and Targets

Table 5.4 Ensuring the green infrastructure network is joined up - Indicators and Targets

Sub-Objective	Indicator	Target (where applicable)	Indicator Type
Ensure that the green infrastructure network is joined up.	Change in areas of biodiversity importance	<i>Not applicable</i>	National (NI 197) AMR core Indicator (E2)
	Ease of access to local green infrastructure	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 region's population have one area of accessible woodland of no less than 2ha within 500m of their homes by 2021.	Regional Spatial Strategy
	Number of people who feel safe when using green infrastructure	<i>Not applicable</i>	Local
	Health and well being of the district's population	<i>Not applicable</i>	National (NI 120, 121, 137 & 138) LAA Improvement Target
Encourage sustainable modes of transport	Travel to Work Mode	N/A	(Census)
	Number of cycling trips	10% overall increase in cycling levels by 2010/11 20% increase in cycling trips to Halifax centre by 2010/11	West Yorkshire Local Transport Plan (M4 & L2)

Policy Option 23

Ensure that the green infrastructure network is joined up

Potential policy approaches to use in the Core Strategy to help address this issue include:

1. Seek to connect biodiversity habitats.
2. Maintain critical biodiversity assets and provide long term security for these as identified in the Calderdale Biodiversity Action Plan.
3. Extend access and informal recreational opportunities to meet current and future demands.
4. Connect urban and rural communities where possible.
5. Developments should promote the use of Green infrastructure to make cycling and walking more attractive.

Question 24

Should the Core Strategy develop Options 1, 2, 3, 4, 5 or alternatives (please suggest) for the 'green infrastructure network' policy option?

5

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5 Ensure that policies have regard to the economic, social and environmental benefits of green infrastructure

Issues and Aims

- 5.11** Ensure that policies have regard to the economic and social as well as environmental benefits of green infrastructure assets.

Potential Indicators and Targets

Table 5.5 Ensuring policies have regard to the economic, social and environments benefits of green infrastructure - Indicators and Targets

Sub-Objective	Indicator	Target (where applicable)	Indicator type
Ensure that policies have regard to the economic, social and environmental benefits of green infrastructure	Level of company participation in Business in the Environment	<i>Not applicable</i>	Local
	Number of value industries attracted to the district	<i>Not applicable</i>	Local
	Levels of tourism in the district	<i>Not applicable</i>	Regional Spatial Strategy
	Health and well being of the district's population	<i>Not applicable</i>	National (NI 120, 121, 137 & 138) LAA Improvement Targets
	Levels of exercise and activity	<i>Not applicable</i>	National (NI 8) Local

Sub-Objective	Indicator	Target (where applicable)	Indicator type
	Participation in sport	Increase by 1% per year	Regional Spatial Strategy

Policy Option 24

Ensure that policies have regard to the economic, social and environmental benefits of green infrastructure

Potential policy approaches to use in the Core Strategy to help address this issue include:

1. Plan Calderdale's green infrastructure holistically so that regard can be had for its effect on the economy, society and environment.
2. Plan and implement the district's green infrastructure publicly with input from and involvement of the public.
3. Sustainability to be at the core of design, implementation and long-term management.
4. Encourage partnership and cross-sectoral delivery of green infrastructure in the district.

Question 25

Should the Core Strategy develop Options 1, 2, 3, 4 or alternatives (please suggest) for the 'economic, social and environmental benefits of green infrastructure' policy option?

6 Identify the functional role of green infrastructure

Issues and Aims

5.12 Identify the functional role of green infrastructure in supporting the provision of renewable energy, urban microclimate control, and flood risk management.

Potential Indicators and Targets

Table 5.6 Identifying the functional role of green infrastructure - Indicators and Targets

Sub-objective	Indicator	Target (where applicable)	Indicator type
Identify the functional role of green infrastructure	Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality issues	NIL planning permissions granted contrary to Environment Agency advice on flooding and water quality issues	AMR Core Indicator (E1)
	Number of flood mitigation and sustainable urban drainage schemes	Increase the region's woodland cover by approximately 500ha each year to 2021.	National (NI 189) Regional Spatial Strategy
	Permeable versus impermeable surfaces	<i>Not applicable</i>	Local

Sub-objective	Indicator	Target (where applicable)	Indicator type
	Percentage of watercourses that meet designated standards	100% compliance with mandatory and guideline standards (Water Framework Directive)	Regional Spatial Strategy
	Air quality levels	<i>Not applicable</i>	National (NI 194) Regional Spatial Strategy
	Greenhouse gas emissions	<i>Not applicable</i>	National (NI 185 & 186) Regional Spatial Strategy LAA Improvement Targets
Encourage sustainable modes of transport	Travel to Work Mode	N/A	(Census)
	Number of cycling trips	10% overall increase in cycling levels by 2010/11 20% increase in cycling trips to Halifax centre by 2010/11	West Yorkshire Local Transport Plan (M4 & L2)

Policy Option 25

Identify the functional role of green infrastructure

Potential policy approaches to use in the Core Strategy to help address this issue include:

1. Seek to increase tree cover in the district in order to help adapt to the impacts of climate change and to provide flood mitigation.
2. Ensure that no planning permissions are granted contrary to sustained objection from the Environment Agency.
3. Promote sustainable drainage systems through green infrastructure which should be secured by planning conditions or obligations.
4. Developments should promote the use of Green Infrastructure to make cycling and walking more attractive.

Question 26

Should the Core Strategy develop Options 1, 2, 3, 4 or alternatives (please suggest) for the 'functional role of green infrastructure' policy option?

6 SO6 - Historic Environment and Design

SO6 - To protect and enhance the District's historic environment, and to ensure that new development helps to improve the local character and identity of Calderdale's built environment, and its communities, through high quality, inclusive design.

- 6.1** This strategic objective has been revised in light of comments received on the objective included in the Issues and Options consultation document (November 2008). The initial objective relating to heritage in the Issues and Options consultation document (November 2008) read "*To protect the district's historic heritage and to ensure all new development contributes to a high quality built environment*". The following specific comments were received on the objective text:
- Support for the recognition to Calderdale's heritage within the wording – West Yorkshire Archaeological Advisory Service.
 - General support, however a request for it to more closely reflect advice in PPS1 (regarding promotion and reinforcement of local distinctiveness) and advice in PPG15 and 16 (regarding enhancement) – English Heritage (subsequently superseded by PPS5 (Planning for the Historic Environment)).
- 6.2** The following general comments on heritage and design in the built environment were also received during the consultation, at road shows and consultation events, and have been used to help evolve this objective and determine the sub-issues to address in the Core Strategy:
- Support for conserving, enhancing and enjoying the built and natural heritage, and enforcement of good quality materials and design in the built heritage.
 - Preference of use of the term 'historic environment' over 'built heritage' to include wider elements such as natural historic features.
 - New development should be in keeping with the surrounding area with regard to design, scale and materials, and priority given to enhancement of local character.
 - The priority in the design of new development should be to allow good quality contemporary design which stands apart and sets off the historic local buildings. The value of contemporary and innovative design should be recognised in the Core Strategy.
 - Creative, distinctive and innovative design should be encouraged as advised in PPS1.
 - More built assets should be listed, particularly those in the countryside, with specific reference to assets such as Stoodley Pike, Coffin Stones and Gibson Mill.
 - The Core Strategy should set out a strategic framework for how the historic environment will be managed.
 - Public realm plays an important role in improving the attractiveness of historic places and can make a valuable contribution to an area's urban renaissance and vitality.
 - The historic environment has many benefits to include significant roles in education, identity of place and community cohesion.
 - Preparation of Conservation Area Appraisals should be encouraged.
- 6.3** National Planning Policy refers to heritage and design in the built environment within a number of contexts. Since publication of the Issues and Options Consultation Document (November 2008), a new national Planning Policy Statement 5 has replaced PPG15 and PPG16.
- PPS1 (Delivering Sustainable Development) refers to the need for preserving and enhancing built and archaeological heritage as well as promoting high quality inclusive design. It states that good design should contribute positively to making places better for people and that authorities should seek to promote or reinforce local distinctiveness.
 - PPS5 (Planning for the Historic Environment) has replaced PPG15 (Planning and the Historic Environment) and PPG16 (Archaeology and Planning) and states that Core Strategies should set out the strategic framework for how the historic environment will be managed in the local area. It sets out the government's overarching aim to ensure that the historic environment and its heritage assets 'should be conserved and enjoyed for the quality of life they bring to this and future generations'. In brief, PPS5 aims to do this through:

- Delivering sustainable development by recognising the non-renewable nature of heritage assets, taking account of wider benefits of heritage conservation, and recognising that maintenance for the long term may require intelligently managed change at times;
- Conserving heritage assets in a manner appropriate to their 'significance'; and
- Capturing evidence from the historic environment to contribute to our knowledge and understanding of the past, particularly where a heritage asset is to be lost.

6.4 At a local level, the Sustainable Community Strategy aims to '*improve the quality of our environment and promote respect for Calderdale's heritage*'. Both the Halifax and Upper Calder Valley Renaissance (UCVR) Strategies also aim to work towards meeting this aim. UCVR states that '*we will work together to value, protect and enhance our unique cultural and physical heritage. We will give top priority to the quality of the built environment, to conservation of historic buildings, setting quality and sustainability thresholds for new build and refurbishment*'.

6.5 The Historic Environment and Design Objective can be divided into a number of sub-objectives as follows:

1 Protect and enhance the historic environment

Issues and Aims

- 6.6** Calderdale hosts a rich variety of archaeological, architectural, artistic and historical features. The strong industrial heritage of the area is reflected in both the townscapes and landscapes of the borough which should be protected and enhanced wherever possible. Conservation and the preservation and enhancement of the historic environment and heritage assets should be an integral part of the local place-making agenda. It is important for improving our understanding of our past, local culture and influences, and for increasing tourism through improving and encouraging access and appreciation.
- 6.7** Existing UDP policies on Listed Buildings, Scheduled Ancient Monuments, Parks and Gardens of Special Historic Interest and the district's 19 Conservation Areas (RCUDP policies BE14-BE26) ensure that the historic and built environments are protected from inappropriate development. The LDF provides an opportunity to refocus and strengthen the local approach to conservation, within the national policy framework.
- 6.8** New development should not only be considered in terms of any negative impacts on existing historical assets, but also its own contribution to the distinctive local environment. The district's historic environment should be preserved and improved for future generations, recognising that it is a non-renewable resource with wide social, cultural, economic and environmental benefits.

Potential Indicators and Targets

Table 6.1 Protecting and enhancing the historic environment- Indicators and Targets

Sub-Objective	Indicator	Target	Indicator Type
Protect and enhance the historic environment	Quantity - Number of listed buildings and sites at risk in the borough.	Reduction or no increase	Local
	Quality - Degree to which heritage assets are at risk of loss or decay.	Reduction or no increase (identified through qualitative assessments)	Local
	Realising the potential of heritage in new development and regeneration	All consents affecting designated heritage assets (including their setting and character) to have an approved Conservation Statement or Conservation	Local

Sub-Objective	Indicator	Target	Indicator Type
		Management Plan (where applicable)	

Policy Option 26

Protect and enhance the historic environment

Potential policy approaches to use in the Core Strategy to help address this issue include:

1. Reduce the number of heritage assets identified both nationally and locally as 'At Risk'.
2. Retain, update and reference a copy of the Record of Designated Assets for use by members of the public and the local authority in the preparation and assessment of planning applications.
3. Have special regard to a heritage building's or area's special interest.
4. Focus on the improvement and appraisal of existing conservation areas, over designating new ones.
5. Require applicants to demonstrate the benefits of a proposed development in relation to a relevant Conservation Area Appraisal.
6. Have particular regard to local significance and acknowledge local distinctiveness such as the textile/industrial heritage of the district, non-conformist chapels and historic barns.

Question 27

Should the Core Strategy develop Options 1, 2, 3, 4, 5, 6 or alternatives (please suggest) for the 'historic environment' policy option?

2 Promote high quality design in new development and existing public realm

Issues and Aims

- 6.9** An attractive built environment is vital to attract people to live and work in the borough. 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 of built environment should also help to encourage communities to support new development.
- 6.10** Design issues are cross cutting with many other themes and objectives in the Core Strategy. New developments must be sympathetic to their surroundings (both the natural and historic environments) whilst also being accessible to disabled people and enhancing public safety from crime and traffic. Design issues also link in with sustainability in terms of materials used and the energy efficiency of new developments. Good design will also consider local public amenity and new developments should use a holistic approach to design quality.
- 6.11** Future LDF documents could set out the detailed architectural and design standards, however the Core Strategy should specifically set out what is meant by quality design, the requirements that designers and developers should follow in the Calderdale context, and provide a framework for design covering renewable, lifetime homes and various space standards. Any requirements will have to be justified and viable, and the policy framework will have to be appraised as part of its evolution, to assess implications for delivery.

Potential Indicators and Targets

Table 6.2 Promoting high quality design in new development and existing public realm - Indicators and Targets

Sub-Objective	Indicator	Target (where applicable)	Indicator Type
Promote high quality design in new development and existing public realm	Housing Quality.	Number and proportion of new build completions reaching very good, good, average and poor ratings against the Building for Life criteria	AMR Core Indicator (H6)
	National Recognition of design best practice.	Number of development proposals achieving national recognition for design best practise	Local
	Design Panel/Design Review	Target - major development subject to consideration by a design panel/design review, including external bodies with design expertise	Local
	Local design award scheme.	Number of planning applications meeting the criteria for consideration in local design awards (eligibility standards to be set), including development which affects the setting of heritage assets.	Local
	Number of applications referred to CABE (or equivalent) Design Panels.	Increasing the number of applications per annum	Local

Policy Option 27

Promote high quality design in new development and existing public realm - design style

Potential policy options to use in the Core Strategy to help address this issue include:

1. Support contemporary, innovative design in appropriate areas.
2. Support more sensitivity towards traditional design.

Question 28

Should the Core Strategy develop Options 1, 2 or alternatives (please suggest) for the 'design style' policy option?

Question 29

What issues do you think are most important when considering 'quality design' in new developments in Calderdale?

Policy Option 28

Promote high quality design in new development and existing public realm - design requirements

Potential policy approaches to use in the Core Strategy to help address this issue include:

1. Require applicants to demonstrate contribution of new development to local distinctiveness.
2. Require 'design reviews' (CABE or equivalent) for certain size of development/location.
3. Seek to raise the standard of design in the whole urban realm, including streets (design code – definition in PPS3).
4. Raise awareness of specific design issues in the LDF (such as materials, density and height (tall-buildings)) through a more detailed design SPD.

Question 30

Should the Core Strategy develop Options 1, 2, 3 or 4 or alternatives (please suggest) for the 'design requirements' policy option?

3 Improve the accessibility and safety of new developments

Issues and Aims

- 6.12** This sub-objective deals with specific design issues around inclusive and accessible design, and the implementation of 'Secure by Design' principles. Safe, secure environments are important in helping to reduce crime in a local area as well as improving road safety. New developments have an important role to play in ensuring that the safety of Calderdale's residents is given a high priority.
- 6.13** Building regulations set out minimum requirements in terms of accessibility for disabled access to public buildings, however the Core Strategy could be used to promote more accessible, inclusive design for all aspects of the community. Consultation already undertaken with the Calderdale Disability Partnership has helped to formulate possible policy approaches as set out below.

Potential Indicators and Targets

Table 6.3 Improving the accessibility and safety of new development - Indicators and Targets

Sub-Objective	Indicator	Target (where applicable)	Indicator Type
Improve the accessibility and safety of new developments	Reported Crime (if monitored through SCS).	Target – reduction in reported crime	National (NI 16)
	Road Accidents (if monitored through LTP).	Target – reduction of number of people killed or seriously injured in road accidents	National (NI 47)
	Fear of crime.	Target – increase the % of residents in the district stating they feel safe in their local area after dark.	Local

Policy Option 29

Improve the accessibility and safety of new developments

Potential policy approaches to use in the Core Strategy to help address this issue include:

1. Require all new housing to meet Lifetime Homes standards where practical;
2. Encourage 'Changing Places' facilities in suitable locations
3. Accessibility issues – seek to exceed minimum requirements;
4. Car parking - seek to exceed minimum standards;
5. Ensure that 'Secured by Design' principles are implemented in all new developments to help reduce levels of crime.

Question 31

Should the Core Strategy develop Options 1, 2, 3, 4 or 5 or alternatives (please suggest) for the 'design requirements' policy option?

7 SO7 - Transport

SO7 - To ensure the provision of a sustainable, safe and efficient transport system which reduces the need to travel.

7

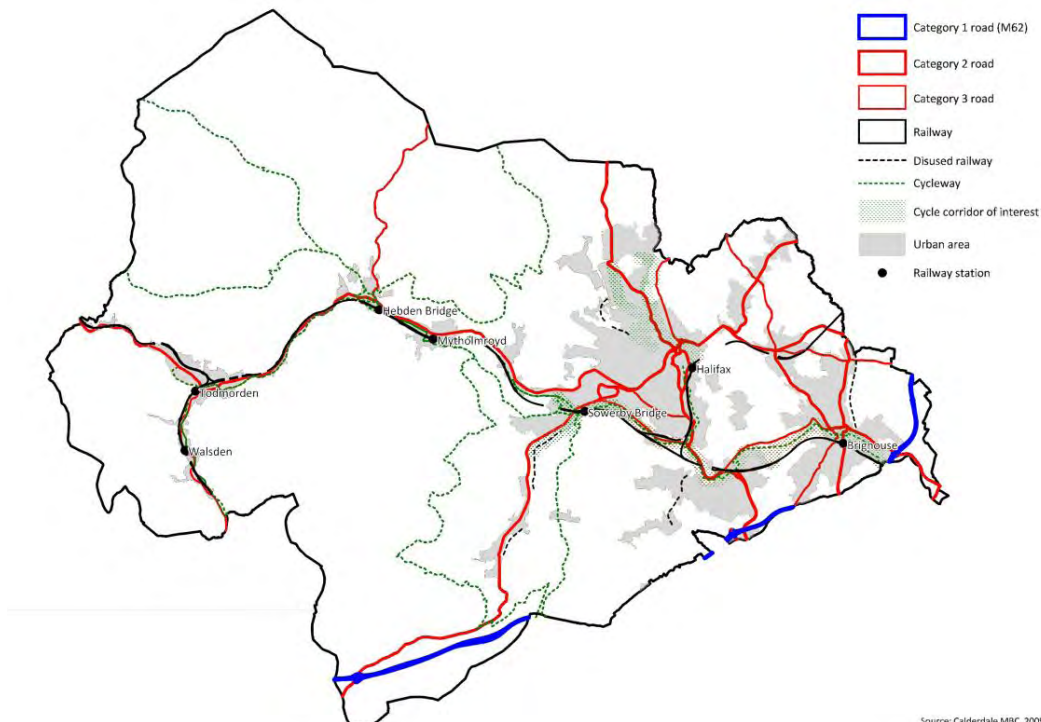
7.1 The winter 2008/9 Core Strategy Issues and Options included a strategic objective for Transport which read 'To ensure the provision of a sustainable, safe and efficient transport system which facilitates healthier modes of travel such as cycling and walking'. The original objective has been amended to focus specifically on transport issues and the desire to improve alternatives to car use. The Transport Objective can be divided into a number of sub-objectives as follows:

1 Ensuring places are properly connected

Issues and Aims

- 7.2** Transportation and its proper planning is fundamental to connecting people with opportunities. It supports 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 road accidents and minimising the impact upon the environment.
- 7.3** Calderdale is located mid way between two major cities, Leeds and Manchester and is well connected by road and rail to both of these cities and their wider city regions. As elsewhere traffic growth and overcrowding on the rail network place real strains on our transport infrastructure. In addition the [Leeds City Region Connectivity Study](#) identifies Calderdale has poor connection by rail to other parts of the Leeds City Region and congestion on our main routes slows trips by bus. The topography in Calderdale, whilst providing distinct natural beauty, limits and constrains the expansion of the transport network. The main challenge for Calderdale is therefore how we get the most out of our current transport network as well as identifying and seizing new opportunities. It is an important element of the Core Strategy that new and existing developments are located so that they can utilise the transport infrastructure to remain accessible by public transport, cycling and walking to employment, services and other facilities thereby reducing the need to travel by car.

Map 7.1 Transport infrastructure in Calderdale



Source: Calderdale MBC, 2009

- 7.4** Obtaining sufficient investment for improvements to the existing as well new transport related infrastructure should be a major aim of the Core Strategy. The Core Strategy will help to underpin other transport related strategies including the relevant elements of the Sustainable Community Strategy, Local Transport Plan and other local and regional strategies. Consideration of the requirements and future plans of transport infrastructure providers such as Metro, Network Rail and the Highways Agency will be given when determining where new development should be located, to maximise opportunities presented by future investment and attract new investment in e.g. a new rail station. Achieving a critical mass in new developments can help influence public transport providers to provide new services and create better integration between different modes of transport (e.g. buses and trains). Greater usage of facilities also helps to attract investment to improve and maintain such facilities including facilities on the local highway network.

Potential Indicators and Targets

Table 7.1 Ensuring places are properly connected - Indicators and Targets

Sub-Objective	Indicator	Target (where applicable)	Indicator Type
Places are properly connected	Conformity with Regional Transport Strategy (RTS) Accessibility Standards	100% relevant LDF documents comply with RTS accessibility criteria	Regional (TH58A)
	Accessibility of housing developments.	100% of new housing developments comply with RTS accessibility criteria	Regional (HT9)
	Accessibility of employment developments.	100% of new employment developments comply with RTS accessibility criteria	Regional (TH63A)

Policy Option 30

Ensuring places are properly connected

Potential policy approaches to use in the Core Strategy to help address this issue include:

1. Ensure new development takes advantage of opportunities to achieve new and improved infrastructure.
2. Ensure new development takes advantage of opportunities for increased usage of existing modes of sustainable transport.
3. Locate development in fewer locations to provide a critical mass to help attract new funding, infrastructure and to support existing infrastructure.

Question 32

Should the Core Strategy develop options 1, 2, 3 or alternatives (please suggest) for the 'Ensuring places are properly connected' policy option?

2 Increasing modal shift away from the private car

Issues and Aims

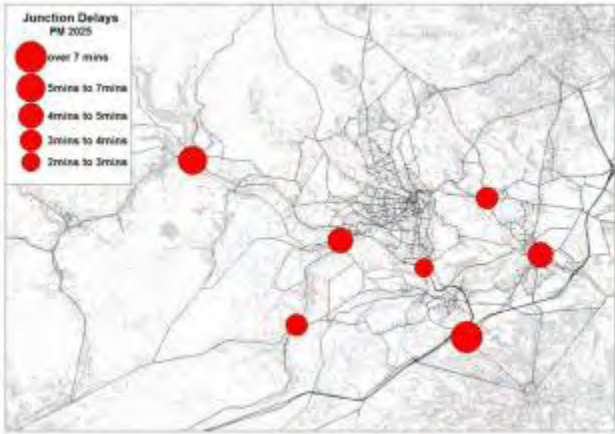
- 7.5** A recent study⁽¹¹⁾ of the strategic highway network which tested it against future housing and employment growth concluded some routes, particularly the A58 through Stump Cross and Hipperholme and A629 at Ainley Top, suffer congestion and significant delay even in some off-peak hours. In addition forecasting

work ⁽¹²⁾ indicates that because demand for travel is increasing across the UK congestion will inevitably increase within Calderdale. The maps below show the effects on current junctions based upon forecast growth rates in car usage within Calderdale. The topography and constraints on available land in Calderdale make it unlikely that significant provision of additional highway infrastructure would be possible, even if desirable in the future.

Map 7.2 Calderdale road junction delays 2009



Map 7.3 Calderdale road junction delays 2025



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

7.6 To minimise issues of congestion we need to promote a modal shift from the private car to public transport, cycling and walking. This will not only assist in limiting future congestion on our roads but also deliver the health 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 and in particular rail stations. These improvements need to be designed, delivered and maintained in conjunction with public transport operators to ensure there integration with existing networks and within new developments. It is hoped through 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.

Potential Indicators and Targets

Table 7.2 Increasing modal shift away from the car - Indicators and Targets

Sub-Objective	Indicator	Target (where applicable)	Indicator Type
Increase modal shift to cycling & walking	Trips by different modes of transport		Regional Spatial Strategy
	Planning applications supported by approved Transport Assessment & Travel Plan		Regional (TH61B)

Policy Option 31

Increasing modal shift away from the private car

Potential policy approaches to use in the Core Strategy to help address this issue include:

1. All new developments must provide high quality cycling and walking facilities.
2. Infrastructure for cyclists and walkers must be of a high standard and integrate safely into the 'highway' network.
3. The most convenient, direct and safe routes possible for cyclists and walkers must be utilised.
4. Design must ensure safe sharing of road space and reduce traffic speed.
5. Use of the private car be discouraged through provision of high quality cycling, walking and public transport facilities and through measures to discourage car use.
6. Encourage improved park and ride facilities

Question 33

Should the Core Strategy develop options 1, 2, 3, 4, 5, 6 or alternatives (please suggest) for the 'Increasing modal shift away from the private car' policy option?

3 Reducing the need to travel

Issues and Aims

- 7.7** A fundamental contribution can be made to sustainability and quality of life by reducing the need to travel in the first place. This could be a major aim of the Core Strategy through the provision of mixed use developments and an increase in the number of people working from home, part or all of the time. Over the period of the Core Strategy, which looks at least 15 years ahead, society is likely to continue to change due to such innovations as the Internet with much more activity taking place on line, retailing is a case in point. Developing a true road hierarchy and providing direct, safe alternatives to the car will make a major contribution to delivering sustainable, healthier communities. The spatial distribution of development is key to reducing the need to travel and a major challenge for the Core Strategy.

Potential Indicators and Targets

Table 7.3 Reducing the need to travel - Indicators and Targets

Sub-Objective	Indicator	Target (where applicable)	Indicator Type
Reduce need to travel	Reduction in travel demand		Regional Spatial Strategy
	People travelling shorter distances for employment, services & facilities		Regional Spatial Strategy

Policy Option 32

Reducing the need to travel

Potential policy approaches to use in the Core Strategy to help address this issue include:

1. All major developments must include a mix of uses to help reduce the need to travel.
2. New development should be located in areas with deficiencies in order to increase the number of facilities reducing the need to travel.
3. New residential developments should include a proportion of live/work units to reflect the greater numbers expected to work from home.

Question 34

Should the Core Strategy develop options 1, 2, 3 or alternatives (please suggest) for the 'Reducing the need to travel' policy option?

8 SO8 - Communities and Narrowing the Gap

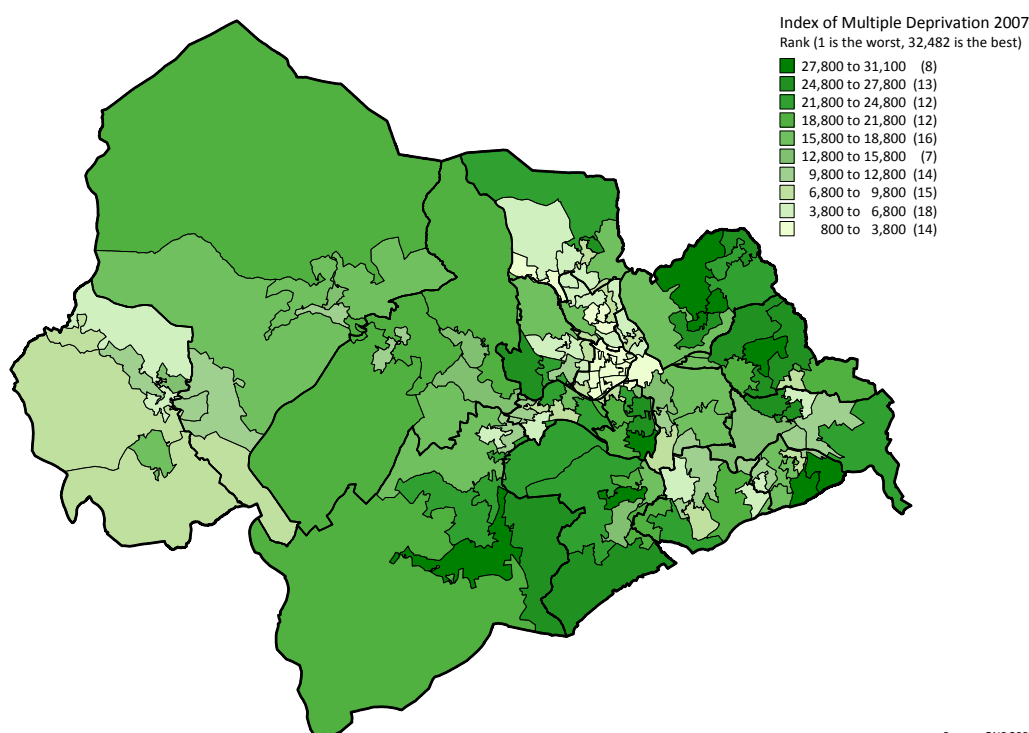
SO8 - Work to ensure that the differences in health, quality of life and economic prosperity between different communities in Calderdale reduce.

- 8.1** The narrowing the gap objective is a cross-cutting objective which impinges upon many of the other Core Strategy objectives. The issue of narrowing the gap is picked up strongly through Planning Policy Statement 1: Delivering Sustainable Development (PPS1) and the Calderdale Sustainable Community Strategy (SCS) both of which aim to reduce inequalities.
- 8.2** The SCS has narrowing the gap as an objective which is '*Work to ensure that the differences in health, quality of life and economic prosperity between different communities in Calderdale reduce*'. The winter 2008/9 Core Strategy consultation did not include a strategic objective on 'narrowing the gap', however because of the disparities apparent across different parts of Calderdale and its prominence in other local strategies it was considered important that the Calderdale Core Strategy reflected this agenda and adopted the same objective as the SCS.

Issues and Aims

- 8.3** No specific questions were asked relating to the 'Narrowing the Gap' agenda in the Issues and Options consultation, therefore responses were limited. However, it is noted that in the areas of highest deprivation in Calderdale some comments did refer to the need to increase employment opportunities in these areas as well as improving skills and educational achievement. Comments received from specific consultation exercises within the same areas focused on the need for better housing, more jobs, and better, more usable open spaces.
- 8.4** Narrowing the gap is working to achieve a reduction in differences across Calderdale in terms of health, quality of life and economic prosperity. Through the commitment to narrowing the gap the Council also wants to reduce differences between the District and other areas. The Sustainable Community Strategy focuses attention on health, skills, attainment, crime and housing.

Map 8.1 Indices of Multiple Deprivation (indicating differences across Calderdale)



- 8.5** In terms of spatial planning and Narrowing the Gap, both the Core Strategy and the Land Allocations and Designations DPDs will include policies that encourage well designed, inclusive open spaces in

neighbourhoods that also promote walking and cycling and reflect the diversity of people who use them. The Core Strategy will help to deliver key aspirations and projects which arise from the Halifax Healthy Towns Programme. The principles of the Healthy Towns Programme can also be translated across the borough through the provision of formal and informal green spaces, play areas and leisure centres that are accessible to all and will help encourage more active lifestyles and social interaction within Calderdale. Health, leisure and education and other services that improve people's opportunities will be located within areas that are well served by public transport, walking and cycling routes. There may be opportunities to improve the type, mix and design of development within an area to overcome some of the problems experienced in areas with high rates of deprivation. If these opportunities arise a comprehensive approach to planning and development within these areas could be progressed with the community through an Area Action Plan approach.

- 8.6** Well designed, attractive and safe locations increase people's mobility, reduce both the fear of crime and opportunity to commit crime, and can attract investment into an area. Improvements to the public realm will deliver inclusive design, and reflect the diversity of people who use it.
- 8.7** A range of funding sources are available to local authorities to support the provision of infrastructure, which will assist in reducing inequalities across the district, and these will be developed and referenced in the Infrastructure Delivery Plan that will accompany the final version of the Core Strategy.

Potential Indicators and Targets

Table 8.1 Narrowing the Gap - Indicators and Targets

Objective	Indicator	Target (Where Applicable)	Indicator Type
Work to ensure that the differences in health, quality of life and economic prosperity between different communities in Calderdale reduce.	Life Expectancy	No significant gaps in life expectancy within Calderdale and between Calderdale and other areas	National (NI 156, 153, 18) LAA Improvement Target
	GCSE attainment levels	No Significant variation across Calderdale	National (NI 171) LAA Improvement Target
	Basic literacy, numeracy and IT skills	All adults in Calderdale will have basic literacy, numeracy, and IT skills	Local
	Number of young people not in either education, employment or training	There will be no young people not in either education, employment or training	Local
	Number of households in Fuel Poverty	No-one in Calderdale will be living in fuel poverty	Local
	Resident satisfaction levels	Resident satisfaction levels will be in line with the best in the country	Local
	Index of Multiple Deprivation	No super output areas in Calderdale will appear in the Index of Multiple Deprivation most deprived 5% super output areas in the country (lower level super output areas are geographical areas which comprise on average around 1,500 people)	Local
	Fear of Crime	Residents' feelings of safety will be in line with the best in the country	National (NI 116, 135) LAA Improvement Target

Objective	Indicator	Target (Where Applicable)	Indicator Type
	Crime Rates	Crime rates will no longer vary significantly between areas within Calderdale	National (NI 116, 135) LAA Improvement Target
	Unemployment Rates	Unemployment rates between the most deprived communities and the Calderdale average will no longer vary significantly.	National (NI 146, 150, 153) LAA Improvement Target

Policy Option 33

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

Possible policy approaches to use in the Core Strategy to help address this strategic objective include:

1. Providing a framework to assist the delivery of major schemes such as the Academy in North Halifax, and to improve our current educational offer.
2. Encourage the healthy regeneration of the district by providing opportunities for physical activity, for instance encouraging the continued development of safe, attractive walking and cycling routes.
3. Encourage high quality new development and the design of urban areas that enhance people's quality of life, and be directed to locations that improve people's access to jobs and a wide range of services;
4. Consider the need for Area Action Plans in areas with high rates of deprivation
5. Seek developer contributions and other funding sources to enhance communities deficient in infrastructure.

Question 35

Should the Core Strategy develop Options 1, 2, 3, 4, 5 or alternatives (please suggest) for the 'Work to ensure that the differences in health, quality of life and economic prosperity between different communities in Calderdale reduce' policy option?



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