Have your say on the future development of your area

Core Strategy Refined Issues and Options Consultation

January 2011

Calderdale Council

Calderdale Local Development Framework

Introduction and contents

This document is a consultation on the Refined Issues and Options for Calderdale's Core Strategy. It follows on from the Core Strategy Issues and Options consultation that took place during winter 2008/9.

This consultation provides an opportunity to comment on the refined Calderdale wide priorities and how they will shape local places. This document presents options about how the district and the places within it could develop. We would like to hear your views and opinions on these options, or any new option you suggest.

This document provides some questions as a guide for you to respond to key issues. This is not an exhaustive list, so please feel free to comment on any part of the document.

In addition to this document there are also two supporting documents. These documents are;

- Objectives and Policy Options - this document provides significant detail on the main Calderdale wide objectives of the Core Strategy and the emerging policy options to ensure these objectives can be achieved.
- Minerals and Waste Objectives and Policy Options - this document provides significant detail upon the issues and options for dealing with our minerals and waste requirements in Calderdale. The document includes district-wide objectives and emerging policy options for minerals and waste.

The Council welcome comments upon both of these supporting 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. To find out more about this consultation you can call the Council on: 01422 392206, 01422 392380 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 or Email ykcw@planningaid.rtpi.org.uk

The Studio, 32 The Calls, Leeds LS2 7EW

www.planningaid.rtpi.org.uk

If you need a version in large print, Braille or other languages please refer to the translation services information on the back page of this document.

Foreword

Welcome to this consultation on the Calderdale Core Strategy.

Your views about the future of development in Calderdale are important to us. The final plan, which will be developed during the next year, needs to reflect community ideas for a better place, meeting the needs and hopes of people who live here, protecting what is important and delivering essential infrastructure to facilitate change.

Our visions of the future are all different. Some people are not particularly concerned or are cycnical about the future, other's don't want any development at all. Others are desperate for a new home, a job, play space, a better school, a new railway station or improved transport network.

But do we want Calderdale to be a place where change just happens or do we as a community want to take control of what is built here?

One of the most sure things is that change will happen. The Core Strategy is about trying to mould that change to meet our needs and views about the future, so that the right development occurs in the right place, at the right time, is of the right type that the people want to see on a daily basis, supporting their lives, protecting the environment, reducing congestion and pollution and enabling Calderdale people to meet their potential.

Now is an important time to be involved in developing the Calderdale Core Strategy because as the recession recedes so development pressures will again start to mount. Many different futures are open to us, but we must be visionary and explore the different options. This consultation is part of the journey needed to develop the Core Strategy, and your views are essential to help shape the future plan. The next stage will be a draft plan with detailed proposals and policies. This stage is about generating ideas and visions for our towns and places which can be used to help shape future development over the next 20 years.

The issues that the Core Strategy deals with are many. Future housing and jobs; infrastructure; transport; climate change; flood-risk; improving energy efficiency of new buildings; aspects of design and protection of the historic environment; biodiversity and green infrastructure; waste planning; minerals and ensuring the delivery of sustainable development.

The Coalition Government is changing parts of the planning system, but the need for the Council to produce a Core Strategy remains in order to help guide local communities, neighbourhoods and developers about future development.

Please let us have your views and comments as they will help shape the future of Calderdale

Cllr Colin Raistrick (Independent - Hipperholme & Lightcliffe)
Chair of Local Development Framework Working Party

How to use this document

The wide range of issues and large amount of data presented means that this is a lengthy document. It is not recommended to be read in one sitting or necessarily from start to finish. The document is structured into two distinct parts, each divided into a number of chapters allowing you to dip into the section of the document which interests you most.

Part 1: "Context and approaches" sets the scene for the Core Strategy and discusses some of the Calderdale wide issues which we are aiming to address. It also presents a number of possible approaches for the distribution of development across Calderdale.

To find out which chapter may interest you, look at the guide below.

Brief description of the chapters in Part 1

Chapter	Description
1. Setting the Scene	Introduces the document setting out its purpose and the national and regional policy context. The final sub-section 'Snapshot of Calderdale' provides a brief picture of Calderdale today, highlighting its assets and challenges.
2. The Big Idea	Provides suggestions for a comprehensive 'Vision' for Calderdale in 2026 and introduces the concept of dividing the district into ten areas each with its own unique set of issues, challenges and opportunities.
3. Delivering our Objectives	Identifies the aims and strategic objectives of the Core Strategy. These form the link between the high level spatial vision, and the detailed strategy.
4. Possible Approaches	Sets out possible district-wide approaches to how new development could be distributed across Calderdale.
5. Next Steps	Provides information on what will happen as the Core Strategy continues to be developed.

Part 2: "Delivering for our places" provides detail on 10 distinct areas within Calderdale. Each chapter discusses the issues and potential opportunities within each of the areas identified.

Brief description of the chapters in Part 2

Chapter	Description
6. Introduction to our towns	General introduction to the 10 areas.
7. Brighouse/ Rastrick	Provides details on the main issues and opportunities within the Brighouse/ Rastrick area. The area also covers the settlements of Clifton, Bailiff Bridge, Hove Edge and overlaps with parts of Hipperholme, Southowram and Norwood Green.
8. Northowram/ Shelf/ Hipperholme	Provides details on the main issues and opportunities within the Northowram/ Shelf/ Hipperholme area. The area also covers the settlements of Lightcliffe, Norwood Green and Stump Cross.
9. Halifax	Provides details on the main issues and opportunities within the Halifax area. The Halifax area is a large area and includes the settlements of Siddal, Southowram, King Cross, Pellon, Boothtown, Wheatley, Ovenden, Mixenden, Illingworth and Bradshaw. There is also overlap with other areas including Copley, Warley, Northowram and Wainstalls.

Chapter	Description
10. Elland/ Greetland/ Holywell Green/ Stainland	Provides details on the main issues and opportunities within the Elland/ Greetland/ Holywell Green/ Stainland area. The area also covers the settlements of West Vale, Ainley Top and Outlane.
11. Ripponden/ Rishworth/ Barkisland	Provides details on the main issues and opportunities within the Ripponden/ Rishworth and Barkisland area. The area also covers the settlements of Mill Bank and Triangle.
12. Sowerby Bridge	Provides details on the main issues and opportunities within the Sowerby Bridge area. The area has significant overlap with other surrounding areas including Copley, Norland Town, Warley, Friendly, Sowerby and Triangle.
13. Mytholmroyd/ Luddendenfoot	Provides details on the main issues and opportunities within the Mytholmroyd/ Luddendenfoot area. The area also covers the settlements of Midgley, Luddenden and Cragg Vale.
14. Hebden Bridge	Provides details on the main issues and opportunities within the Hebden Bridge area. The area also covers the settlements of Old Town, Peckett Well and Heptonstall. There is some overlap with adjoining areas the main settlements within the overlap area are Eastwood and Blackshaw Head.
15. Todmorden	Provides details on the main issues and opportunities within the Todmorden area. The area also covers the settlements of Walsden, Cornholme, Portsmouth and Lumbutts. There is some overlap with adjoining areas the main settlements within the overlap area are Eastwood and Blackshaw Head.
16. Protected Moorland Areas	Provides details on the main issues and opportunities within the Protected Moorlands area. The area is split into two main areas to the north and west of Hebden Bridge, Todmorden, Mytholmroyd and Halifax and the south and east of Todmorden, Cragg Vale and Ripponden. There are no significant settlements within the area.

Contents

Part 1 - Context and approaches

Part 2 - Delivering for our places

Contents

Tables

Figures

Maps

Contents

1 Setting the Scene

1.1 Introduction and Purpose

What is a Local Development Framework (LDF)?

1.1 The Planning and Compulsory Purchase Act (2004) changed the planning system. The former Unitary Development Plans, which set out planning policies and land allocations within the local area, were replaced by Local Development Frameworks (LDF).This is a folder containing a number of planning documents covering a range of subjects. Individual documents can be updated more speedily in response to changing circumstances than the previous Unitary Development Plan.

1.2 The Replacement Calderdale Unitary Development Plan (RCUDP), adopted in August 2006 and amended by the Secretary of State in August 2009, will gradually be replaced by a series of planning documents within the LDF.

1.3 The Coalition Government have begun to amend the planning system and have signalled their intent for further change over the forthcoming months. One of the 'cornerstones' of these reforms is the localism agenda which will see the replacement of LDFs by Local Plans and Neighbourhood Plans. The government have however made it clear that progress should continue to be made with LDFs.

What is a Core Strategy?

1.4 The Core Strategy is the key planning document within the LDF. It will set the scene for the future, provide planning policies, guidance and strategic site allocations for new development, whilst protecting the environment, addressing climate change and the myriad of infrastructure, economic, environmental and social factors that help shape a place. The main requirements for a Core Strategy are:

- An overall vision which sets out how the area and the places within it should develop;
- Strategic Objectives for the area focusing on the key issues to be addressed;
- A delivery strategy for achieving these objectives;
- Clear arrangements for managing and monitoring the delivery of the strategy.

1.5 An LDF can be made up of Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs). The former must go through the full scrutiny of a public examination overseen by an independent planning inspector. SPDs do not have to go through this process. High level documents like the Core Strategy and those that allocate land must be prepared as DPDs. Once a Core Strategy has been adopted other planning documents must be in conformity with it.

What work has been done so far?

1.6 An initial Core Strategy Issues and Options report was published and consulted on in Winter 2008/09. The report provided an outline of the key issues and opportunities affecting the development of Calderdale, that need consideration in the development of a long-term vision and strategy for the area. The Issues were identified from various evidence base documents and consultation exercises with the local community and key partners.

1.7 The report also set out four potential spatial options provided as a starting point for discussion of the strategic focus of development in Calderdale up to 2026. The options were primarily housing led and set out the likely amounts of new housing in each greater town area with the positive and negative aspects of each option discussed. The consultation upon these four options made it clear that as the evidence base develops the options would be refined and would include economic and other types of development. In total 774 separate comments were received on the Core Strategy Issues and Options report from 177 respondents. These comments have helped to shape this report which builds upon the Issues and Options report.

Evidence

1.8 The LDF system requires that policies and proposals are based on a robust and credible evidence base. Experience from elsewhere has shown that a number of discrete studies are required to support the

Core Strategy. The information and issues that the evidence base brings to the planning process is important in understanding what is happening in Calderdale. The majority of the current evidence can be found on the Councils LDF evidence base pages.

LDF evidence base

The current evidence base includes;

- **Strategic Flood Risk Assessment** - completed January 2009
- **Employment Land Review** - completed December 2008
- **Retail Needs Study** - completed September 2009
- **Open Space, Sports and Recreation Study** - completed September 2006
- **Green Belt Review Methodology** - completed January 2009
- **Green Infrastructure** - Leeds City Region Study completed September 2010
- **Landscape Capacity Study for Wind Energy Development in the South Pennines** - completed January 2010
- **Renewable and Low Carbon Energy Study for the South Pennines** - completed September 2010
- **Settlement Hierarchy** - completed November 2009
- **Spatial Atlas** - version 1 completed November 2009
- **Strategic Housing Land Availability Assessment (2009)** - completed October 2009 (1st review underway)
- **Strategic Housing Market Assessment** - work still on-going
- **Sustainability Appraisal Framework** - completed Autumn 2008
- **Sustainable Community Strategy** - completed January 2010 (available at http://www.calderdaleforward.org.uk/)
- **Economy and Enterprise Strategy** - completed 2010 (available at http://www.calderdaleforward.org.uk/)
- **Calderdale Traffic Model Forecasting Report** - complete October 2010
- **Calderdale Core Strategy Transport Study** - complete January 2010

Why prepare a Refined Issues and Options Paper?

1.9 Consultation on a Core Strategy document is expected to be proportionate to the scale of issues involved in the plan. The local community should be involved in considering the emerging options for the strategy before the final draft plan is produced. This Refined Issues and Options report builds significantly upon the previous Issues and Options report to further develop the strategic vision and objectives. It takes into account the comments received during that consultation period, and findings from new and emerging evidence base documents such as the Strategic Housing Land Availability Assessment (SHLAA), Retail Needs Study, Employment Land Review and Strategic Flood Risk Assessment (SFRA).

Further stages of work on the Core Strategy

1.10 Following consideration of responses to this consultation, and dialogue with key partners and infrastructure providers in the area, the Council will be looking to publish its Preferred Options Core Strategy document in summer 2011. The Preferred Options document will have to demonstrate that the proposed plan is the most appropriate when considered against all reasonable alternatives.

1.11 The Preferred Options report, when published, will be open for a further period of consultation and will lead to a final Publication version and submission of the Core Strategy to the Planning Inspectorate. The Core Strategy will then be independently examined and a binding Inspector's report issued recommending any final changes necessary to the plan.

Why Plan for the Future

1.12 The Council has a key role in leading the community in Calderdale. The Government refers to Councils as "place shapers", a role that they have had for over one hundred years. One of the roles for the LDF Core Strategy is to provide civic leadership to bring together public, voluntary and community sectors with the private sector in order to create a vision of how to respond to local problems, needs and aspirations and to ensure that services are delivered in a co-ordinated way. The following table sets out the role of the LDF.

Table 1.1 The Advantages of Spatial Planning

Area of Influence	Strategic Aim
Meeting Housing Needs	Ensures that the land necessary is available at the right time and in the right place
	Orchestrates the necessary social, physical and green infrastructure to support sustainable communities
	Provides the basis for the private sector to bring forward affordable housing
Supporting Employment, Economic Growth and Regeneration	Provides a flexible supply of land for business and identifying suitable locations
	Ensures business is drawn to the area by providing an attractive environment and a sufficient workforce, well housed and able to access employment opportunities easily and sustainably
	Brings in private funds through promoting and coordinating investment by the private sector
	Provides a robust basis for making bids for public funds and for assembling land for projects
Safeguarding the area's environmental assets	Provides a robust basis for assessing the need for and supporting infrastructure and natural resources for economic development
	Protects and enhances designated sites, landscapes, habitats and protected species
	Creates a positive framework for environmental enhancement
Coordinating and supporting public services and regeneration	Helps to review the use of land and buildings as public services may be combined on multi-use sites and new operational requirements lead to the release of land
	Co-ordinates the identification and release of land for the provision of the services such as health facilities, schools, open space and other infrastructure
	Provides the justification for the compulsory acquisition of land, where necessary to allow regeneration schemes to progress

1.2 The national context

1.13 National policy is currently set out in Planning Policy Statements (PPSs), which replace the former Planning Policy Guidance notes (PPGs). The Core Strategy will provide a local interpretation of these policy statements. The Coalition Government have indicated they will replace PPSs and PPGs with an integrated national policy document in the near future. The Core Strategy will address the implications of that policy document when it is released.

1.14 PPS1: "Delivering Sustainable Development", sets out the Government's overarching policies on the delivery of sustainable development through the planning system. The key principles relevant to the Core Strategy are;

- Development plans should ensure sustainable development is pursued in an integrated manner;
- A spatial planning approach should be at the heart of planning for sustainable development;
- High quality inclusive design of developments and individual buildings;

- Development plans should contain clear, comprehensive and inclusive access policies both in terms of location and external physical access; and
- Community involvement is an essential element in delivering sustainable development and creating sustainable and safe communities.

1.15 Whilst PPS1 requires that the planning system delivers sustainable development it is important to recognise that most of the other PPSs also make national policy in respect of sustainable development. These policies must be followed in developing the LDF and in determining planning applications. Of particular importance for the creation of the LDF is PPS12 - "Local Spatial Planning".

Table 1.2 Planning Policy at the National level dealing with Sustainable Development

Reference	Title	Date of publication
	UK Sustainable Development Strategy	March 2005
	Homes for the Future - More Affordable - More Sustainable	July 2007
	Strategy for an Ageing Population	February 2008
PPS1	Delivering Sustainable Development	January 2005
PPS1 Annex	Planning and Climate Change	December 2007
PPS3	Housing	November 2006
PPS4	Planning for Sustainable Economic Growth	January 2010
PPS5	Planning for the Historic Environment	March 2010
PPS7	Sustainable Development in Rural Areas	August 2004
PPS9	Biodiversity and Geological Conservation	August 2005
PPS10	Planning for Sustainable Waste Management	July 2005
	Planning for Sustainable Waste Management: A Companion Guide to Planning Policy Statement 10	June 2006
PPS12	Local Spatial Planning	June 2008
PPG13	Transport	2001
PPS22	Renewable Energy	August 2004
	Planning for Renewable Energy: A companion guide to PPS22	December 2004
PPS23	Planning and Pollution Control	November 2004
	Planning Policy Statement 23: Planning and Pollution Control - Annex 1: Pollution Control, Air and Water Quality	November 2004
	Planning Policy Statement 23: Planning and Pollution Control - Annex 2: Development on Land Affected by contamination	November 2004
PPS25	Development and Flood Risk	December 2006
	Planning Policy Statement 25: Development and Flood Risk - Practice Guide	December 2006

1.3 The regional context

1.16 The government have signalled their intention to revoke and later abolish Regional Spatial Strategy (RSS). In fact during the writing of this document the Secretary of State revoked all RSSs, only to be challenged in the Courts and to have his decision overturned. This means that the RSS for Yorkshire and Humber "The Yorkshire Plan" remains as part of the development plan for Calderdale and must be conformed with within the Core Strategy. Although the Secretary of State has indicated that the Government's decision to revoke and later abolish RSS should be considered a "material consideration" in decision-making, this too is being challenged in the Courts. However, much of the evidence used to formulate the policies and targets within the document remain useful. A key feature of the RSS was that it provided a Core Approach, housing requirements and targets for job growth. Calderdale has indicated that it will develop its own housing figures as a result of the uncertainty over RSS, however for the purposes of this document the RSS provides a useful guide in the interim. In addition the RSS also provided significant and detailed policy which it is relevant to consider whilst developing the Core Strategy. The key aspects of the former RSS are highlighted below.

Table 1.3 Regional Spatial Strategy Core Approach and Key Requirements for Calderdale

Requirement	Headline Policy Approach or Requirements
Core Approach	• Achieve sustainable development across places and communities; • Achieve reductions in greenhouse gas emissions and adapt to predicted impacts of climate change; • Balance housing with current and future employment opportunities; • Achieve a radically more modern and wider range of housing and employment premises; • Re-use previously developed land and buildings and ensure more effective use of existing developed areas; • Follow a transport-orientated approach to ensure development makes the best use of existing transport infrastructure and capacity; • Develop an enhanced role for Halifax as a Sub Regional Town - meaning it should be the prime focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities within the district. • Enhance the role Brighouse as a Principal Town - meaning it should be the main local focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities within the district; supporting it as an accessible and vibrant place; • Improve links between Leeds/Bradford and the Upper Calder Valley;
Housing completions (Net)	• 670 additional dwellings per year (2008-2026) to meet the needs of people in the district This figure takes account of assumptions about demolitions and reductions in vacancy rates. (NOTE 1 : The Council resolved on 30 September 2010 that it : (a) will not retain the existing housing targets as detailed in the Regional Spatial Strategy; and (b) signal its intention to undertake an early review of housing targets in order that communities and landowners know where they stand. NOTE 2 : work is underway within the Strategic Housing Market Assessment (SHMA) to develop revised scenarios for housing requirements which will inform later stages in the LDF process, and be subject to full consultation).

Requirement	Headline Policy Approach or Requirements
Annual job growth	• 610 new jobs per annum

1.17 Calderdale is part of the Leeds City Region (LCR), the LCR Local Enterprise Partnership (LEP) and is developing close links with the Manchester City Region, with an increasing number of people travelling to work in Manchester. This is significant because the Calderdale economy does not operate in isolation and must be considered within this sub regional context, since local businesses are often linked to firms in both Leeds and Manchester and many local people have the option of looking for work in adjacent centres. The Core Strategy needs to take advantage of the growth agendas proposed by both city regions for the benefit of Calderdale, as well as the formal Growth Point status attributed to the district.

1.18 The priorities of the emerging LEPs for both Leeds City Region and Greater Manchester will need to be considered and any implications for Calderdale reflected in the Core Strategy, particularly if they have some form of planning function.

1.4 Sustainability Appraisal

1.19 The Core Strategy will be subject to a Sustainability Appraisal (SA). The purpose of the SA is to identify and report on the likely significant social, economic, and environmental impacts of the plan throughout its preparation, so that decisions can be made that accord with the objectives of sustainable development.

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

1.21 The Council prepared a generic SA Scoping Report in early 2007, and issued this for consultation with statutory consultees and local sustainability groups. The scoping report was updated, and re-issued for consultation with the Issues and Options Core Strategy report in winter 2008/2009. A further 47 comments from 10 respondents were received and taken into account in the final SA framework. In addition to this, the relevant elements of the Health Impact Assessment are now incorporated in to the SA Framework. The options presented in this Refined Issues and Options report will be appraised against this final SA framework and the results published alongside the Preferred Options Core Strategy later in 2011. The SA Framework is published for information alongside this consultation document.

1.5 Snapshot of Calderdale

1.22 This section provides a brief picture of Calderdale today, its main assets and challenges. These issues are followed up in more detail for different parts of Calderdale in Part 2 - Delivering for our places, in the Strategic Objectives and Policy Options document and Minerals and Waste Strategic Objectives document.

Demographic Background

Population

1.23 Calderdale's population is projected to grow from 201,600 in 2009 to 241,100 by 2033, an overall increase of 16%. Whilst many questions can be asked about the veracity of the projections, it must be remembered that they are only that... a projection of a recently occurring trend into the future. They are not forecasts but do suggest that population will continue to grow, a trend that started around the year 2000 following a period of decline. These national projections also form the basis for planning at the national and regional levels.

Table 1.4 Projected Population Growth to 2033 - Calderdale

YEAR	2009*	2014	2019	2024	2029	2033	Overall Change
Population	201,600	209,500	218,300	227,300	235,200	241,100	16%

Source: August 2010 Patient Register data, adjusted to official mid-2009 population estimates and and 2008 based Sub-National Population Projections (* Adjusted Mid Year Estimate)

1.24 The rate of growth for different age groups within the overall population is not even. There will be substantial growth in the under 16 population up to around 2019 after which the rate of increase slows down. This reflects several factors, including increased birth rates and increased numbers in the main child-bearing ages. The young adult population (16-24) is projected to decline up to around 2019 reflecting the lack of a higher education facility as well as the attraction of the larger metropolitan areas. A very large rise in the numbers aged 65-74 is projected, particularly up until around 2019. For the numbers of older people (aged 75+) there is generally an accelerating increase with this group being 46% higher at the end of the projection period than in 2009. As migration rates tend to be lower amongst these older age groups and mortality rates fairly predictable, projections for the older population are particularly useful for the purposes of planning.

Table 1.5 Population Change by Age Group

YEAR	2009*	2014	2019	2024	2029	2033	Overall Change
Age-Group 0-15	40,200	41,400	43,800	44,900	45,200	45,400	11%
Age-Group 16-24	22,000	20,800	19,300	20,100	21,800	22,300	1%
Age-Group 25-44	53,500	54,600	56,300	59,900	60,600	60,300	11%
Age-Group 45-64	54,300	56,500	58,700	58,000	57,900	59,100	8%
Age-Group 65-74	16,600	20,000	21,900	22,000	24,300	26,200	37%
Age-Group 75+	15,000	16,200	18,200	22,400	25,400,	27,700	46%

Source: August 2010 Patient Register data, adjusted to official mid-2009 population estimates and and 2008 based Sub-National Population Projections (*Adjusted Mid Year Estimate)

1.25 The overall increase is a product of both natural change and migration.

1.26 Natural Change (births minus deaths) accounts for 53% projected change from 2008 to 2033. This reflects the 20% rise in annual numbers of births since 2002 (reflecting both numbers of women in the main child bearing age-groups, and a rise in fertility rates) together with a continuing fall in both the total number of deaths and the mortality rates.

1.27 Migration (both net migration within the UK and net international migration) accounts for 47% of the increase. In the past Calderdale lost population to the rest of the UK but this changed around 2000 and triggered the population growth seen in recent years. International migration is lower than internal migration but if migrants are young adults there may be a significant addition to the numbers of births.

Households

1.28 The population projections are used to produce projections of the number of households and whilst the most recent are the 2006 based household projections, the 2008 based projections were published in late November, too late to be incorporated into this document but enabling the figures below to be updated for the following Preferred Options Document.

1.29 The basic measure of housing need is the household and as shown in Table 1.6 'Sub-Regional Household Projections to 2031 - Total Households- Calderdale'. By 2031 the number of households is projected to increase by 27%. Of particular significance is the growth in one person households rising by 37% over the projection period. This is due to a number of factors including the fact people are living longer.

Between the 1991 and 2001 Census the average household size has decreased from 2.45 people per household to 2.39 people. This trend continued through the first part of this century and is expected to reach 2.12 people per household by 2031. The recent economic downturn has led to a reduction in the number of new homes being provided and the ability of first time buyers in particular to obtain mortgages. Such factors are likely to lead to a slower or even an increase in household size over the next few years as people wishing to set up their own home may not be able to do so. The number and type of households is fundamental information when planning for the numbers of new houses required across the district.

Table 1.6 Sub-Regional Household Projections to 2031 - Total Households- Calderdale

Year	2006	2011	2016	2021	2026	2031	Change 2006-2031
Number of Households	85,000	91,000	98,000	104,000	111,000	116,000	27%

Source : DCLG 2006 based Sub-Regional Household Projections

Table 1.7 Sub-Regional Household Projections to 2031 - Household Structure - Calderdale

Year	2006	2011	2016	2021	2026	2031	Change 2006-2031
Married Couple	37,000	36,000	36,000	37,000	37,000	38,000	3%
Cohabiting Couple	10,000	12,000	15,000	16,000	18,000	19,000	47%
Lone Parent	7,000	8,000	8,000	9,000	9,000	9,000	22%
One Person	27,000	30,000	33,000	37,000	40,000	43,000	37%
Other Multi-Person	4,000	5,000	5,000	6,000,	7,000,	7,000,	43%

Source : DCLG 2006 based Sub-Regional Household Projections

Table 1.8 Sub-Regional Household Projections to 2031 - Household Size - Calderdale

Year	2006	2011	2016	2021	2026	2031
Average Household Size	2.31	2.26	2.21	2.18	2.13	2.12

Source : DCLG 2006 based Sub-Regional Household Projections Applied to 2006 based household projections

New Housing Development

1.30 The Council is expected to meet the housing needs of its resident population. The number and type of households being one of the factors determining the level and type of housing required in the district and formed part of the calculation of the housing requirement in the Regional Spatial Strategy (RSS) for Yorkshire and the Humber (May 2008). The Secretary of State has announced his intention to initially revoke and then abolish RSSs. The RSS provides housing numbers for the district to help address the housing needs within Calderdale. Whilst the net build rate in RSS required 670 dwellings per annum between 2008 and 2026, this figure was influenced by both any losses in the housing stock due to demolition and any improvements in the vacancy rate. Overall across the district there are in the order of 2500 dwellings which have been empty for more than 6 months, a figure which the Council is attempting to reduce. Indicative clearance and vacancy change rates suggest that a gross build rate of 750 dwellings per annum would have been required to deliver the net additional housing to provide for the additional households needing homes. Given the uncertain future for the role of RSS the Council has signalled its intention to reconsider the housing numbers provided in the RSS. However, it is important to note that for the Core Strategy to be 'sound' the housing figures must be based upon robust evidence of need and deliverability, some of which will be provided by the Strategic Housing Market Assessment.

1.31 In order to incentivise new housebuilding the Coalition Government has stated its intention to introduce a 'New Homes Bonus Scheme' whereby those communities living where new housebuilding takes place will, in return, receive funding for community and other projects. The precise details of the scheme have yet to be determined and are the subject of a recently published consultation paper by the Coalition Government[(1)]. Communities will therefore be required to identify facilities and services lacking in their local area, an issue also raised in this document through the questions included under Section 5 'Delivering for our Places'.

1.32 Calderdale has been designated as a "New Growth Point" by the Government. This designation is not statutory but allows the Council to access funds to assist in the delivery of housing and the infrastructure necessary to support housing development. The designation does not last for the full period of the Core Strategy but covers the period 2011 to 2016, where Calderdale agreed to deliver 20% more homes than the RSS requires during that period. This equated to about 804 dwelling per year rather than the 670 that RSS required. The effect of the possible revocation of RSS is currently being considered.

1.33 The following table illustrates the influence of all of these factors on the overall housing requirement.

Table 1.9 Regional Spatial Strategy 2006: Housing Requirements for Calderdale

District	NET BUILD RATE (2008-2026)	Indicative Annual Clearance Rate	Indicative Annual Contribution of Reducing Vacancy Rates	Indicative Gross Build Rate (2008 - 2026)	Effect of New Growth Point (2011-2016)
Calderdale	670	120	40	750	Add 20% per year

1.34 Whilst the Council is still investigating its actual housing requirement, it is informative to take a broad look at some of the major influences leading to the need for additional housing. There are about 93,000 dwellings (2010) in Calderdale and based on the projections above, about 89,000 households. For the housing market to operate efficiently and effectively, meeting people's needs and giving choice of available accommodation, there should be more dwellings than households looking for them. Pressure on existing dwelling stock is increasing and as a result affordability is a real issue in some areas. There are currently around 6,000 households on housing waiting lists and approximately 75 households are homeless. As population and household numbers increase the need for new dwellings will rise.

Housing Completions

1.35 Over the past 10 years a total of 8,499 new houses were built in Calderdale, an increase of approximately 10% in the total housing stock. Apbout 45% of all new houses built over this period were flats/maisonettes/apartments, 29% terraced houses, 18% detached houses and 8% semi-detached houses. Of all new housing built, 28% were conversions of existing buildings. The most common size of dwelling was a 2-bedroom dwelling (42%), followed by 3-bed (27%) and 4-bed (18%) properties. A total of 207 5-bed or larger properties were built over this period across the district.

Affordable Housing

1.36 The numbers of affordable dwellings built over the last 8 years are shown in Table 1.10 'Affordable Homes Built in Calderdale 2002 - 2010' and whilst these have fluctuated, they are well below the level of need identified in the 2005 Housing Needs Study[(2)] (shortly to be replaced by the Strategic Housing Market Assessment).

1 New Homes Bonus - Consultation, Department for Communities and Local Government, November 2010
2 Calderdale Council Housing Requirements Study, Outside Research 2005

Table 1.10 Affordable Homes Built in Calderdale 2002 - 2010

Year	No. Affordable Homes
2002/2003	88
2003/2004	14
2004/2005	105
2005/2006	43
2006/2007	140
2007/2008	183
2008/2009	92
2009/2010	65

Deprivation and Health

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

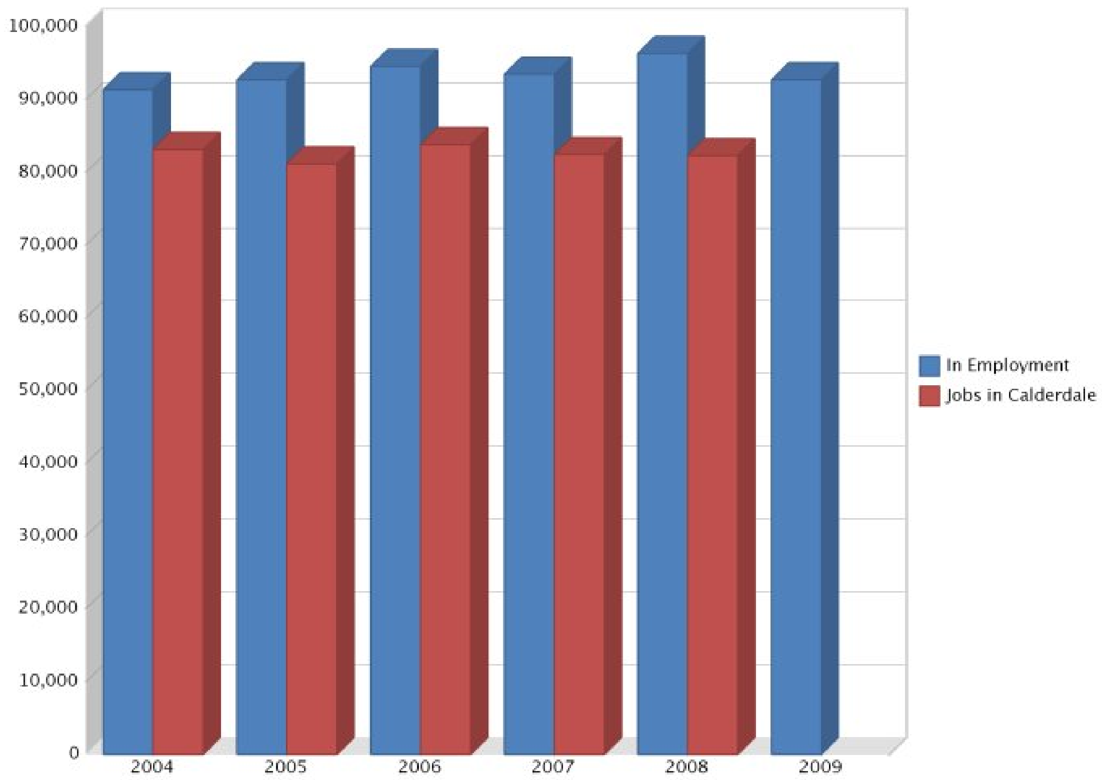
1.38 According to the 2010 Health Profile [3] the situation in Calderdale is similar to the England average. However, life expectancy, deaths from smoking, and early deaths from heart disease are higher than average. There are inequalities in terms of life expectancy, men in the least deprived areas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

Economy

1.39 Calderdale is a major employment area with 82,300 jobs[4]. There are 129,800 people of working age and approximately 92,700 are employed[5].In 2008 about 14,000 more people were in employment than there were jobs, making Calderdale a net exporter of labour, that is more people leave the area for work than come into work. The 2001 census (latest figures) indicate the majority of those who commute outside of Calderdale travel to Bradford and Kirklees, although it is expected that the percentage travelling to Leeds and Manchester will have shown substantial increase since 2001.

3 Association of Public Health Observatories, 2010
4 Annual Business Inquiry (2008)
5 Annual Popultaion Survey 2009 (January-December 2009)

Figure 1.1 Number of jobs and number of people employed in Calderdale



Source: ONS Annual Population Survey (Jan-Dec figures), Annual Business Inquiry (no data for 2009)

1.40 In line with the rest of the country economic activity rates have dropped in recent years. Approximately 69.6% of the whole population were economically active (Jan 09 - Dec 09) this stands 0.8% above Yorkshire and Humber, but 0.8% below the national average[6].

1.41 Latest figures (2008) show manufacturing accounted for almost 19% of all jobs In Calderdale, far above the regional (13%) and national (10%) figures, however, without support it may account for only 13% by 2018. Finance now accounts for one-quarter of employment, above the national figure and far above the figures for Bradford, Kirklees and Wakefield. The fastest employment growth in Calderdale is forecast to be in the Distribution, Hotels & Restaurants sector. The reliance on manufacturing and finance make Calderdale vulnerable to the effects of recession and highlight our need to both actively support these sectors and aim to diversify the economy.

1.42 Town centres and retailing represent a key focus and driver of the local economy. Calderdale currently has six designated town centres, a further six designated local centres, and a much larger number of local shopping parades. Collectively the town centres and local centres provide over a quarter of a million square meters of retail, service and leisure floorspace. In total the 251,157sqm of floorspace is estimated to attract turnover in excess of £695 million per annum. A further £619million is estimated to be spent by Calderdale residents outside of the district, a leakage rate of approximately 47% of the total expenditure by local residents[7].

1.43 In order to retain the current market shares of expenditure within Calderdale's town and local centres, there is an estimated capacity for between 10,075-24,125sqm of new convenience retail floorspace[8], and 57,515-95,855sqm of new comparison retailing floorspace[9] to 2026. The capacity for new floorspace varies greatly across the district.

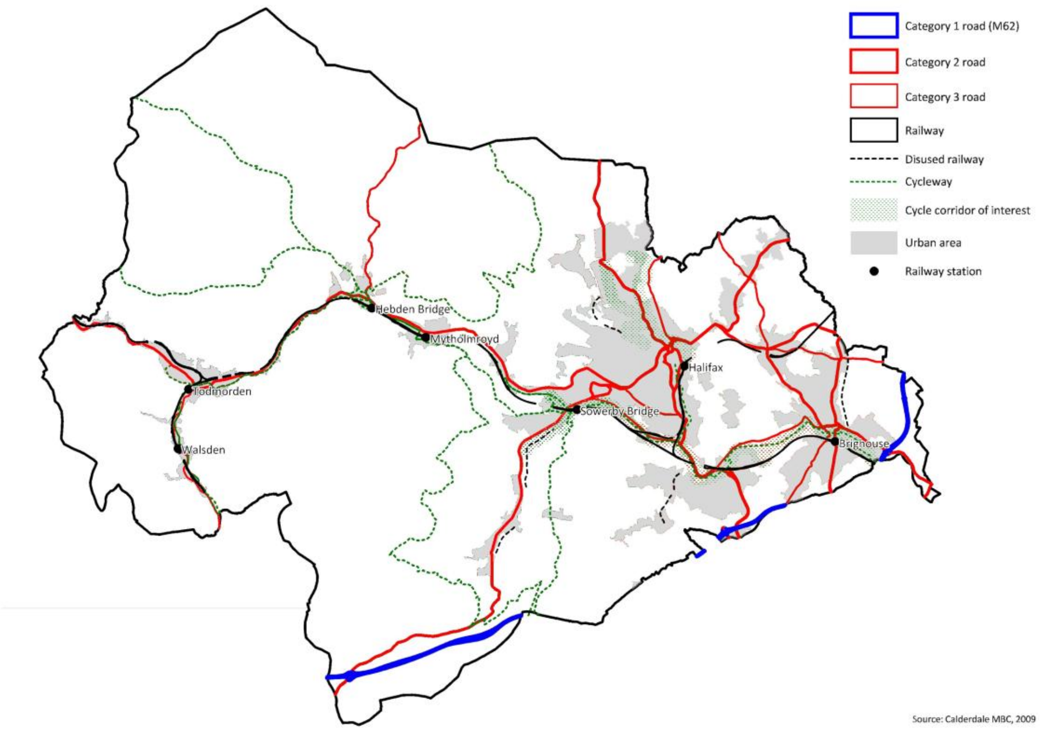
---

6 Annual Population Survey (2010)
7 Data is taken from the Calderdale Retail Needs Assessment completed in 2009
8 convenience retailing is the provision of everyday essential items, including food, drinks, newspapers/magazines and confectionery.
9 comparison retailing is the provision of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods.

1.44 In order to ensure that there is a balanced economy, to provide opportunities for work and the help reduce out-commuting there is a need to maintain and improve economic performance which means that there is a need to ensure that there is the necessary supply of employment sites to meet the needs of the increasing population. The [Employment Land Review (2008)](), [Retail Needs Study (2009)](), Economy and Enterprise Strategy (2010) and draft Local Economic Assessment (2010) form the basis for taking forward support for the economy of the district and are reflected within the Core Strategy.

Transport

Map 1.1 The strategic transport infrastructure in Calderdale.



1.45 The topography in Calderdale, whilst providing distinct natural beauty, limits and constrains the expansion of the transport network. A recent study [(10)] tested the strategic highway network against future housing and employment growth. The study 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 [(11)] indicates that because demand for travel is increasing across the UK congestion will inevitably increase 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. To improve the situation we need to influence and work closely with Metro to increase the number and patronage of buses, improve interchange facilities including park and ride, increase the frequency and capacity of rail through the revitalisation and electrification of the Caldervale Line and improve the walking and cycling network.

1.46 The M62 motorway runs along the Calderdale boundary with junctions 22 to 26 all having a direct impact. The Highways Agency advise the M62 within or adjacent to Calderdale currently has sufficient capacity for traffic demands although congestion does regularly occur during peak times. It is anticipated that as demand increases congestion will also increase requiring some significant mitigation at junctions within or adjacent the borough. However as we are all aware current problems on the M62 can have significant impacts upon our local road network leading to delays and congestion at any time of day. Future increases in congestions on the M62 will have 'knock-on' implications for our local roads.

---

10 Core Strategy Transport Study Steer Davies Gleave 2009
11 Mouchel 2010 Halifax Model Extension Traffic Model

Table 1.11 Summary of likely areas of congestion in 2025

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

Climate Change

1.47 The Local Climate Impact Profile (2009) for Calderdale shows we could experience 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 lives. The Climate Change Act 2008 introduced a binding target of an 80% reduction of 1990 levels in greenhouse gas (GHG) emissions by 2050, with real progress by 2020. 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.

1.48 Adapting to and mitigating the effects of Climate change is a cross cutting theme throughout the Core Strategy and the LDF, and it is considered in a host of different areas, including the following:

- ***Transport*** - Encouraging the use of sustainable modes of transport is an essential element in addressing climate change. 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 in and around town centres.
- ***Flood Risk*** - the River Calder and its tributaries can experience serious flooding. This strongly impacts on life and property, not least in the upper valley settlements, particularly Todmorden. The Strategic Flood Risk Assessment (SFRA) provides a detailed assessment of flood risk areas throughout the district. There are at least 6,600 properties at risk of flooding in Calderdale, with the greatest numbers at risk being in Todmorden and Halifax. Calderdale, Kirklees and Wakefield jointly commissioned a SFRA in 2005, later updated in 2009.
- ***Energy Efficient Design*** - Poorly insulated and designed buildings are inefficient in terms energy use; resulting in higher fuel costs and a 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.
- ***Renewable and Low Carbon Energy Generation*** - It is national policy that Local Authorities exploit the potential for renewable and low carbon energy generation. In doing so, natural resources are conserved, in addition to increased use in cleaner energy, therefore reducing greenhouse gas emissions. The RSS includes indicative local targets for installed grid connected renewable energy. The 2010 target for Calderdale is 19 Megawatts (MW) and 2021 53MW.
- ***Use of Feed-In Tariffs and Renewable Heat Incentive*** - new ways of encouraging the use of renewable energy have been introduced by the Government. 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.

- ***Urban Design*** - 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 they require; the design of spaces between them can assist in adapting to the predicted impacts of climate change, for instance through provision of shaded areas, or flood storage areas.
- ***Biodiversity*** - 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. 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 parks and gardens may experience a loss of lawns and species invasions. Nesting sites in the floodplain may be damaged during periods of flooding.

Heritage

1.49 Calderdale hosts a rich variety of archaeological, architectural, artistic and historical features. The strong industrial heritage of the area is particularly reflected in the townscapes of the borough, however the landscapes of Calderdale are also important to its heritage. The historic environment is important for improving our understanding of our past, local culture and influences, and could also be a key factor in increasing tourism.

1.50 There are a total of 2,175 designated heritage assets in Calderdale, around 50 of which are Council owned. The breakdown of all heritage assets across the district is as follows:

Table 1.12 Summary of designated heritage assets in Calderdale

Heritage Asset	Number designated
Grade I listed building	16
Grade II* listed building	111
Grade II listed building	2,010
Ancient monuments	32
Grade II* registered park/garden	1
Grade II registered park/garden	5
Total	**2,175**

1.51 The heritage element of the Core Strategy provides an opportunity to refocus and strengthen the local approach to conservation, within the national policy framework. 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. In accordance with national policy, the district's historic environment should be preserved and improved for future generations.

Minerals

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

1.53 The geology of Calderdale is typically made up of an ever changing succession of sandstones, gritstones, shales and mudstones. The sandstones and millstone grit continue to be extracted for building stone and crushed aggregate, contributing significantly to regional and national output. Shale, mudstones and clays have been extensively worked in Halifax, Elland, Hipperholme, Shelf and Todmorden, and although many of the workings no longer operate, some small workings continue. Stone from Calderdale is not only important locally, but nationally as well, reflected in its use to maintain prominent heritage sites, such as St Johns College, Jesus College, and Corpus Christie College, Cambridge, the Royal Courts of Justice, the Monument, and St Pauls Cathedral, London.

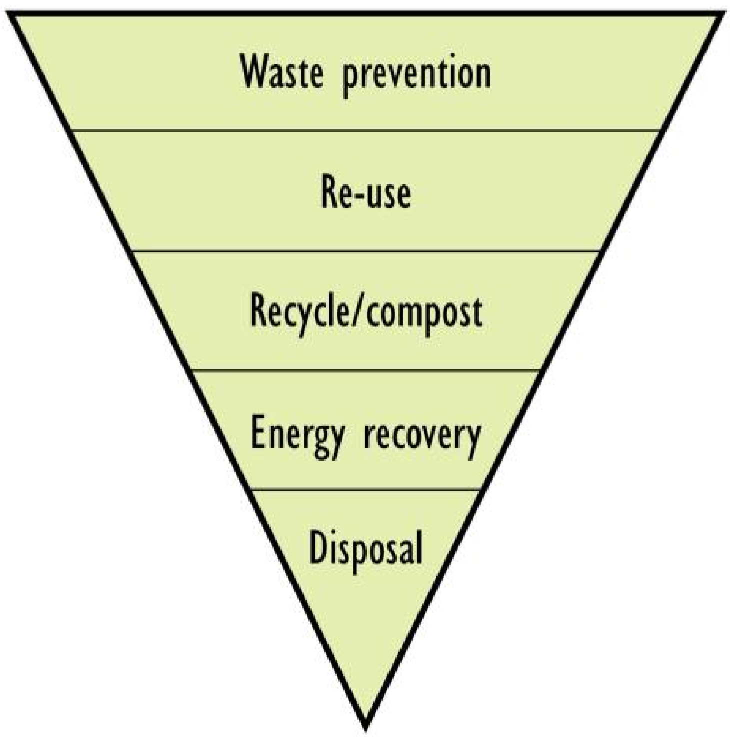
1.54 The LDF will identify various levels of Mineral allocations and designations. These are; Mineral Safeguarding Areas (MSA); Preferred Areas;Specific Sites and; Areas of Search. In addition, the LDF will include policies on assessing Mineral Applications, and on the restoration of sites. This consultation stage will focus on Mineral Safeguarding Areas. More detail on the Minerals element of the Core Strategy can be found in the Minerals and Waste Strategic Objectives document.

Waste

1.55 The waste element of the Core Strategy will deal only with planning the use of land for waste management in the District. It will not set out policy on how to reduce the amount of waste produced, waste management and disposal strategies, nor will it be involved in waste collection services. The waste that is collected from households, which is classed as Municipal Solid Waste (MSW), is only one of a number of different types of waste that will need to be considered. The other waste streams are Commercial and Industrial (C&I), Construction, Demolition and Excavation Waste (CD&E), Hazardous Wastes, and Agricultural Wastes. A detailed, technical assessment of the waste issues is included in the Minerals and Waste Strategic Objectives document.

1.56 Due to increasing environmental concerns, European and National legislation focuses on the need to divert more and more waste away from landfill, not only reducing the amount of waste we generate in the first place, but to gain value from the waste that we do produce (for example by reusing, recycling, or gaining energy from it); in essence considering waste as a resource rather than an end by product,in line with the waste hierarchy.

Figure 1.2 Waste Hierarchy



1.57 In line with the Waste Hierarchy, the National Waste Strategy (2007) sets out targets for the recycling and composting of household waste. These are for at least 40 % by 2010, 45% by 2015, and 50% by 2020. In terms of recovering value from municipal waste [(12)], the targets are set at 53% by 2010, 67% by 2015, and 75% by 2020.

1.58 Total inputs to permitted waste facilities of all different waste types in 2008 amounted to were 305,604 tonnes. According to the latest available Environment Agency data, in 2008 the district exported more waste (184,016 tonnes) than it imported (108,736 tonnes). The most popular method of disposal was landfill; however as costs of this rise, a more sustainable approach to waste management means the Core Strategy and LDF will need to allocate sufficient land for alternative methods of dealing with waste. By 2026, it is predicted the district will need to deal with approximately 86,252 tonnes of MSW, and 203,065 tonnes of C&I. It is estimated these levels of waste would require up to 3 additional recycling / recovery facilities and up to 2 additional treatment facilities.

Infrastructure Planning

1.59 Consideration of infrastructure in all its forms from open space, new schools, hospitals, health facilities, drains, waste management facilities, electricity supply to roads, railways and public transport is an essential part of the planning process. As the Core Strategy develops it will address the infrastructure required to support development. It will need to assess costs, sources of funding, timescales for delivery and gaps in funding. By planning on a comprehensive basis, understanding the current problems and needs of the area, the opportunities posed by development to secure additional facilities and services, and assessing how all this will be secured ensures that Calderdale and its residents maintain control over the development of their own communities rather than having this dictated by developers. The submitted Core Strategy will be supported by an Infrastructure Delivery Plan (IDP), setting out what infrastructure is to be provided, when, by whom and how it is to be funded. The IDP will form an important part of the evidence for the local tariff that the Council may consider establishing.

12 Includes all waste under the control of local authorities. It includes all household waste, street litter, waste delivered to Council recycling points, Council office waste, HWRS site waste and some commercial waste from shops and smaller trading estates where local authority waste collection agreements are in place. Calderdale MBC Waste Strategy, 2006.

2 The Big Idea

2.1 Introduction to the Big Idea

2.1 Leading the thinking behind the Core Strategy is how our diverse towns, villages, communities, valleys and moors link together to create the place called Calderdale. The recognition that everywhere and everyone is different but that every place and everyone matters is fundamental to building upon what makes Calderdale a great place to live, work and visit.

2.2 This understanding has evolved from:

- research into the history of our towns, their location, function and how they have grown and evolved over time;
- research into how places are structured;
- improving the sustainability of our towns and places;
- understanding the issues surrounding improving health and well-being for the people of Calderdale;
- a need to retain and develop local distinctiveness in Calderdale; and
- how local residents and visitors understand and recognise the borough and the places that form it.

2.3 The spatial vision for the whole of Calderdale is an important part of the Core Strategy. It forms the basis for the planning of the borough over the next 15 to 20 years, as it gives pointers to how communities and towns that combine to make Calderdale may develop. There are many visions, some contradictory which people may have for the borough. Whilst we all want to be "healthy, wealthy and wise" it is important that the Core Strategy vision goes beyond these aspirations and explores exactly what these may mean for individual towns and communities as well as Calderdale as a whole.

2.4 Within this Refined Issues and Options document there are a number of visions developing for the district at different spatial scales. These are :

1. An overall spatial vision for Calderdale which sets out the strategic and main ideas that would cover the whole of the district;
2. A series of 10 place visions which recognise the diversity within Calderdale and reflect upon the current and future role different communities should play in achieving the overall spatial vision for Calderdale.

2.2 Visions of our future

2.5 Calderdale's Core Strategy must take as its starting point the Sustainable Community Strategy (SCS) produced by the Local Strategic Partnership "Calderdale Forward" to help shape the future of the area. The SCS has a vision which all partner organisations who deliver public services across the district have agreed as follows : -

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

2.6 How this vision is translated into the planning framework is a key purpose of the Core Strategy and the LDF. The Core Strategy looks forward to the year 2026. It articulates the vision from the SCS into a vision about the place called Calderdale and how we can use the planning system to help achieve the outcomes which the SCS desires. A suggestion for an overall deliverable vision for the District is set out later in 'VISION FOR CALDERDALE - 2026'.

2.7 Although Calderdale was not formed until 1974, it has a strong physical identity. It is one of the few districts in the Country which is neatly described by its geography and topography. The district's boundaries are almost entirely formed by the watershed between the River Calder and those of the River Aire to the north and the River Colne to the South.

2.8 Many characteristics combine to make Calderdale what it is now. The characteristics include : -

- the physical setting of the Pennine Moors and the valley of the River Calder and its tributaries;
- the rugged stone-built character of our individual towns, each unique in character;
- thriving businesses and industries providing diversified employment;
- high levels of manufacturing employment supporting the textile industry;
- strong financial services (being home of the Halifax - now Lloyds Banking Group);
- an historical emphasis on non-conformist values;
- an amazing built heritage with one of the highest numbers of Listed Buildings of any district in the country;
- an historical emphasis on the environment and conservation led regeneration;
- high moor lands with their unique and internationally recognised habitats for birds and wildlife;
- our position within the nationally significant Leeds City Region and links to the Manchester and East Lancashire city regions;
- the Caldervale Railway line which acts as the backbone to the spatial structure of the district;
- the M62 motorway which runs along the watershed to the south of the district linking Calderdale with Leeds, Manchester, Liverpool and Hull and providing long distance connections with the rest of the country.

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

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

2.11 The SCS has set the overall framework for the delivery of services within the district and these are also supported by the LDF. In addition to the SCS there are a number of other strategies which the Core Strategy Vision could draw upon some are set out below:

Table 2.1 Other Council and Partner Strategies

Strategy	Vision
Regional Spatial Strategy (RSS) (2008)	The vision of the RSS is: - "In Yorkshire and the Humber over the next 15 to 20 years there will be more sustainable patterns and forms of development, investment and activity, and a greater emphasis on matching needs with opportunities and managing the environment as a key resource." (This vision is supported by 8 key outcomes)
Leeds City Region	The vision for Leeds City Region is: - 'To develop an internationally recognised city-region; to raise our economic performance; to spread prosperity across the whole of our city region, and to promote a better quality of life for all of those who live and work here'
Leeds City Region - Local Enterprise Partnership (LEP)	The ambition of the newly created LEP is for the Leeds area to become: - "A world-leading example of a sustainable economy that balances economic growth with a high quality of life, and lowers carbon emissions becoming the natural alternative to London for investors"
Calderdale Economy and Enterprise Strategy (2010)	Adopts the same vision as the Calderdale SCS but adds to it by focusing on: - • **Business** - by working with business to develop an environment in which they prosper, in order to create the employment and investment the district needs

Strategy	Vision
	• **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.
Leeds City Region Transport Strategy	Highlights several challenges which are: - • Reduction in greenhouse gas emissions • Improve connectivity and access to labour markets • Support delivery of housing • Reduce lost productive time • Enhance social inclusion • Reduce the gap in economic growth rates • Improve the safety of transport
West Yorkshire Local Transport Plan (3)	Connecting people and places - Working together to ensure that West Yorkshire's transport system gives people access to what the want and need easily, efficiently and in a way that supports the environment, the economy and quality of life.
Calderdale Transport Strategy Vision	The draft transport strategy vision has three key themes: - • Everything is connected; • Everything is high quality; • Everything is reliable;

2.3 Developing a Spatial vision for Calderdale

2.12 Each of us has a vision of the Calderdale of the future. Although our visions are different, they share common qualities and reference points. We all hope to ensure that Calderdale is a safe, prosperous and attractive district for ourselves, our children, and for future generations. We want a place where the natural environment is protected, where new development does not spoil the very values and aspects that are treasured, where excellent services are provided, and where local residents, stakeholders and the Council are true partners in the governance of the area. We aspire to create a district that is economically and environmentally healthy, is a good place to live in, to do business which meets the needs of its current and future residents and protects the environment. We want a District that has a balanced transport system providing opportunities for travel within and between the 7 towns and other parts of the regional and national networks with reduced car usage increased use of public transport, walking and cycling.

2.13 The first Issues and Options consultation in 2008 gave opportunity for comment on a raft of vision approaches. The overall "Vision for Calderdale" needs to address potential changes that we as a community aspire to and actively working towards. Below is a suggestion for an overall vision for Calderdale in 2026.

VISION FOR CALDERDALE - 2026

In the year 2026, Calderdale will be a place that:

- ***Demonstrates its commitment to environmental, economic, and social sustainability;***
- ***Has adapted to the impacts of climate change: -***
  - ***reducing carbon dioxide and other greenhouse gas emissions;***
  - ***promoting appropriate renewable forms of energy production such as wind, solar/ photovolataic, hydro etc;***
  - ***ensuring new development meets the highest environmental standards;***
  - ***has retrofitted many of the existing homes and buildings to ensure reduced emissions and energy consumption;***
- ***Develops homes for people in appropriate locations for its increasing and diversifying population with communities benefiting from development through the use of the Government's Housing Incentive;***
- ***Coordinates transportation options with appropriate land uses to enable a decreased reliance on the private car, seeks increased public transport usage and the revitalisation of the Caldervale Line and more mobility choices;***
- ***Enhances the network of public footpaths, cycleways and bridleways;***
- ***Ensure that the whole community reap the benefits of new developments;***
- ***Regenerates areas, conserves and preserves towns and settlements to provide long-term economic viability, building on their unique attributes and character, their liveability, and connectivity with the rest of Calderdale, and that fit together to form an exceptional quality of life;***
- ***Ensures that the economy of the District grows to meet the needs of the areas residents whilst also recognising our role in the economic development of the Leeds City Region:-***
  - ***The role of central Halifax for retailing, leisure, cultural and office employment will have been enhanced;***
  - ***Brighouse will have consolidated its position within the retail hierarchy of Calderdale and continue to be a major focus for employment and housing development and sustainable growth;***
  - ***Todmorden will develop as the major focus for retail, employment, and residential development within the Upper Calder Valley (NOTE: this reflects a possible enhancement of the role of Todmorden);***
- ***Facilitates social development by anticipating infrastructure needs for employment, learning, recreation, shopping, health care and other facilities to meet the needs of the community;***
- ***Respects the environmental character of the district and which preserves and improves the quality of our towns and rural areas;***
- ***Has innovative ways of protecting natural resources, clean air, water resources, natural habitat and biodiversity, views, and our landscape;***
- ***Protects open space and provides accessible green infrastructure where there is deficiency or as part of the process of delivering major development projects;***
- ***Builds on its cultural heritage, promotes conservation and archaeological preservation and promotes cultural activities, the arts and tourism in a way that support and respect the Pennine environment in which we live;***
- ***Seeks high standards of design, use of materials, appearance, aesthetics, public amenities, and levels of service, ensuring equality and diversity issues are addressed;***
- ***Recognises and embraces change to ensure that economic and social change supports the development of a diverse, balanced economy addressing inequality and deprivation across the District;***
- ***Simultaneously acknowledges our past and prepares for our future.***

Question 1

VISION FOR CALDERDALE - 2026

Do you have any comments on the overall vision for Calderdale?

2.14 During the consultation on this document it is hoped there will be further opportunities for discussion about a future vision for Calderdale. Delivery of the "Vision" can be as important in determining planning applications as meeting a policy requirement. It is therefore very important that the "vision" provides sufficient scope, detail and ideas in order to help deliver the sort of place that we want to see.

2.4 The role of our places

2.15 The roles of the different places within Calderdale have been studied through the Calderdale Settlement Hierarchy. This study identified 5 tiers of settlement ranging from Sub-Regional Town to Neighbourhood/ Small Rural Centre. Each settlement tier has been given an identified role based upon current service provision.

Table 2.2 Current Role and Function of Calderdale Settlements (based on the Settlement Hierarchy 2009)

Tier	Role and Function
1. Sub Regional Town **Halifax** (Including Illingworth, Mixenden, Ovenden, Pellon, King Cross, Skircoat Green etc)	• Prime focus for housing, employment, shopping, leisure, education, health and cultural activities/ facilities. • To provide excellent transport connections to Leeds, Manchester, Bradford, Huddersfield and other towns and cities of national/ regional importance • To act as a transport hub for the borough • To develop regionally significant commercial floorspace, an improved higher education offer, leisure facilities of district-wide importance, significant growth in retail capacity and an increased cultural offer within Halifax Town Centre
2. Principal Town **Brighouse** (Including Rastrick, Hipperholme, Lightcliffe, Hove Edge, Clifton etc)	• Secondary focus for housing, employment, shopping, leisure, education, health and cultural activities/ facilities. • To provide and improve transport links with sub-regional and regional towns and cities such as; Leeds, Manchester, Bradford, Huddersfield, Halifax and other towns and cities of national/ regional importance. • To develop significant growth in commercial floorspace and improvements in the scale and type of leisure, retail and cultural facilities and services within Brighouse Town Centre
3. Local Town The settlements in this category are; • Todmorden (including Walsden, Cornholme etc)	• To provide housing, employment, shopping (including improvements to markets), leisure, education, health and cultural activities/ facilities that serve the needs of, and are accessible to, residents of the town and surrounding lower order settlements. • To provide good transport links to higher order settlements including; Leeds, Manchester, and Halifax and other towns and cities of regional importance.

Tier	Role and Function
• Sowerby Bridge (including Sowerby etc) • Elland (including Greetland, West Vale etc)	• To provide for growth in shopping to serve the needs of the Upper Calder Valley, Ryburn Valley and Elland • To provide locally significant growth in commercial floorspace in Elland.
4. Local Centre The settlements in this category are; • Hebden Bridge • Mytholmroyd • Shelf • Luddenden & Luddendenfoot • Ripponden & Rishworth • Northowram • Holywell Green & Stainland • Southowram	• To provide locally generated needs for housing, employment, shopping, leisure, education, health and cultural activities/ facilities which cannot be accommodated in higher order settlements. • To provide transport links to higher order settlements • Provide small concentrations of shops or services responding to specialist local markets.
5. Neighbourhood/ Small Rural Centre The settlements in this category are; Bank Top**,** Bradshaw**,** Portsmouth & Cornholme**,** Barkisland**,** Ainley Top**,** Wainstalls**,** Heptonstall**,** Norwood Green**,** Mill Bank**,** Eastwood**,** Midgley**,** Chiserley & Old Town**,** Elland Upper Edge**,** Sowood Green**,** Charlestown**,** Pecket Well**,** Elland Lower Edge**,** Harvelin Park**,** Triangle**,** Callis Bridge**,** Slack**,** Warley**,** Soyland Town**,** Jagger Green**,** Mount Tabor**,** Outlane**,** Wainsgate**,** Brearley**,** Blackshawhead	• Limited development to provide locally generated needs for affordable housing within existing development limits. • To provide limited small-scale opportunities for economic development and diversification.

Question 2

Role of our places

Do you agree with the roles for the different places in Calderdale? (Please give reasons for your answer)

Do you think the roles of any particular places should change? (Please give reasons for your answer)

2.16 Calderdale is a very diverse place, comprising many different types of communities and peoples, all with different needs and aspirations. Similarly, the places within Calderdale are equally different, often reflective of the different people living there.

2.17 Through the preparation of the options for the Core Strategy, 10 distinct areas have been identified across the borough. These areas are intended to best reflect how places function, where people go to access services and facilities, as well as areas of individual character and how people best understand the borough. Each place within Calderdale has its own set of challenges and opportunities but each also plays an important role in ensuring Calderdale has a successful future. Each of the 10 areas, except the Protected Moorland Areas, have at least a local centre or higher order settlement present within it. Further details of the 10 areas can be found in 6 'Introduction to our towns'

Map 2.1 Schematic diagram of the Calderdale LDF areas

Question 3

Core Strategy Areas

Do you agree with the 10 areas identified in the schematic diagram above?

(If you think they should be changed please explain what changes you would make and your reasons)

Note: A more detailed map, and opportunity to respond to this question, is also available at 6 'Introduction to our towns'

3 Delivering our Objectives

3.1 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.

3.2 The initial set of 8 strategic objectives identified in the Issues and Options Consultation paper (November 2008) have been revised in light of comments received. The following key changes have been made:

- Two objectives have been merged into one on Green Infrastructure and the Natural Environment
- 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

3.3 Following these changes a total of 10 strategic objectives are presented here. The majority of the objectives remaining from the Issues and Options consultation have also been refined to improve their clarity, and to help focus on the specific issues they aim to address. This section provides details of each objective and their respective sub-objectives.

Aims

3.4 The aims of the Core Strategy are to ensure the economic, social and environmental well-being of the district and its population in a sustainable way including:

- Improving the quality of life for all;
- Narrowing the gap between the most deprived neighbourhoods and the remainder of the district;
- Protecting and enhancing both the built and natural environments;
- Involving the community in planning and shaping the future of the district.

Objectives and policy issues

3.5 The 10 new strategic objectives and their sub-objectives are set out below. Further details of objectives SO1 to SO8 can be found in the supporting document, Strategic Objectives and Policy Options. Further details of SO9 and SO10 (Minerals and Waste) can be found in the supporting Minerals and Waste document. These documents include details of each objective together with suggestions of potential policy options, targets and indicators. The Council encourage responses to both these documents. Following this consultation and using the responses received, a Preferred Options Core Strategy consultation document will be prepared, containing draft policies for the Core Strategy.

- **SO1 - Sustainable development**

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

- **SO2 - Climate change**

  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.

- **SO3 - Economy and enterprise**

  To create a resilient competitive sustainable economy, which provides opportunities for all and is founded upon innovation; building on the location and exceptional character of Calderdale as an attractive place in which to live, work, learn and visit.

- **SO4 - Housing**

  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.

- **SO5 - Green infrastructure and the natural environment**

  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.

- **SO6 - Historic environment and design**

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

- **SO7 - Transport**

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

- **SO8 - Communities and narrowing the gap**

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

- **SO9 - Minerals**

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

- **SO10 - Waste**

  To plan for sufficient waste management facilities in sustainable locations, managing waste as a resource in order to minimise the amount sent to Landfill.

Question 4

Core Strategy Objectives

Do you have any comments on the above objectives?

Are there any objectives which should be added/ removed/ amended?

4 Possible Approaches

4.1 Introduction

4.1 This section provides details of how the development required across the district could be distributed. The implications of each of these district wide options upon the places that make up Calderdale is explained in Part 2.

4.2 In winter 2008/9 the Council consulted on four broad spatial options for accommodating growth in Calderdale. These options were largely based upon potential distributions of housing. The four options were;

1. Business as usual;
2. New Growth Point;
3. Maximising the approach in the Regional Spatial Strategy;
4. Go for where the land is.

Full details of each of these earlier options together with the relevant consultation responses can be found on the Councils web-site.

4.3 Taking account of the comments received to the previous spatial options and the availability of new evidence such as the Employment Land Review, Retail Needs Study and Settlement Hierarchy, four new spatial options have been developed. All of the new options build upon the previous options and take account of a wider number of issues such as employment, housing and transport. In addition the new options take account of the requirement for enhanced housing growth as required by New Growth Point Status. This has been done to take account of comments received by the Government Office for Yorkshire and the Humber which note that the New Growth Point *'is not a spatial option itself, just a target for delivery that will apply to all the Spatial Options'.*

4.4 The new options have been based upon the latest population, housing, employment and retail information available at the time of printing. These currently include the requirements from New Growth Point Status and RSS. The figures quoted in the options should be used as a guide only because government have signalled its intention to abolish RSS and as such the Council will need to determine its own requirements for the Core Strategy in due course. These new requirements will be based upon the outcomes of work currently being undertaken including a Strategic Housing Market Assessment, new employment forecasts taking account of the unfolding economic situation and future population forecasts. Whilst there is a degree of uncertainty regarding exact numbers the options are useful in beginning to understand how development could be spread across Calderdale.

4.5 To comply with national planning policy and the conclusions of the Settlement Hierarchy each option focuses the majority of development in the main settlements within the district. The smaller settlements only receive minimal development to fulfil local need. It should be noted that none of the options are based upon the sites contained within the Strategic Housing Land Availability Assessment (SHLAA) and therefore specific sites are not being suggested. This is because the Core Strategy is a high level document which does not deal with individual allocations, these will be considered in another document dealing with Land Allocations. It is also worth noting the SHLAA will be updated on a yearly basis and it is anticipated other sites, particularly in urban areas, will come forward prior to submission of the final LDF Core Strategy.

4.6 The options contained in this chapter do not represent a preferred approach by the Council, at this stage they are only ideas. Whilst we are keen to hear views on the approaches below we also want to hear other options and ideas for how development could be dispersed across the borough.

4.2 Focus on eastern Calderdale

4.7 This option takes elements from the former spatial options 2 & 3 as indicated in the winter 08/09 Issues and Options Consultation. Under this option the Halifax, Brighouse and Elland areas would be the focus for the majority of development, new services and infrastructure improvements. The eastern Calderdale area would be anticipated to take 90% of the overall growth for the borough, the Upper Calder & Ryburn

Valleys would only receive limited growth to fulfil specific local needs. This option would utilise eastern Calderdale's proximity to the national motorway network and main railway stations by maximising the potential for employment growth. Kirklees, through their most recent Core Strategy consultation, have identified a possible new 50ha employment site at Cooper Bridge. This option could compliment the Kirklees proposals through the provision of complimentary sites and infrastructure to provide an employment area of sub-regional significance.

4.8 The Halifax/ Bradford Corridor through Northowram and Shelf would be an area of growth under this option to make the most of connections and movements between Halifax and Bradford and improve access to employment in these two major centres.

4.3 Enhance the role of Todmorden

4.9 This option is based upon comments in the winter 08/09 consultation that Todmorden could be a principal town. Under this option the main focus of development would still be Halifax and Brighouse, however, because Todmorden has an important service role to play in the Upper Calder Valley and wider Southern Pennines this option would enhance its role. This would reduce the amount of development required in eastern Calderdale. To fulfil its principal town role Todmorden would be required to have significant growth in housing, employment and services.

4.10 To become a Principal Town the following tests will be applied;

1. Support delivery of the Core Approach and transformation of Regeneration Priority Areas; and
2. Will provide employment, community facilities and services for local and surrounding populations; and
3. Will have good accessibility by public transport to Regional Cities and Sub Regional Cities and Towns; and
4. Have capacity to accommodate development without harm to the town's environment and character; and
5. Have potential to develop a role that complements and supports the wider settlement network.

4.4 Enhance the role of Elland

4.11 This option is based upon comments in the winter 08/09 consultation that Elland could be a principal town. Under this option the main focus of development would still be Halifax, however the role of Elland would be significantly enhanced meaning it would take similar levels of development as Brighouse. This option would aim to build upon the success of Elland as a location for businesses and industry, providing impetus to the regeneration of the town centre and provide the potential for a new railway station. Kirklees, through their most recent Core Strategy consultation, have identified a new 5ha employment site at Ainley Top. This option could support possible joint working with Kirklees in this area by providing strategic employment sites and new infrastructure near the M62. To fulfil its principal town role Elland would be required to have significant growth in housing, employment and services.

4.12 To become a Principal Town the following tests will be applied;

1. Support delivery of the Core Approach and transformation of Regeneration Priority Areas; and
2. Will provide employment, community facilities and services for local and surrounding populations; and
3. Will have good accessibility by public transport to Regional Cities and Sub Regional Cities and Towns; and
4. Have capacity to accommodate development without harm to the town's environment and character; and
5. Have potential to develop a role that complements and supports the wider settlement network.

4.5 Current role and function

4.13 This option would provide a spread of development across the district, similar to 'Business as Usual' Option from the winter 08/09 Issues and Options. This option would progress the earlier option by taking account of the current level of services and facilities within each settlement and apportion development on the settlements ability to cope with the new development. The settlement hierarchy model would therefore drive the spatial strategy under this option. However development would be restricted to Local Centres and above with Neighbourhood or Small Rural Centres receiving limited development other than locally generated needs for affordable housing or rural diversification.

4.6 Comparison of the options

4.14 This section provides a brief comparison of each of the four options. The current status of settlements, in terms of the Settlement Hierarchy, is provided in 2.4 'The role of our places'. In most instances the options will not effect the current settlement status, the exceptions to this are;

- **Option 1 - Focus on eastern Calderdale:** Would enhance the status of Northowram & Shelf to a local town, and reduce the status of Todmorden to a Local Centre;
- **Option 2 - Enhance the role of Todmorden:** Would enhance the status of Todmorden to a Principal Town;
- **Option 3 - Enhance the role of Elland:** Would enhance the status of Elland to a Principal Town;
- **Option 4 - Current role and function:** Would not effect the current status of any settlement.

4.15 The following table provides a brief summary of the main implications of implementing the different spatial options on a number of different issues. As stated above the figures are a guide only as new work to determine the housing, employment and retail needs of the borough are currently being undertaken.

Table 4.1 Comparison of the options

Option/ Development	Option 1 Focus on eastern Calderdale	Option 2 Enhance the role of Todmorden	Option 3 Enhance the role of Elland	Option 4 Current role and function
Amount of housing (Approximate 2009-2026)	**Halifax:** 50%+ (4750+) **Brighouse:** 20% (1900) **Sowerby Bridge:** 5-10% (425-950) **Elland:** 5-10% (425-950) **Northowram & Shelf:** 5-10% (425-950) **Small centres:** Limited development	**Halifax:** 50%+ (4750+) **Brighouse:** 20% (1900) **Todmorden:** 20% (1900) **Sowerby Bridge:** 5-10% (425-950) **Elland:** 5-10% (425-950) **Small centres:** Limited development	**Halifax:** 50%+ (4750+) **Brighouse:** 20% (1900) **Elland:** 20% (1900) **Sowerby Bridge:** 5-10% (425-950) **Todmorden:** 5-10% (425-950) **Small centres:** Limited development	**Halifax:** 50%+ (4750+) **Brighouse:** 20% (1900) **Sowerby Bridge:**5% (425) **Elland:** 5% (425) **Todmorden:** 5% (425) **Other towns:**Less than 2% (190 each) **Small centres:** Limited development
Employment (2008-2026) Based on Employment Land Review 2008	**Halifax**: Increase in office development particularly within Halifax town centre (up to 33% increase). New industry and warehousing to retain employment and promote growth using existing allocations and mixed-use development. **Sowerby Bridge**: Office and industry warehouse development using existing allocations and within town centre. **Brighouse and Elland:** Significant increase in office development (possibly up to 50%). New warehousing/ industry using existing allocations.			
	Elland & Brighouse: possibility of joint	**Todmorden**: Increased office development in the	**Elland**: possibility of joint working with Kirklees to provide	Limited development in other centres

Option/ Development	Option 1 Focus on eastern Calderdale	Option 2 Enhance the role of Todmorden	Option 3 Enhance the role of Elland	Option 4 Current role and function
	working with Kirklees on their Cooper Bridge proposals. **Northowram & Shelf:** small scale office accommodation	town centre. Potential new small scale industry allocations	strategic sites at Ainley Top. Limited development in other centres	
Retail (2009-2026) Based on Retail Needs Study 2009	**Halifax:** New food superstore and significant increase in non-food shopping floorspace (potentially more than double existing) **Brighouse:** New small/ medium foodstore and increase in non-food shopping floorspace (up to 50% as much again). **Sowerby Bridge:** Limited non-food shopping floorspace **Todmorden:** New foodstore and up to double the amount of non-food shopping **Other centres:** Limited growth			
	No further development to that noted above	As above plus potentially further increases in Todmorden	As above plus potentially further increases in Elland	No further development to that noted above
Highways (2009-2026)* Based on 2010 Transport Study (Not including junction capacity)	Likely areas of congestion: A58 Halifax to Hipperholme A58 Hipperholme towards M62 A629 Ovenden to North Halifax A629 Halifax to Elland A629 Elland to M62 A6026 Sowerby Bridge to Elland	Likely areas of congestion: A58 Halifax to Hipperholme A629 Ovenden to North Halifax A629 Halifax to Elland A629 Elland to M62 A6026 Sowerby Bridge to Elland A646 Luddendenfoot to Halifax	Likely areas of congestion: A58 Halifax to Hipperholme A58 East of Hipperholme towards M62 A629 Ovenden to North Halifax A629 Halifax to Elland A629 Elland to M62 A6026 Sowerby Bridge to Elland	Likely areas of congestion: A58 Halifax to Hipperholme A58 East of Hipperholme towards M62 A629 Ovenden to North Halifax A629 Halifax to Elland A629 Elland to M62
Other issues	• Possible need to reconsider Green Belt boundary • Smaller centres may decline in service provision due	• Possible need to consider Green Belt/ Area around Todmorden boundaries • Smaller centres may decline in service provision due to a lack of growth	• Possible need to reconsider Green Belt boundary • Smaller centres may decline in service provision due to a lack of growth	• Possible need to consider Green Belt/ Area around Todmorden boundaries • Smaller centres may

Option/ Development	Option 1 Focus on eastern Calderdale	Option 2 Enhance the role of Todmorden	Option 3 Enhance the role of Elland	Option 4 Current role and function
	to a lack of growth • Public transport improvements in the Bradford-Halifax-Huddersfield Corridor. • Potential new railway stations for Elland/ Hipperholme • Investment in physical/ social infrastructure focus in Eastern Calderdale.	• Public transport improvements in Todmorden, Halifax and Brighouse. • Investment in physical/ social infrastructure focus in Eastern Calderdale/ Todmorden.	• Public transport improvements in the Bradford-Halifax-Huddersfield Corridor. • Potential new railway station for Elland • Investment in physical/ social infrastructure focus in Eastern Calderdale	decline in service provision due to a lack of growth • Public transport improvements to/ from Halifax, Brighouse. • Investment in physical/ social infrastructure focus in Eastern Calderdale.

* The SDG study does not take account of junctions, work is currently on-going on this or take account of public transport interventions. In addition the SDG study notes there is very little difference in impact between the options. Option 3 was not considered as part of the SDG study.

Question 5

Comparison of Spatial Approaches

The four approaches are not set in stone and we would welcome new ideas on how development could be spread across Calderdale.

Which approach do you think is the most appropriate for Calderdale and why?

Do you have any other ideas on how development could be located in Calderdale? (Please provide as much detail as possible with your answer)

5 Next Steps

5.1 All comments received during this consultation will be considered carefully by the Council and will be taken into account in the next stage of preparing the LDF Core Strategy, the Preferred Options Report (Draft Plan). The Preferred Options Report will set out in more detail the spatial option the Council and its partners wish to progress, together with an associated spatial vision, strategic objectives and policies for the whole of Calderdale and the 10 areas. It is currently hoped the Preferred Options Report will be available for comment in Summer 2011. In addition where specific issues are raised through responses to this consultation the Council may undertake specific consultation upon these issues between now and Summer 2011.

5.2 The arrangements for consultation and engagement at each stage of the Core Strategy are set out in the Statement of Community Involvement, available on the Council website.

6 Introduction to our towns

6.1 The remaining chapters of this consultation document provide details of the different areas which make up Calderdale.

6.2 The responses from the winter 2008/09 Issues and Options consultation clearly showed that, of those people who answered the question, most preferred the Core Strategy to have an over-arching vision for Calderdale with complimentary visions for other areas of the district. At the Issues and Options stage, only three areas were considered; Halifax, the Upper Calder Valley and the Lower Calder Valley. In light of comments received[13], and the Coalition Governments localism agenda, more detailed areas are now proposed. It is hoped that splitting Calderdale into a number of areas will enable local residents, communities and other interested parties to have a greater influence on how their local communities develop by providing locally distinctive policies and meaningful opportunities for community engagement. In addition these places will enable communities to develop their own neighbourhood plans within an existing framework for their area.

6.3 This consultation suggests 10 different functional areas within Calderdale:

1. Brighouse/Rastrick
2. Northowram/Shelf/Hipperholme
3. Halifax
4. Elland/Greetland/Holywell Green/Stainland
5. Ripponden/Rishworth/Barkisland
6. Sowerby Bridge
7. Mytholmroyd/Luddendenfoot
8. Hebden Bridge
9. Todmorden
10. Protected Moorland Areas

6.4 The areas have been derived from a number of characteristics which recognise the diversity and distinctiveness of the many communities within and across Calderdale. Each area tries to reflect the associations between where people live and where they are likely to access their daily services, shopping and facilities. The key pieces of evidence used to identify the areas were the Settlement Hierarchy, Spatial Atlas, Retail Needs Study, Employment Land Review, emerging Strategic Housing Market Assessment and the natural geography of Calderdale.

6.5 The identified areas also take account of, but do not strictly follow, current ward boundaries. The result is 10 distinct areas.In most areas, except the Protected Moorland Areas, there is an overlap at the edge with adjoining areas. This is because the zone of influence of individual settlements is not always clear-cut and distinct. In more outlying areas associations between settlements weaken resulting in residents and businesses seeking services within different towns.

6.6 The map Map 6.1 'Area boundaries' shows the general location of each area within Calderdale. Each area, except the Protected Moorland Areas, has also been split into a ‘Primary’ and a ‘Periphery’. The 'Primary' area generally relates to the main urban settlement(s) and roughly follows the urban area boundaries of the RCUDP. The 'Periphery' areas relate to the areas surrounding the urban areas (usually rural/semi-rural in nature) which rely on the identified core area for their services.

6.7 Details of how the different spatial options introduced in 4 'Possible Approaches' relate to individual areas is contained within the discussion on each of the areas. The proposed areas, whilst based upon the current evidence base, are not set in stone. We are keen to hear your views on the whether the areas are meaningful, whether they should be changed and if so what your proposed changes would be.

Vision

6.8 A vision will be developed for each area identifying its role within and complimenting the overall Calderdale vision. The vision will apply to both the Core and Periphery elements of the area. The Protected Moorland

13 for example CABE (the Commission for Architecture and the Built Environment) and The Planning Inspectorate

Areas does not have a 'Primary' and 'Periphery' area due to the rural nature of the whole area. In addition because of its international designation the vision for this area will be restrictive and severely limit development.

Policy

6.9 There will be differences in policy interpretation between the 'Primary' and 'Periphery' areas due to the respective urban and rural/ semi-rural characteristics of each. The vision of each area will be a material consideration in the determination of planning applications. Within overlapping areas it is proposed decision makers will need to consider the visions of all the areas which overlap and add due weight as appropriate.

6.10 It is proposed the Periphery areas will have a general policy which covers development in these areas due to their rural/semi-rural nature. Whilst this policy will apply to all periphery areas it will need to be read in the context of the relevant vision for the area.

Question 6

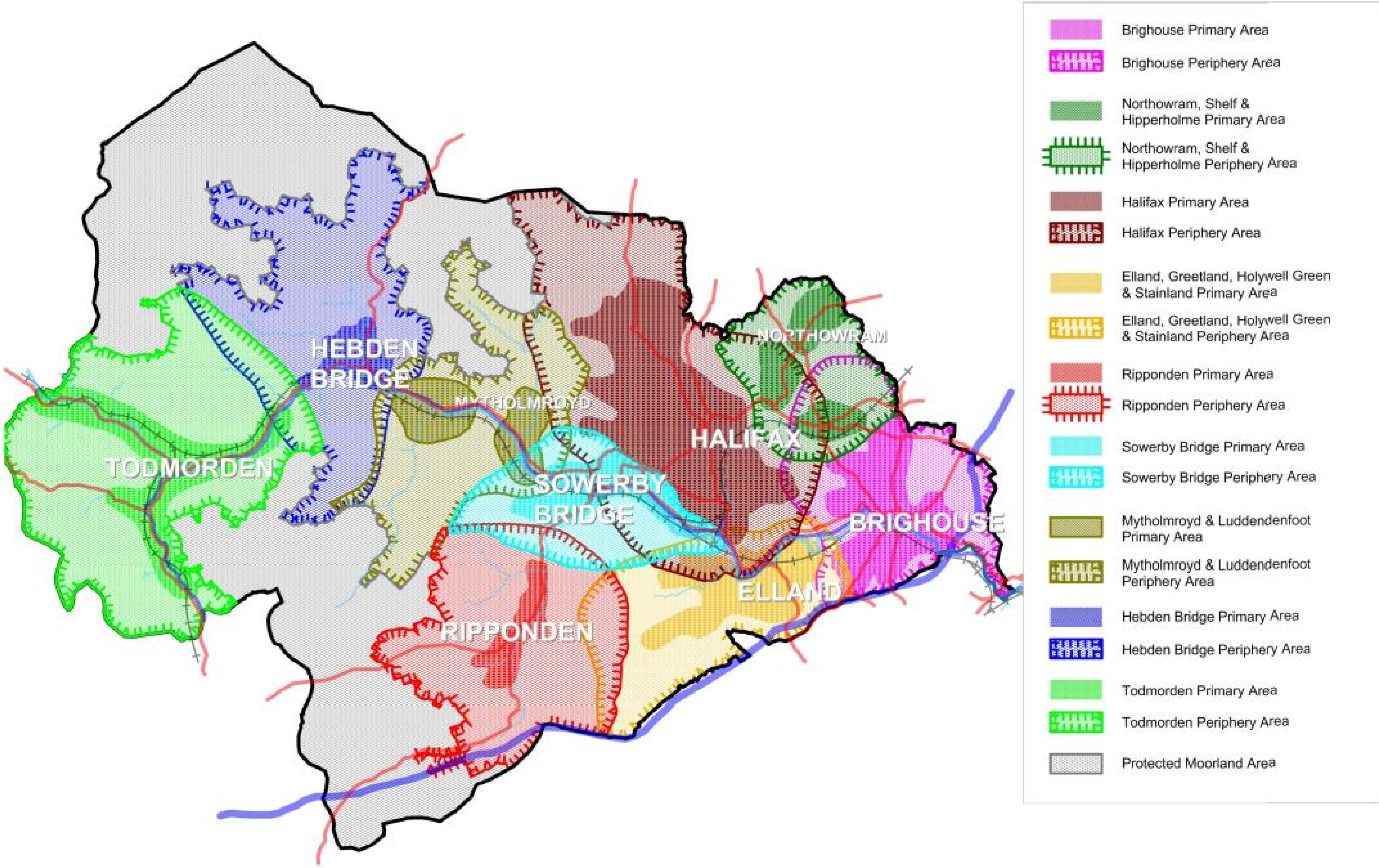
Core Strategy Areas

Do you agree with the 10 areas identified in Area boundaries?

(If you think they should be changed please explain what changes you would make and your reasons)

Do you agree with the proposed 'Primary' and 'Periphery' approach to policy development?

Map 6.1 Area boundaries



7 Brighouse/Rastrick

Brief History

7.1 Brighouse developed around a crossing of the River Calder, believed to have formed part of the Roman route between Wakefield and Manchester. The first recorded wooden structure was present in 1275 and was followed by a stone replacement in 1558. The river provided power for the flour milling industry and the textile mills. Brighouse's industry was further helped by the construction of the Calder and Hebble Navigation which commenced in 1757.

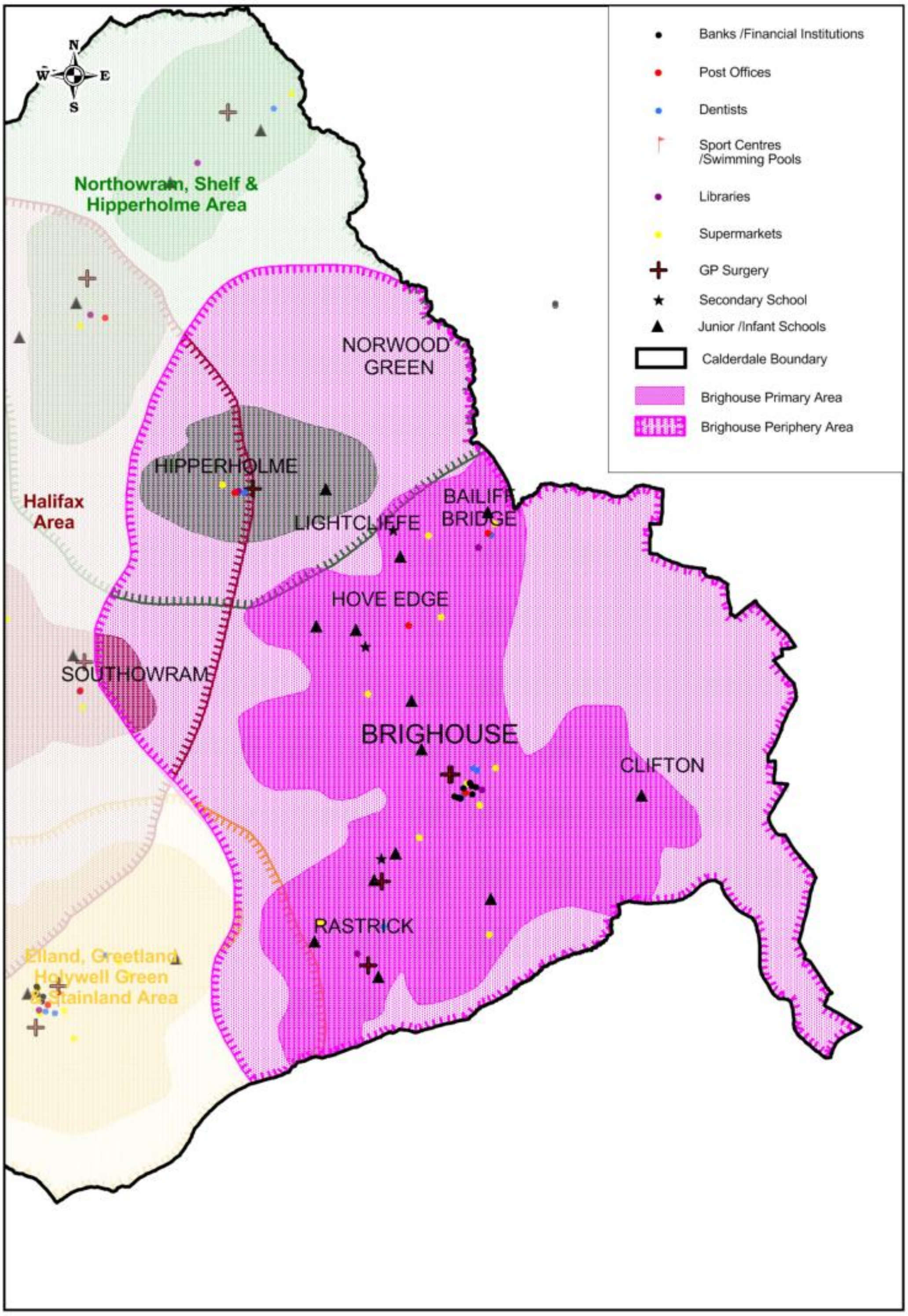
Role of Place

7.2 The Settlement Hierarchy identifies Brighouse (including Bailiff Bridge, Hipperholme, Hove Edge, Lightcliffe and Rastrick) as a principal town and as such it has the second most significant role after Halifax. Its role is as a main focus for housing, employment, shopping, leisure, education, health and cultural facilities whilst also providing good transport links between Brighouse and other surrounding towns and cities.

7.3 Other settlements in this area include Elland Lower Edge and Elland Upper Edge which are classified as Neighbourhood/Small Rural Centres. The settlement hierarchy identifies their role as providing for locally generated needs for affordable housing within existing development limits and small-scale opportunities for economic development and diversification.

7.4 According to the settlement hierarchy, Brighouse is second only to Halifax in terms of the most sustainable settlement within Calderdale. As the facilities and services map shows, the Brighouse area has a high number of services within the centre, with a number of smaller settlements (for instance Rastrick and Bailiff Bridge) hosting a limited number of facilities. Where facilities within the Brighouse area are not available, the area is well connected in terms of public transport services to major centres.

Map 7.1 Brighouse Area Services and Facilities.



Key Characteristics and Challenges

Population

7.5 The Brighouse area covers a population of almost 35,000 people, approximately 17% of the total population of Calderdale. This area has seen one of the smallest increases in population since 2001 of all the Calderdale areas, only 2.1%. The age structure of the local population broadly reflects the averages across Calderdale, however in general there are fewer younger people in the Brighouse area and a greater proportion of all age groups over 45 years of age.

Table 7.1 Population details of Brighouse area by age group

		0-15	16-24	25-44	45-64	65-74	75+	Total
Population 2009	Brighouse (No.)	6,163	3,427	8,679	9,918	3,357	3,080	34,624
	Brighouse (%)	17.8	9.9	25.1	28.6	9.7	8.9	-
	Calderdale (%)	19.9	10.9	26.5	26.9	8.2	7.4	-
Change since 2001	Brighouse (No.)	-375	482	-921	911	440	181	718
	Brighouse (%)	-1.5	1.2	-3.2	2.1	1.1	0.3	-

(August 2010 Patient Register data, adjusted to official mid-2009 population estimates)

Employment

7.6 Approximately 12,300 people are employed within the Brighouse/ Rastrick area (2008), with over 50% of the jobs found within Brighouse town centre and the Armytage Road area. The main employment sectors are distribution, hotels and restaurants as well as manufacturing both of which contribute a higher percentage of jobs to the area compared to the Calderdale average. This provides a mixed picture for future job growth in the area as jobs in manufacturing are expected to continue to decline, whilst those in distribution, hotels and restaurants are expected to increase. Brighouse is an attractive location for office and industrial/ warehouse development due to the availability of relatively flat land and proximity to the M62. The Employment Land Review (2008) identifies shortages of large units over 20,000sqft and small units below 2,500sqft within the area.

Table 7.2 Percentage employed in different sectors within Brighouse/Rastrick

Employment Sector	Agriculture & Fishing	Energy & Water	Manufacturing	Construction	Distribution Hotels & Restaurants	Transport & Communications	Banking Finance & Insurance	Public Administration, Education & Health	Other Services
Calderdale	<1%	<1%	19%	5%	22%	4%	25%	21%	4%
Brighouse/ Rastrick	<1%	<1%	25%	5%	30%	4%	15%	18%	3%

(Annual Business Inquiry 2008; Percentages are rounded due to data protection issues)

Social Issues

7.7 According to the Index of Multiple Deprivation, the Brighouse / Rastrick area contains the least deprived part of Calderdale, which overlaps with the Northowram, Shelf and Hipperholme area. However, only the Halifax area has a bigger variation between the least and most deprived parts. The overall incidences of health and disability deprivation within the area compare favourably with the rest of Calderdale, although again significant variations exist. Overall 18.2% of the area's population experience a limiting long term illness, similar to the Calderdale figure of 18.4%. Some 4.1% of residents are in receipt of the Disability Living Allowance, which is lower than the Calderdale figure of 4.7%, and 3.6% of residents are in receipt of Incapacity Benefit / Severe Disablement Allowance, again lower than the Calderdale figure of 4.4%.

Housing

7.8 In November 2010 there were 15,396 households within the Brighouse area. Over the past 10 years a total of 1,356 new houses were built, an increase of approximately 9% in the total housing stock (slightly lower than the 10% Calderdale wide). The proportions of house types, and the size of properties built over this period, broadly reflect the averages across Calderdale. Flats/apartments/maisonettes were the most common type of property built and, in terms of size, 2-bed properties were most prevalent. Almost 80% of the new housing was new-build, compared to 72% Calderdale wide. Within the area there are in the order of 285 dwellings which have been empty for more than 6 months.

Table 7.3 New housing completions in Brighouse area between 2000-2010

	Total no. of Completions	% Flat/ Maisonette/ Apartment	% Terraced	% Semi-detached	% Detached	% 1 bed	% 2 bed	% 3 bed	% 4 bed	% 5+ bed	% increase
Calderdale	8,499	45.5	29.0	7.7	17.7	10.1	41.7	26.6	18.3	3.3	10.1
Brighouse	1,356	44.0	25.0	8.9	22.2	10.1	38.4	24.0	22.5	4.9	9.0

(Housing Land Availability monitoring database, Calderdale MBC)

Town Centres

7.9 Brighouse town centre has recently fallen within the national retail rankings (from 575th to 754th between 2004 and 2008). As a town centre Brighouse currently performs a very significant convenience shopping role, with 28.5% of total floorspace occupied by convenience retailers, the highest of all Calderdale centres and over twice the national average. As a result the town centre has a relatively low provision of leisure and retail services.

Table 7.4 Composition of Retail and Leisure in Brighouse town centre, August 2009

	Total floorspace (sqm)	% Convenience	% Comparison	% Retail Service	% Leisure Service	% Financial and Business Service	% Vacant
National (UK)	-	14.2	37.8	7.0	22.7	8.7	8.9
Calderdale	251,154	18.9	22.8	10.8	27.4	7.4	12.8
Brighouse	35,440	28.5	26.0	6.6	18.3	7.5	13.0

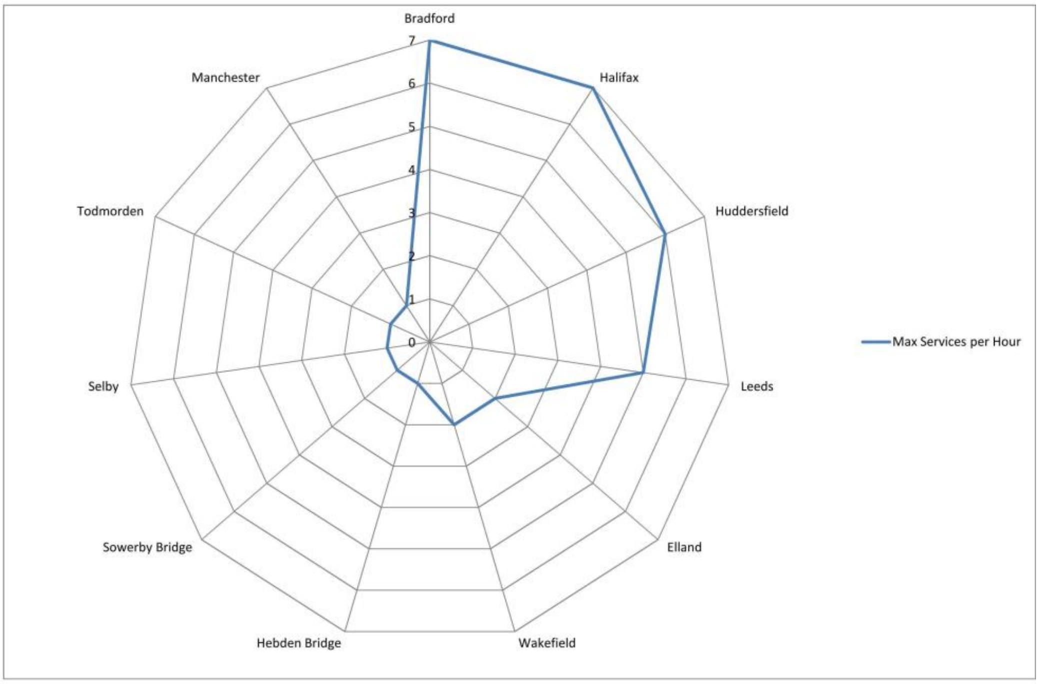
(Retail Needs Assessment 2009, White Young Green)

7.10 The total existing retail and leisure floorspace within the centre is 35,440sqm (estimated turnover/spend of £88.60m). To retain the current market share of expenditure, there is an estimated capacity for another 1,610-3,860sqm of convenience retail, and 4,505-7,505sqm comparison floorspace to 2026.

Transport

7.11 The graph below shows the maximum number of public transport services per hour to and from Brighouse. Major centres such as Bradford, Halifax, Huddersfield and Leeds are well connected. However, local towns and centres such as Elland, Hebden Bridge, Sowerby Bridge and Todmorden are poorly connected as are settlements outside West Yorkshire.

Figure 7.1 Maximum Public Transport Services per hour to and from Brighouse



7.12 By 2025 it is anticipated there could be potential congestion and delays within and around Brighouse town centre at any time of day due to forecast increases in background traffic growth. Government predictions estimate over a 24% increase in traffic growth in the Brighouse area between 2009 and 2025, compared to a figure of approximately16% on average for Great Britain. This means it could take up to 3 and a half minutes longer to get through the town centre and reach junction 25 of the M62 in 2025 compared to 2009.

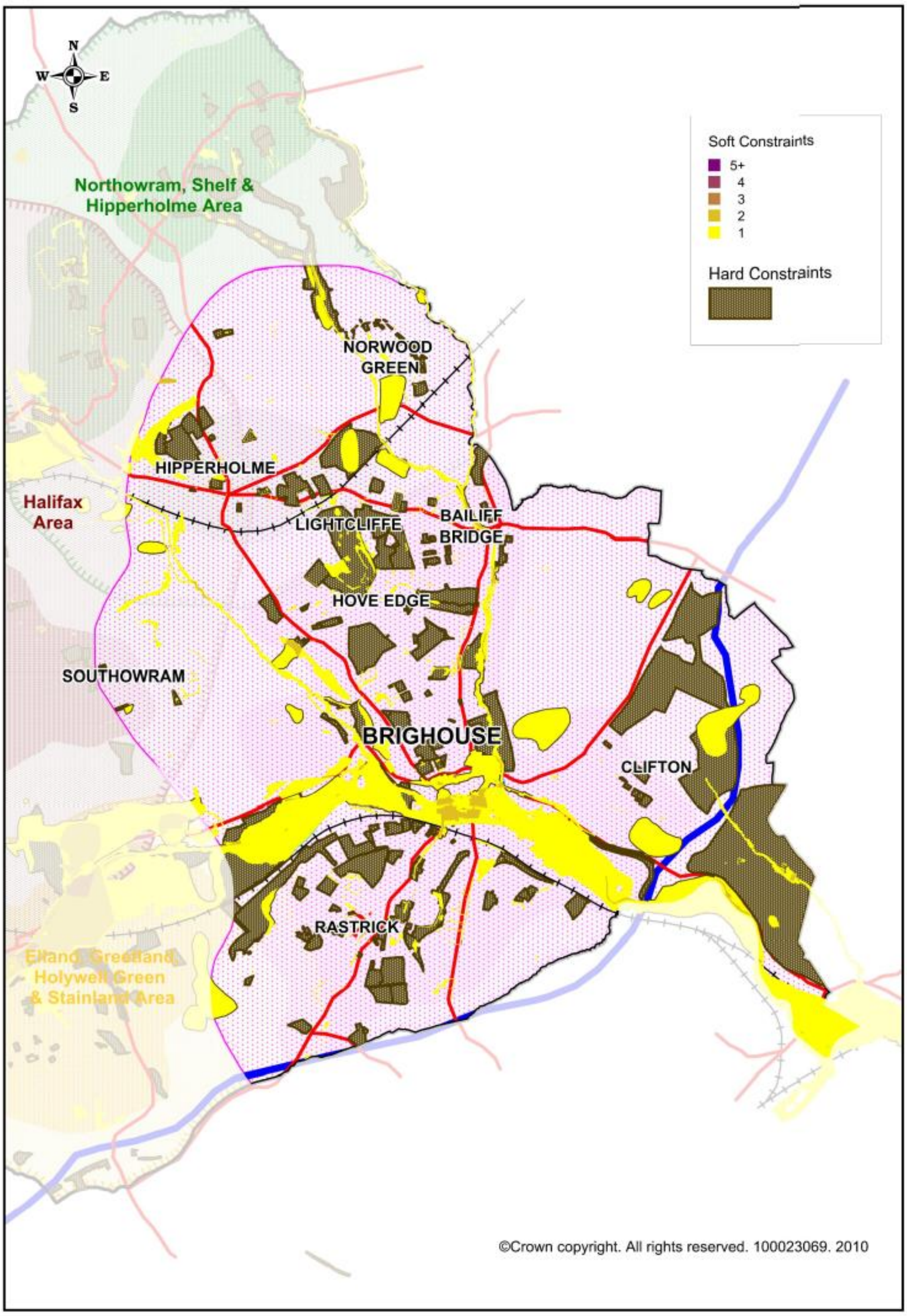
Schools

7.13 There are a total of 16 schools in the area (13 Junior, Infant & Primary, 3 Secondary) accommodating a total of 7,250 pupils across all years. A total of 1,285 new school places were available in the 2010/11 year, of which 97% were filled, with 12 of the 16 schools at, or above, full capacity from the new intake.

Heritage

7.14 Per population, the area has the lowest number of Grade 1 and II* listed buildings in the district. There are a total of 3 Grade I listed (Kirklees Hall and Kirklees Park buildings), 11 Grade II* listed, and a further 164 Grade II listed buildings across Brighouse. Including registered parks and gardens, and ancient monuments, Brighouse has a heritage asset for every 192 people, compared to Halifax (203) and Hebden Bridge (23).

Map 7.2 Environmental Constraints in Brighouse and Rastrick



Environmental Constraints

7.15 The Environmental Constraints map shows hard and soft constraints for the Brighouse and Rastrick area. Hard constraints are those which are difficult to overcome and include Historic Parks and Gardens, Open Space, Local Nature Reserves, Sites of Ecological and Geological Importance and the Functional Floodplain.

7.16 Soft constraints are those which can either be changed through the LDF process, provide protection but do not rule out development, or are infrastructure constraints which maybe overcome by funding from future development. The soft constraints in the Brighouse and Rastrick area include Listed Buildings, Flood Zones 2 and 3a and Tree Preservation Orders.

7.17 The Green Belt is also considered to be a soft constraint. This has not been mapped because nearly every area outside of the main urban area is covered by this designation which when mapped masks the presence of other constraints.

7.18 The key issues and challenges facing the Brighouse/Rastrick Area can be summarised as follows:

- The need to accommodate a greater share of the district wide projected increase in population given its role as a Principal Town
- The need to provide new housing including affordable housing to meet the needs of the population regarding size and type of dwellings, particularly reflecting the above district average of older people in this area. The recent development of flats needs to be replaced by the provision of family housing, particularly if a balanced age profile is to be achieved.
- The implications of growth for existing services and facilities including schools.
- The need to address the decline in manufacturing industry given its significance in this area and to maximise the potential its location offers in terms of proximity to the motorway network. Overcoming the lack of large units and small units as highlighted in the ELR is integral to addressing this issue.
- There is a need to increase the comparison retail offer and provision of leisure facilities.

An Emerging Vision

7.19 The specific vision for this area must fit within the district wide vision set out in 'VISION FOR CALDERDALE - 2026' earlier in this document.

7.20 Possible visions for this could be as follows:

1. To fulfil its role as a Principal Town and the second ranking town in the district Brighouse including its component settlements will accommodate a significant proportion of the district's housing and employment needs. These will be supported by quality services and facilities and achieved whilst respecting the area's natural and built/historic assets.
2. To support existing employment but only limited growth whilst accommodating an increased and balanced population whose employment needs will be met in other areas. Improvements to public transport, particularly rail would be provided to enable easy access to these and other employment opportunities beyond the Brighouse Area. The residential areas would be of high quality and maximising the use of previously developed land including former employment premises no longer suitable and required for employment purposes.

Opportunities that Exist

Employment opportunities

7.21 The area around Cooper Bridge, within Kirklees but adjoining the Calderdale border has been put forward by Kirklees as a new 50ha employment site. Complimentary development including new sites and infrastructure in Calderdale could create a new regionally important employment site. Whilst the majority of the land is within Kirklees, it could provide a long-term employment growth area which would benefit both Calderdale and Kirklees. Access to the motorway and its capacity to deal with new employment development either at Clifton or Cooper Bridge will need to be assessed. However the Council are working closely with the Highways Agency to consider any issues which may arise from these options.

Existing employment sites

7.22 The Employment Land Review (December 2008) identifies Eastern Calderdale, including Brighouse, as being the most marketable for existing and prospective employers due to the proximity to the national motorway network and major settlements. The Armytage Road area already contains many successful business premises. The review also suggests that the existing undeveloped office site at Wakefield Road, Clifton could provide a long-term resource for employment in the area as well as the whole of Calderdale.

Existing transport links

7.23 Whilst there are good links to the motorway network there are problems around some of the other main transport corridors in this area. Of particular significance is the Halifax/Leeds Road and Brighouse Road crossroads (Hipperholme Crossroads) which is often congested, particularly at peak times. This is inhibiting the development of two significant employment allocations in the RCUDP which lie to the south of this junction. Current development values for employment land are unlikely to generate the funding required to improve the junction capacity to allow employment development on these two sites.

Proposals for improved transport links

7.24 Increasing the frequency of trains using the Caldervale line through Brighouse to towns and cities outside the area and building a new station at Hipperholme would provide increased opportunities to access employment outside the area whilst reducing use of the private car. A lack of capacity on the line is currently preventing the accommodation of a new station at Hipperholme but this may be overcome in the future through modernisation of the line including signalling improvements and/or electrification. Significant development in this area, particularly given its status as a new growth point would help the case for a new station.

Improvements to Brighouse town centre

7.25 There are opportunities and initiatives to improve the retail offer and environmental quality of Brighouse town centre and these would be assisted by an increase in the area's population given the increased retail floorspace this level of expenditure would support.

New Centre for Hipperholme

7.26 Currently the retail centre of Hipperholme is situated on the busy Hipperholme crossroads. Development within the area could provide a new retail centre for the settlement together with employment opportunities away from the crossroads. If the area was identified as a growth area a masterplanning exercise may be required to develop the settlement into a thriving urban centre which works for current and future residents.

Strategic Housing Land Availability Assessment (SHLAA)

7.27 The SHLAA identifies sites within the Brighouse Greater Town area capable of delivering in the order of 4500 dwellings over the next 15 years although this figure includes sites within the current green belt. It is therefore unlikely that all of these sites will ultimately be allocated for development but some green belt boundary changes will be required if the area is to grow.

7.28 The southern end of Rastrick presents a number of opportunities where land is known to be available for development as a result of the 'Call for Sites' Exercise. Other land put forward in the neighbouring district of Kirklees could present the opportunity for a joint approach incorporating land on both sides of the district boundary although this would require further investigation. Opportunities arising from development in this area include the fact that it could be largely integrated with the fabric or the existing settlement and round off the developed part of the settlement as opposed to extending into open countryside beyond the settlement boundary. This would also enable maximising the use of existing infrastructure including public transport and enhance the sustainability of this part of Rastrick. Utilising land on the fringe of Rastrick reduces the need to intrude into areas of higher quality Green Belt in terms of landscape value and agricultural use. Development on a significant scale could support shops and other services which are currently lacking in this area.

7.29 These opportunities are tempered by the presence of the M62 motorway given the resulting air quality and traffic noise issues. In some parts of this area the ground has been filled and therefore ground investigations would be required to establish the real potential of this area. The risk of eroding the gap between Rastrick and Elland would have to be addressed otherwise one of the principal purposes of the green belt would be undermined.

District Wide Spatial Options

7.30 Being the principal town and second settlement in the hierarchy to Halifax the 4 spatial options outlined in 4 'Possible Approaches' all seek to accommodate a significant amount of growth in the Brighouse Area. All 4 Options would result in significant development in the Brighouse Area providing opportunities to improve services and facilities. However, Option 1 "Focus on Eastern Calderdale" would provide the best opportunity of obtaining a new rail station at Hipperholme. Overall therefore, Vision number 1 for this area aligns most closely with Spatial Option Number 1.

7.31 All 4 Spatial Options would align to some extent with Vision number 2 for the Brighouse Area (limited employment growth but increased population growth) but some aspects have more affinity with Spatial Option Number 4 "Current Role and Function" and these may result in employment opportunities in smaller centres diminishing.

Question 7

Questions to consider about the Brighouse/Rastick area

The Core Strategy will deal with built development, infrastructure and services; bearing this in mind what are your big concerns and hopes for the area? Some things you may want to consider could include the need for new housing, shops, open spaces, services, employment, public transport or your local school. You can be as wide ranging as you like.

1. What is it you really like and dislike about the area?
2. What would you change about the area?
3. What are your hopes for the area – how would you like it to look and feel in 20 years time?
4. What do you think will get in the way of getting those hopes met?
5. What are the key actions that will make these hopes a reality?

8 Northowram/Shelf/Hipperholme

Brief History

8.1 Northowram, Shelf and Hipperholme are located in the north east of the district between Halifax and Bradford. The majority of the developed land runs alongside the A6036 Bradford Road from Stump Cross through Northowram, Stone Chair and Shelf, and on the A58 through Hipperholme and Lightcliffe. Part of an important Bronze Age trade route, Northowram is referred to in the Domesday book. As woodland was cleared to make space for agriculture, many small settlements were formed during 1200-1400. The corn from the farms was milled at Shibden Mill, one of the earliest mills within the district, the original building standing for over 600 years. Quarrying, which formed an important part of the local economy, was also recorded for the first time during this period. Mining also occurred, with stone and coal being extracted. Northowram retained its rural nature during the Industrial Revolution and into the 20th century largely due to the absence of canals and railways.

8.2 Shelf, slightly north east of Northowram, is one of the highest settlements within Calderdale, and like Northowram is mentioned in the Domesday book. Documents relating to farmsteads go back to the 1600s, and as with the other settlements in the area, mining and quarrying has played an important part of the development of the settlement, with records of coal mining in the township going as far back as the 1500s. (14)

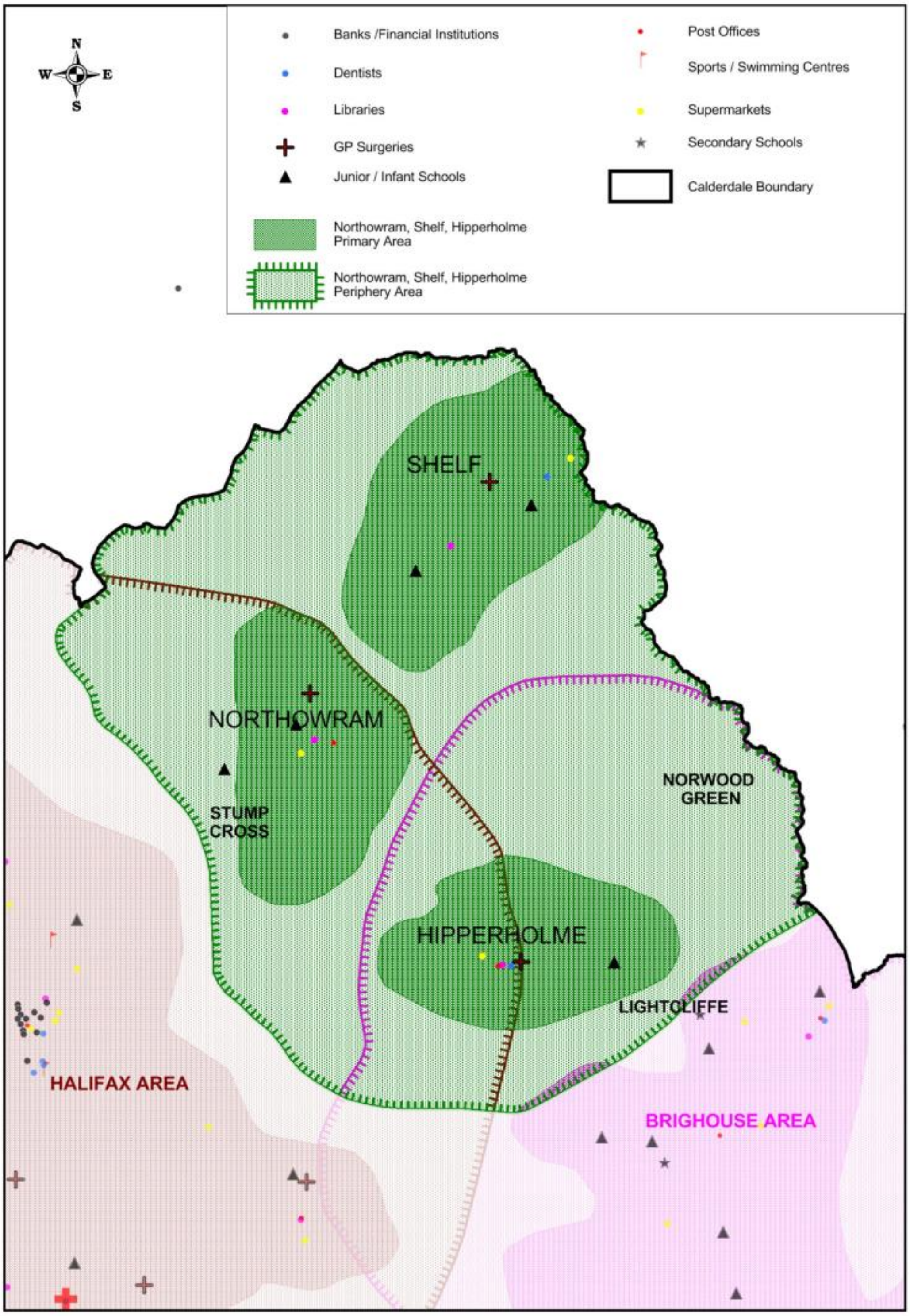
8.3 Hipperholme, at one point a larger settlement than the neighbouring town of Brighouse, was the centre of an old township. From the 17th century, the township was divided into a number of smaller areas; Hipperholme, Norwood Green, Lightcliffe, Hove Edge and Brighouse. Hipperholme was originally centred around the Towngate, compared to the present day centre at the crossroads. The Hipperholme Grammar School has occupied its current site since 1661,and the town's railway station operated between 1850 and 1953, bringing thousands of visitors to Sunny Vale Pleasure Gardens.

Role of Place

8.4 Compared to other areas, Northowram, Shelf, and Hipperholme have fewer facilities and services overall. Shelf and Northowram are considered to perform a 'Local Centre' role in terms of Calderdale's settlement hierarchy, providing for locally generated needs for services. Hipperholme hosts a limited number of facilities; however access to higher level centres such as Brighouse and Halifax is considered to be relatively good.

14 The Bradford Antiquary, 'Coming to Grips with Shelf'

Map 8.1 Northowram, Shelf and Hipperholme Area Services and Facilities



Key Characteristics and Challenges

Population

8.5 The Northowram/Shelf/Hipperholme area covers a population of around 15,000 people, approximately 7% of the total population of Calderdale. Since 2001 this area has seen a fairly typical (of all the Calderdale areas) increase in its population, of 5.3%. The age structure of the local population shows a significantly larger proportion of older residents than is typical across Calderdale. 19.4% of residents are over 65, in comparison with 15.6% across Calderdale. A significantly greater number of older working age population

(45-64) also live in the area, meaning that there are fewer younger residents, particularly in the 0-15 age group.

Table 8.1 Population details of Northowram/Shelf/Hipperholme area by age group

		0-15	16-24	25-44	45-64	65-74	75+	Total
Population 2009	Northowram/ Shelf/ Hipperholme (No.)	2,554	1,428	3,556	4,596	1,514	1,407	15,054
	Northowram/ Shelf/ Hipperholme (%)	17.0	9.5	23.6	30.5	10.1	9.3	-
	Calderdale (%)	19.9	10.9	26.5	26.9	8.2	7.4	-
Change since 2001	Northowram/ Shelf/ Hipperholme (No.)	-65	294	-438	507	234	222	754
	Northowram/ Shelf/ Hipperholme (%)	-1.4	1.6	-4.3	1.9	1.1	1.1	-

(August 2010 Patient Register data, adjusted to official mid-2009 population estimates)

Employment

8.6 Over 3,100 people work within the area (2008), and whilst these jobs are spread across the whole area higher concentrations can be found in Hipperholme (over 800) centred around the cross roads and Brighouse Road. Manufacturing is the most significant employment sector accounting for nearly a third of all jobs within the area (13% higher than the Calderdale average). This high reliance upon manufacturing could make the area vulnerable given the predicted reductions in these types of jobs in the future.

Table 8.2 Percentage employed in different sectors within Northowram/Shelf/Hipperholme

Employment Sector	Agriculture & Fishing	Energy & Water	Manufacturing	Construction	Distribution Hotels & Restaurants	Transport & Communications	Banking Finance & Insurance	Public Administration, Education & Health	Other Services
Calderdale	<1%	<1%	19%	5%	22%	4%	25%	21%	4%
Northowram/ Shelf/ Hipperholme	<1%	<1%	32%	8%	27%	2%	14%	19%	3%

(Annual Business Inquiry 2008; Percentages are rounded due to data protection issues)

Social Issues

8.7 In terms of the Index of Multiple Deprivation the area is one of the least deprived within Calderdale, and the least deprived part of Calderdale falls within both this area and the Brighouse area. The incidences of health and disability deprivation also compare favourably. Only one other area, Ripponden / Rishworth, has a lower percentage of residents experiencing a limiting long-term illness, 13.8% compared to this area's 15.5%. The area also scores well when considering the percentage of residents in receipt of Disability Living Allowance, only 2.7% of residents are in receipt of this benefit, compared to the overall Calderdale figure of 4.7%; with regards to Incapacity Benefit / Severe Disablement Allowance the figure is 2%, whereas the Calderdale figure is 4.4%, and is the lowest percentage out of all the areas.

Housing

8.8 In November 2010 there were 6,475 households within the area. Over the past 10 years a total of 562 new houses were built, an increase of approximately 9% in the total housing stock (compared to 10% Calderdale wide). A greater proportion of new dwellings were detached compared to the average (33% compared to only 18% across Calderdale). This is also most likely linked to the significantly higher rates of 5-bed properties or larger (14% compared to 3% across Calderdale) and new build properties (88% compared to 72% across Calderdale) completed in the area. Within the area there are in the order of 115 dwellings which have been empty for more than 6 months.

Table 8.3 New housing completions in Northowram/Hipperholme/Shelf between 2000-2010

	Total no. of Completions	% Flat/ Maisonette/ Apartment	% Terraced	% Semi-detached	% Detached	% 1 bed	% 2 bed	% 3 bed	% 4 bed	% 5+ bed	% increase
Calderdale	8,499	45.5	29.0	7.7	17.7	10.1	41.7	26.6	18.3	3.3	10.1
Northowram/ Hipperholme/ Shelf	562	32.3	27.7	7.3	32.6	4.2	33.5	27.1	21.5	13.7	9.0

(Housing Land Availability monitoring database, Calderdale MBC)

Town Centres

8.9 Hipperholme centre provides a relatively high proportion of convenience based retail floorspace (22%) with the highest component of floorspace in the centre offering leisure services (24%). Vacancy rates in the centre are also relatively high, at 17% of total floorspace. The total existing retail and leisure floorspace is 3,123sqm. No reliable data is available on the estimated capacity for growth or expenditure in the centre, nor is there any data available on retailing in Northowram and Shelf as they are classified as lower order centres in the current RCUDP and therefore not included in the table below.

Table 8.4 Composition of Retail and Leisure in Hipperholme local centre, May 2008

	Total floorspace (sqm)	% Convenience	% Comparison	% Retail Service	% Leisure Service	% Financial and Business Service	% Vacant
National (UK)	-	14.2	37.8	7.0	22.7	8.7	8.9
Calderdale	251,154	18.9	22.8	10.8	27.4	7.4	12.8
Hipperholme	3,123	21.6	11.8	13.8	23.9	11.6	17.3

(Retail Needs Assessment 2009, White Young Green)

Transport

8.10 The graphs below show the maximum number of public transport services per hour to and from Northowram, Shelf and Hipperholme. Northowram has a moderate level of public transport provision to Halifax, Bradford and Shelf. Shelf has a moderate level of public transport provision to Halifax, Bradford and Northowram. Hipperholme is well connected to Halifax and Brighouse but is poorly connected to Leeds.

Figure 8.1 Maximum Public Transport Services per hour to and from Northowram

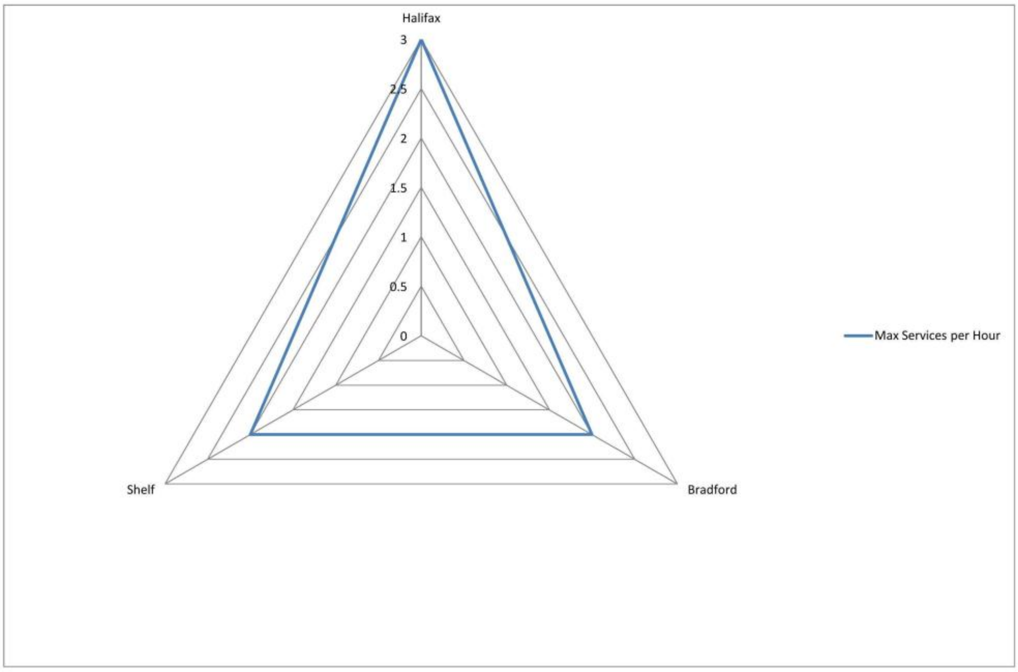


Figure 8.2 Maximum Public Transport Services per hour to and from Shelf

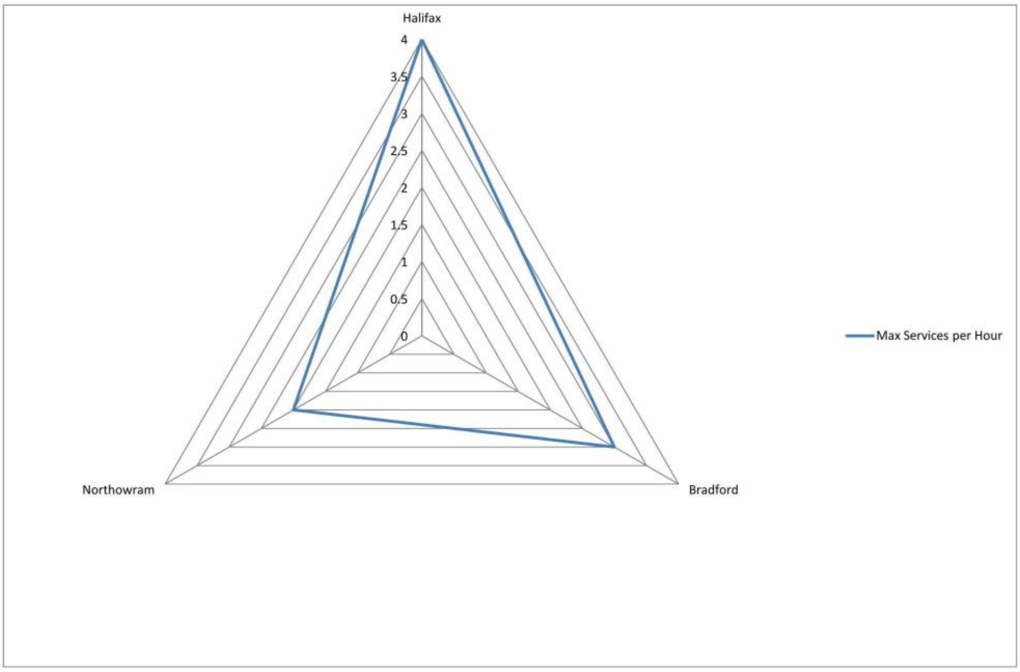
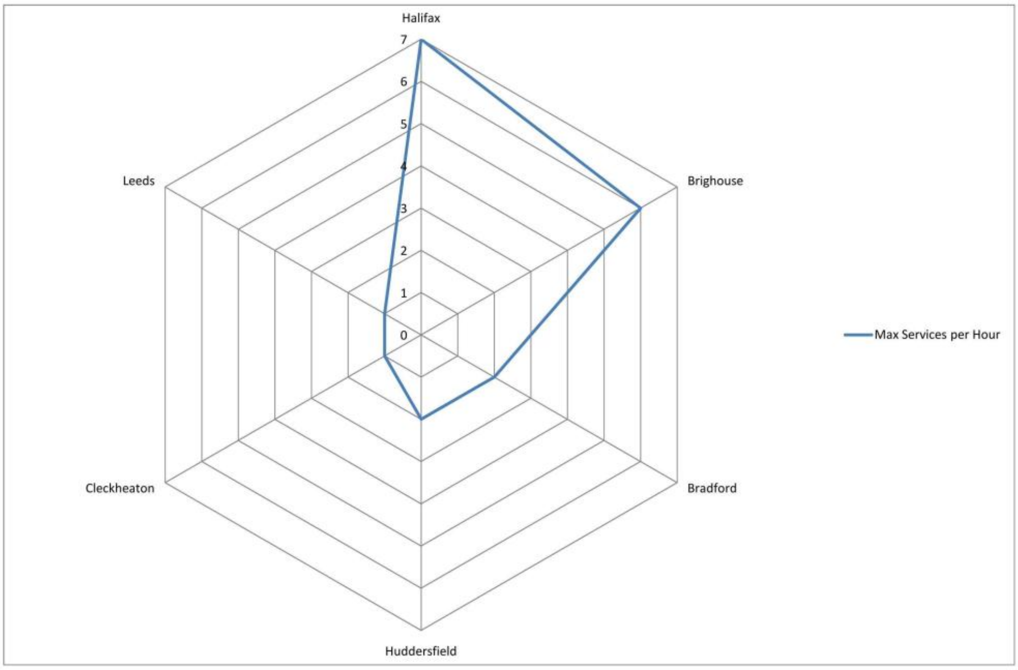


Figure 8.3 Maximum Public Transport Services per hour to and from Hipperholme



8.11 As frequent travellers along the A58 will be aware the crossroads at Hipperholme and Stump Cross can experience delays at any time of day. Government forecasts indicate an increase in traffic growth between 22 and 24% between 2009 and 2025, compared to a figure of approximately16% on average for Great Britain. This general growth in traffic over the period is likely to mean in 2025 it could take an extra 6 to 7 minutes to travel from junction 26 of the M62 to Halifax town centre in the morning and 3 to 4 minutes to do the return journey in the evening than in 2009.

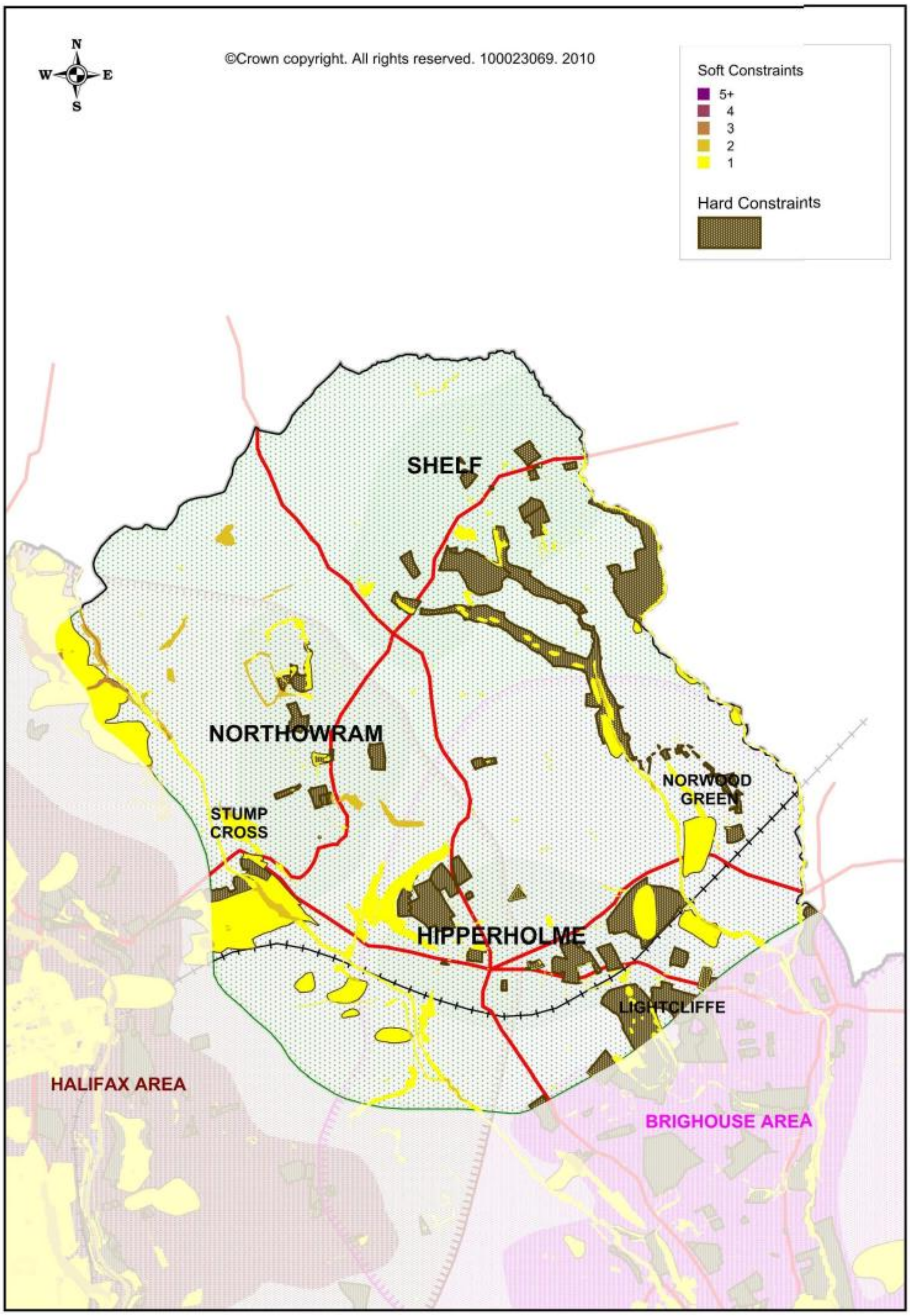
Schools

8.12 There are 5 schools in the area (all Primary schools) accommodating a total of 1,434 pupils across all years. A total of 210 new school places were available in the 2010/11 year, of which 91% were filled, with only 1 of the 5 schools at full capacity from the new intake.

Heritage

8.13 The area has 1 Grade I listed building (High Bentley in Shelf), 9 Grade II* listed and a further 98 Grade II listed buildings. Together with ancient monuments and registered parks and gardens, there is a heritage asset for every 138 of the population in this area, compared to Halifax (203) and Hebden Bridge (23).

Map 8.2 Environmental Constraints in Northowram, Shelf and Hipperholme



Environmental Constraints

8.14 The Environmental Constraints map shows hard and soft constraints for the Northowram, Shelf and Hipperholme area. Hard constraints are those which are difficult to overcome and include Common Land, Historic Parks and Gardens, Local Nature Reserves, Open Space, and Sites of Ecological and Geological Importance.

8.15 Soft constraints are those which can either be changed through the LDF process, provide protection but do not rule out development, or are infrastructure constraints which maybe overcome by funding from future development. The soft constraints in the Northowram, Shelf and Hipperholme area include Air

Quality Management Areas, Conservation Areas, Listed Buildings, Potentially Unstable Land and Tree Preservation Orders.

8.16 The Green Belt is also considered to be a soft constraint. This has not been mapped because nearly every area outside of the main urban area is covered by this designation which when mapped masks the presence of other constraints.

An Emerging Vision

8.17 As with all the other areas, the Northowram, Shelf, and Hipperholme area should have its own vision within the Core Strategy, setting out where it wants to be both as a place and a community in 2026. The following draft vision is intended to be a starting point, and is an example of what a vision could be; suggestions received during the rounds of public consultation will form the final agreed vision.

> *'By 2026 Hipperholme will have a varied economic base, with Northowram and Shelf meeting local needs; Hipperholme will have a new centre as part of improvements to the crossroads, and the area will have improved public transport and accessibility to local jobs and jobs in Halifax and Bradford. New development will reflect the local need and additional community facilities will be established which cater for different sections of the community'.*

Opportunities that Exist

8.18 There are two significant employment allocations, identified in the adopted RCUDP 2006, to the south of Hipperholme crossroads. Development of the employment allocations has been inhibited by the highway capacity of the Halifax/ Leeds Road and Brighouse Road crossroads (Hipperholme Crossroads) which is often congested, particularly at peak times. Current development values for employment land are unlikely to generate the money required to change the junction and improve its capacity to allow employment development on these two sites. To provide relevant development values to enable improvements to the junction to be made the schemes on the two sites would need to be housing led but could also include a new retail centre, employment and services. The Employment Land Review, December 2008, indicates that the Hipperholme crossroads bottleneck deters businesses from locating in Halifax and North Halifax, and will continue to do so in the future unless junction improvements take place. This is especially important for North Halifax as it is one of the most deprived areas in the district. A full transport assessment of the junction would be required to identify the most appropriate solution to the current congestion problems, including public transport solutions.

8.19 Of the two remaining settlements, Shelf currently has the larger area designated as employment land, at Clough Mills, Stone Chair and Wade House Road.

8.20 The area has the advantage of relatively good transport links to both Halifax and Bradford, and improvements to the public transport corridor from / to Bradford, Halifax and Huddersfield would further improve the accessibility to and from these centres to access employment opportunities.

8.21 The Strategic Housing Land Availability Assessment (SHLAA) has identified areas of land that are available for development within the Northowram, Shelf and Hipperholme area.

New Centre for Hipperholme

8.22 Currently the retail centre of Hipperholme is situated on the busy Hipperholme crossroads. Development within the area could provide a new retail centre for the settlement together with employment opportunities away from the crossroads. If the area was identified as a growth area a masterplanning exercise may be required to develop the settlement into a thriving urban centre which works for current and future residents.

Opportunities for affordable housing

8.23 In 2007 Hipperholme and Northowram, had the highest house prices in Calderdale. As indicated, this area has experienced a higher than average building rate of larger dwellings compared to the Calderdale average. Additional information concerning the need and type of housing required in the area will be provided by the Strategic Housing Market Assessment (SHMA) that is currently being undertaken, and due for completion in Spring 2011.

Potential Railway Station

8.24 A railway station previously existed in Hipperholme, on Station Road near Old Halifax Road, west of Hipperholme Crossroads. If significant development did occur the case for re-opening this station would be improved. It is, however, understood there is a current lack of capacity on the line to accommodate a new station at Hipperholme. This capacity issue may be overcome in the future through modernisation of the line including signalling improvements and/ or electrification therefore if there was sufficient demand from commuters a case could be made to re-open the station.

District Wide Spatial Options

8.25 Within the 4 Spatial Options presented in 4 'Possible Approaches', Hipperholme is incorporated into the Brighouse area , whilst Northowram and Shelf are classed as either 'Local Towns' or 'Local Centres'. Option 1 "Focus on Eastern Calderdale" is likely to have the biggest impact on this area, which suggests that Northowram and Shelf accommodate between 5 and 10% of the overall growth, with Brighouse (including Hipperholme) expected to accommodate up to 20%. Brighouse and Elland are expected to accommodate up to a 50% increase in office accommodation and retain or improve current levels of industry and warehousing. All three settlements are identified as potential areas for housing growth, alongside small scale office accommodation in Northowram and Shelf. The Halifax/ Bradford corridor through Northowram and Shelf would be an area of growth through this option, making the most of connections and movements between these two major centres and improving access to employment in the two major centres.

8.26 Option 2 "Enhance the role of Todmorden" and Option 3 "Enhance the role of Elland" enhance the roles of Todmorden and Elland respectively; as a result both Northowram and Shelf are classed as a Local Centre accommodating minimal growth. The Brighouse area (incorporating Hipperholme) is again expected to accommodate up to 20% growth, and Hipperholme is identified as a potential housing growth area. Although Brighouse is expected to accommodate up to a 50% increase in office accommodation, and to retain or improve current levels of employment in industry and warehousing, Shelf, Northowram and other local centres are only expected to accommodate a limited growth in specialised businesses and rural diversification. Option 4, which proposes a continuation of the current role and function, suggests the same levels of growth as Options 2 and 3.

Question 8

Questions to consider about the Northowram/Shelf/Hipperholme area

The Core Strategy will deal with built development, infrastructure and services; bearing this in mind what are your big concerns and hopes for the area? Some things you may want to consider could include the need for new housing, shops, open spaces, services, employment, public transport or your local school. You can be as wide ranging as you like.

1. What is it you really like and dislike about the area?
2. What would you change about the area?
3. What are your hopes for the area – how would you like it to look and feel in 20 years time?
4. What do you think will get in the way of getting those hopes met?
5. What are the key actions that will make these hopes a reality?

9 Halifax

Brief History

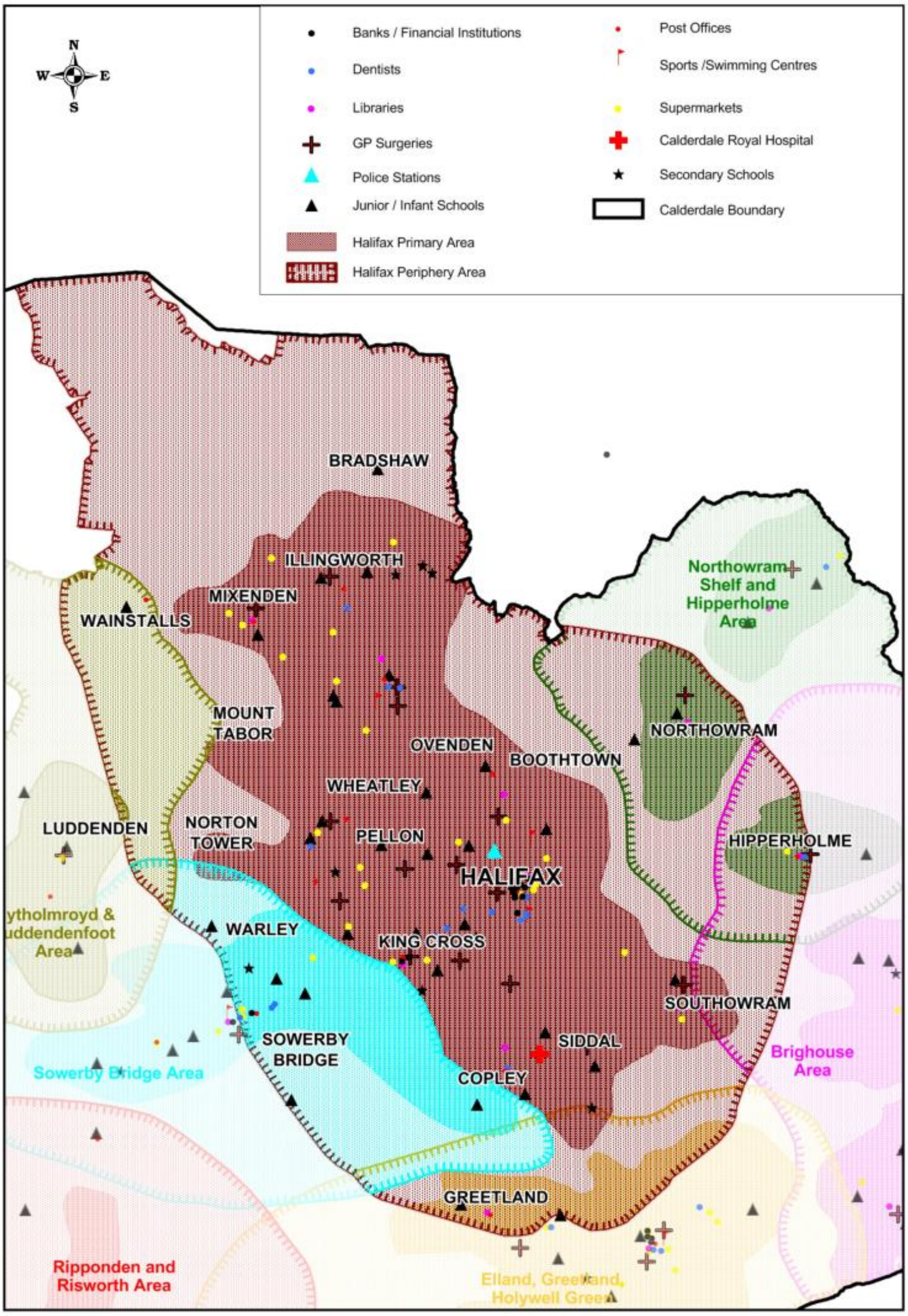
9.1 Since 1150 Halifax has been built around the production of woven textiles. The climate and poor quality topsoil created ideal conditions for grazing sheep; the abundant fast-flowing moorland streams helping the dying process and later provided power for the woollen industry. The importance of cloth to Halifax culminated in the construction of the Piece Hall in 1779 which was built for the trading of 'pieces of cloth'. The Piece Hall was the most ambitious and prestigious of its type.

9.2 Halifax originated in the area surrounding the Halifax Minster and during the Medieval Period the town continued to develop in that part of the valley. It was only with the coming of the Industrial Revolution that the mills, power station, railway and gas works came to dominate that part of the town that the centre began to move to its current location. Halifax town centre is a prime example of a Victorian/ Edwardian civic centre and has, unlike many of its counterparts, been fortunate to retain many fine buildings in a compact area which creates a townscape of great character.

Role of the place

9.3 The Calderdale Settlement Hierarchy identifies Halifax as the main settlement within Calderdale and a town of Sub Regional importance. This means it should be the prime focus for housing, employment, shopping, leisure, education, health and cultural activities in the district. The town of Halifax stretches from Siddal in the South to Illingworth and Mixenden in the north, including the town centre and numerous separate neighbourhoods in one continuous urban area. A number of smaller centres such as Southowram and Warley Town can be found separate but in close vicinity to the town. The map below illustrates the level of different facilities and services that are available within the Halifax area.

Map 9.1 Halifax Area Services and Facilities



Key characteristics and challenges

Population

9.4 The Halifax area covers a population of almost 100,000 people, just under half of the total population of Calderdale. This area has seen an increase of 5.9% in its population since 2001. The age structure of the local population demonstrates a greater proportion of the population in all of the younger age groups, and a smaller proportion of the population in the age groups of 45 or older.

Table 9.1 Population details of Halifax area by age group

		0-15	16-24	25-44	45-64	65-74	75+	Total
Population 2009	Halifax (No.)	21,372	11,669	27,414	24,552	7,734	7,145	99,887
	Halifax (%)	21.4	11.7	27.4	24.6	7.7	7.2	-
	Calderdale (%)	19.9	10.9	26.5	26.9	8.2	7.4	-
Change since 2001	Halifax (No.)	176	2,158	165	2,822	276	81	5,678
	Halifax (%)	-2.6	0.8	-1.5	1.5	-0.2	-0.3	-

(August 2010 Patient Register data, adjusted to official mid-2009 population estimates)

Employment

9.5 Halifax being Calderdale's biggest settlement contains the greatest number of jobs, nearly 45,000 (2008). Almost 40% (over 16,000) of the jobs are within the town centre. Significant concentrations also occur on the fringe of the town centre including Dean Clough, Hebble Valley, Pellon Lane and the Calderdale Royal Hospital. Other important centres of employment within the area can be found at Holmfield and Lloyds data centre in Copley. The main employment sectors are Banking,Finance & Insurance, Public Administration, Education and Health, primarily due to the presence of Lloyds Banking Group (former Halifax Bank of Scotland) as well as the presence of Calderdale Council, Calderdale College and the hospital. Whilst manufacturing is lower in terms of its percentage Halifax still has more jobs in this sector than any other area (over 5,500 jobs).

Table 9.2 Percentage employed in different sectors within Halifax area

Employment Sector	Agriculture & Fishing	Energy & Water	Manufacturing	Construction	Distribution Hotels & Restaurants	Transport & Communications	Banking Finance & Insurance	Public Administration, Education & Health	Other Services
Calderdale	<1%	<1%	19%	5%	22%	4%	25%	21%	4%
Halifax	<1%	<1%	12%	3%	18%	5%	32%	25%	4%

(Annual Business Inquiry 2008; Percentages are rounded due to data protection issues)

9.6 The employment land review (2008) identifies abundant office accommodation in Halifax, however, much is of a poor quality and unfit for modern purposes. Potential new development at Dean Clough and other sites across the town may provide for the short-term need. The supply of industrial and warehousing land is poor due to low rents and site values rather than a lack of land, reflecting low market demand in the area. To make new development more attractive it is important to improve its accessibility, particularly at the key gateways of Salterhebble and Hipperholme/ Stump Cross. Whilst it could be argued North Halifax suffers the most from these access issues due to the distance from the motorway network new units at Holmfield are currently being developed.

Social Issues

9.7 In terms of deprivation the Halifax area experiences the greatest variation in Calderdale between the least and most deprived parts, illustrated by the Index of Multiple Deprivation rankings. This area also hosts the most deprived part of Calderdale regarding the Health and Disability Deprivation. The percentage of the population who experience a limiting long-term illness is 19.3% which is above the Calderdale figure of 18.4%, with some parts recording 37.4%, the highest in Calderdale. The overall percentage of population in receipt of Disability Living Allowance is 5.5%, again higher than Calderdale as a whole (4.7%). Compared to Halifax (5%), only Todmorden (5.9%) has a higher overall percentage of population in receipt of Incapacity Benefit / Severe Disablement Allowance.

Housing

9.8 In November 2010 there were 41,419 households within the Halifax area. Over the past 10 years 4,086 new houses were built in the area, an increase of approximately 10% in the total housing stock (the same as the Calderdale wide increase). The proportions of house types, and the size of properties built, also broadly reflect the averages across Calderdale, 75% of the new dwellings were new build. Within the Halifax area there are approximately 1,130 dwellings which have been empty for more than 6 months.

Table 9.3 New housing completions in Halifax area between 2000-2010

	Total no. of Completions	% Flat/ Maisonette/ Apartment	% Terraced	% Semi-detached	% Detached	% 1 bed	% 2 bed	% 3 bed	% 4 bed	% 5+ bed	% increase
Calderdale	8,499	45.5	29.0	7.7	17.7	10.1	41.7	26.6	18.3	3.3	10.1
Halifax	4,086	48.2	32.0	7.7	12.1	10.3	44.5	27.2	15.7	2.2	10.0

(Housing Land Availability monitoring database, Calderdale MBC)

Town Centres

9.9 As a town centre Halifax has recently fallen within the national retail rankings (from 174th to 204th between 2004 and 2008). However, in recognition of its night time economy it has recently been awarded a Purple Flag award, one of only 15 town centres in the country to achieve the mark to date. In terms of town centre floorspace composition, Halifax is predominantly comparison retail led with 35% of floorspace used for this purpose, the largest of all Calderdale centres. A relatively high proportion of leisure services floorspace is also present (27%).

9.10 The wider Halifax area also incorporates King Cross and Queens Road local centres. King Cross has developed into a predominantly convenience retail based centre with almost 50% of floorspace taken over for this sector. Queens Road offers a broader mix of retailing and service with a higher proportion of comparison retail. However it also currently demonstrates a very high vacancy rate of 27% of the total floorspace.

Table 9.4 Composition of Retail and Leisure floorspace in Halifax town and local centres, August 2009

	Total floorspace (sqm)	% Convenience	% Comparison	% Retail Service	% Leisure Service	% Financial and Business Service	% Vacant
National (UK)	-	14.2	37.8	7.0	22.7	8.7	8.9
Calderdale	251,154	18.9	22.8	10.8	27.4	7.4	12.8
Halifax	111,890	13.3	34.7	6.9	27.0	7.7	10.4

	Total floorspace (sqm)	% Convenience	% Comparison	% Retail Service	% Leisure Service	% Financial and Business Service	% Vacant
King Cross	13,495	47.9	20.1	7.8	17.5	3.6	3.1
Queens Road	6,228	8.7	31.1	6.6	18.9	7.8	26.8

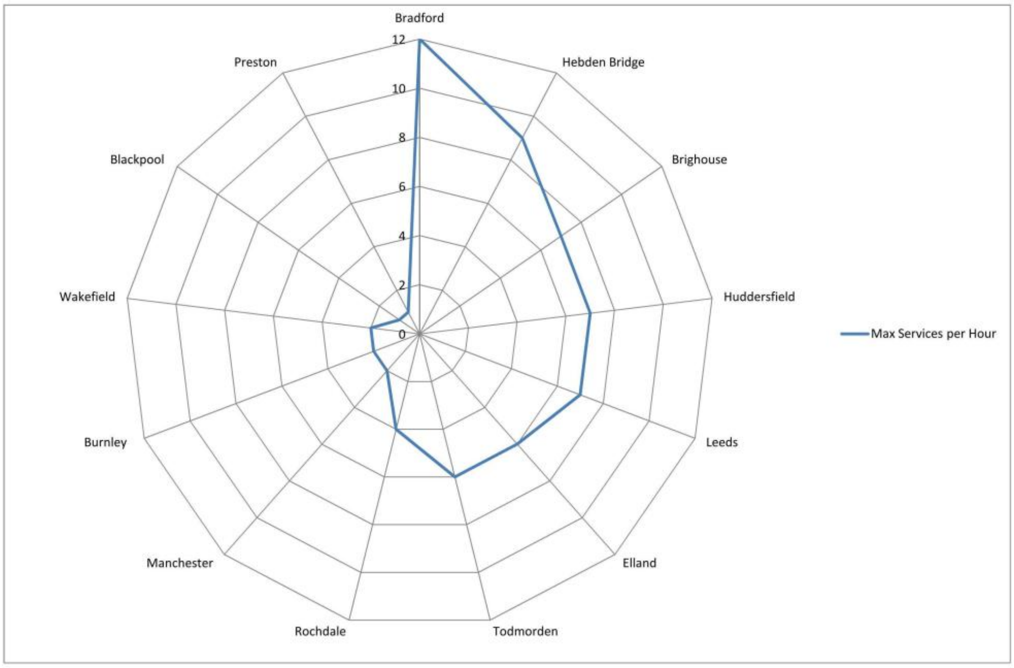
(Retail Needs Assessment 2009, White Young Green)

9.11 The total existing retail and leisure floorspace within the Halifax area is 131,613sqm (estimated turnover/spend of £495.90m), a high proportion of which (66%) is comparison spend. Halifax provides more than half of the total town centre floorspace in all centres in Calderdale. To retain the current market share of expenditure, there is an estimated capacity for another 6,410-15,340sqm of convenience retail, and 44,455-74,090sqm comparison floorspace to 2026.

Transport

9.12 The graph below shows the maximum number of public transport services per hour to and from Halifax. Connections to major centres such as Bradford, Huddersfield and Leeds are good as are connections to local towns and centres such as Elland, Hebden Bridge and Todmorden. Settlements outside the West Yorkshire boundary are poorly connected.

Figure 9.1 Maximum Public Transport Services per hour to and from Halifax



9.13 The main access routes into Halifax from the A58 and A629 currently suffer congestion at peak times, particularly at Hipperholme and Salterhebble. Government predictions anticipate that by 2025 traffic growth within the Halifax area will increase by over 19%, compared to a figure of approximately 16% on average for Great Britain. This is however exacerbated by the fact that traffic growth in the main access points to Halifax are expected to be higher than this. This general growth in traffic over the period is likely to mean in 2025 it could take an extra 6 to 7 minutes to travel from junction 26 of the M62 to Halifax town centre, using the A58, in the morning and 4 to 5 minutes to do the journey from junction 24, using the A629 than in 2009. However from North Halifax, using the A629, it is not anticipated there will be significant increases in journey times reaching Halifax town centre by 2025.

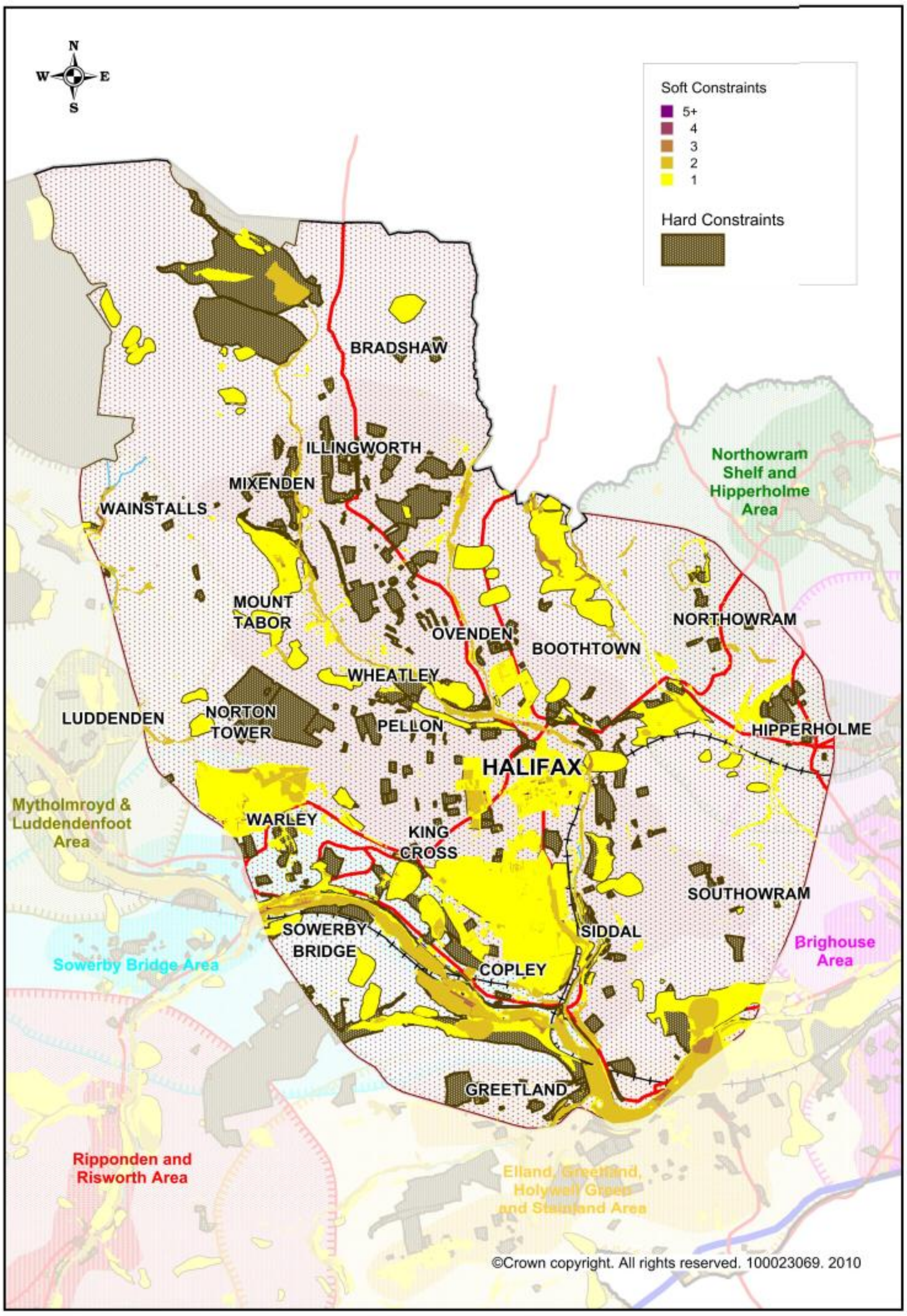
Schools

9.14 There are 39 schools in the area (34 Junior & Primary, 5 Secondary) accommodating 13,568 pupils across all years. A total of 2,223 new school places were available in the 2010/11 year, of which 97% were filled, with 28 of the 39 schools at, or above, full capacity from the new intake.

Heritage

9.15 Per population, the area has a fairly low number of Grade I and II* listed buildings in the district. There are 3 Grade I listed (All Souls Church, St. John the Baptist Church and the Piece Hall), 51 Grade II* listed, and a further 431 Grade II listed buildings across Halifax. Including registered parks and gardens, and ancient monuments, Halifax has a heritage asset for every 203 of the population, the highest figure of all areas, meaning the fewest assets per population.

Map 9.2 Environmental Constraints in Halifax area



Environmental Constraints

9.16 The Environmental Constraints map shows hard and soft constraints for the Halifax area. Hard constraints are those which are difficult to overcome and include Historic Parks and Gardens, Open Space, Local Nature Reserves and the Functional Floodplain.

9.17 Soft constraints are those which can either be changed through the LDF process, provide protection but do not rule out development, or are infrastructure constraints which maybe overcome by funding from future development. The soft constraints in the Halifax area include Conservation Areas, Listed Buildings, Flood Zones 2 and 3a and Tree Preservation Orders.

9.18 The Green Belt is also considered to be a soft constraint. This has not been mapped because nearly every area outside of the main urban area is covered by this designation which when mapped masks the presence of other constraints.

An Emerging Vision

9.19 Previous Halifax visioning work was undertaken as part of 'Halifax: Streets Ahead!' (2004) and work on the Halifax Masterplan in 2009. The masterplan identified a vision of Halifax in 2025 to be;

'Halifax will flourish as a vibrant, attractive and accessible town making the most of its unique heritage and landscape setting. The town centre will be at the heart of Halifax's renaissance, with a diverse shopping experience, a well regarded cultural offer and new places to live and learn. Together these will deliver a prosperous and sustainable future for Halifax'.(Draft Halifax Masterplan, May 2009).

9.20 Whilst both 'Streets Ahead!' and the draft masterplan provide a good starting point for a Halifax vision they mainly relate to the town centre and its immediate surrounds. The Core Strategy vision for Halifax must build upon these visions and place them within the context of the whole town and the key issues it faces namely;

- Providing for an expanding population;
- Overcoming issues of deprivation such as poor health, poor housing, lack of job opportunities;
- Improving the type and quality of retail, office and leisure opportunities in the town centre;
- Improving accessibility issues across the town;
- Respecting and making the most of the natural and built heritage, and
- Diversifying the local economy

9.21 A possible aspirational vision for Halifax in 2026 could be......

Halifax is a vibrant, attractive and accessible town making the most of its role as the commercial and cultural capital of Calderdale utilising its unique heritage and landscape setting. Halifax has;

- *An improved and expanded town centre which provides;*
  - *Increased retail, cultural and leisure facilities enabling it to compete with its regional neighbours*
  - *Provides the main location within Calderdale for modern offices which fulfil the needs of both current and future employers*
  - *The Piece Hall is the hub of the town centre and a regional, if not national, leisure and culture destination*
  - *The town has maximised its tourism potential by providing a quality tourism offer together with the facilities to accommodate the increase in tourism.*
  - *Provides a range of housing types and tenures on upper floors and on the edge of the town centre*
  - *Improved pedestrian accessibility by reducing the barrier effect of the inner relief road linking the town to Dean Clough, west central Halifax and Beacon Hill*
  - *Improved access by public transport to the town centre from the surrounding areas*

- *The railway station and Caldervale line have been improved to provide a better gateway to the town and Calderdale as a whole*
- *An improved higher educational offer*

- *The regeneration of the most deprived areas including North Halifax and Park through;*
  - *An increased range of housing types and tenures*
  - *Accessible public open spaces for sports and recreation*
  - *Improved access to the countryside*
  - *Improved neighbourhood centre shops and facilities*
  - *Access to jobs through the development of new and existing employment sites*
  - *An improved educational offer*
- *Improved local shopping centres which fulfil the daily needs of local residents*
- *A well developed walking and cycling network across the town*

Opportunities that Exist

9.22 There are two potential opportunity areas identified which would both retain the role Halifax plays within Calderdale, as well as helping to achieve the above vision and tackle many of the key issues and challenges for the town.

Halifax Town Centre and Northern Hebble Valley

9.23 The 'Halifax: Streets Ahead!' and later masterplan identified the opportunities provided by the exceptional urban quality and landscape setting of Halifax town centre and the opportunity to create a sustainable community focused around the Parish Church and new parkland formed along the course of the reopened Hebble Brook (currently culverted).

Map 9.3 A possible vision of Halifax in 2025 (Halifax Masterplan)

9.24 The masterplan and 'Streets Ahead!' identify that redevelopment of the town centre could provide;

- An enlarged town centre that extends beyond the inner ring road, seamlessly linking with areas such as Dean Clough, the Minster Church, Railway Station and Eureka!
- An inner ring road reduced in scale along some sections, creating a better environment for pedestrians and cyclists
- Enhanced gateways into the town at strategic points
- A Piece Hall that is better integrated with the rest of the town
- An enhanced setting for the Minster Church
- Improved linkages between the town centre and residential areas to the west
- New areas of mixed use development around the edge of the town, including a strong emphasis on creating attractive family housing
- An improved accessible Hebble Brook
- A community of 300 to 400 homes in a mixed use scheme of small scale employment, local shops and services and high quality open space in the Northern Hebble Valley
- Improved linkages between the town centre and Beacon Hill.

9.25 These changes if successful would assist in overcoming some of the key challenges facing the town centre by improving the quantity and quality of the retail, leisure and tourism offers within the town centre and a sympathetically redeveloped Piece Hall. It could also promote job growth through the provision of modern new offices and managed workspaces across the town in a sustainable and accessible location.

9.26 Whilst the town centre does provide significant opportunities there are a number of challenges to be overcome. These include;

- The historic environment being viewed as an inhibitor to development, rather than an asset
- A ‘funding driven’ approach to redevelopment, which could lead to inappropriate development around the Piece Hall
- The difficulty of reducing the severance and fragmentation caused by the inner relief road
- Competition from within the region and the need to offer something special, unique and high quality to capture investment
- Limited opportunities for improving the existing railway station due to physical constraints
- Site constraints e.g. remediation at Cripplegate/ Transco site and re-using existing buildings at Shaw Lodge Mills;
- Poor economic outlook
- Willingness of developers to deliver high quality contemporary architecture
- Practicality of topography for cycling or bus station in alternative locations
- From a commercial perspective, the town is punching significantly below its weight
- Establishing the town centre as an investment/business location for retail, and office developers/companies.

North Halifax

9.27 North Halifax including the settlements of Boothtown, Illingworth, Ovenden and Mixenden has some of the highest levels of deprivation within Calderdale. To try and tackle the issues of deprivation a neighbourhood management pathfinder programme was established in Ovenden in 2004, this expanded in 2006 to include Mixenden. The Ovenden and Mixenden Initiative includes a total population coverage of about 17,000. Consultation upon the physical environment within the area in 2008 and 2009 indicated a lack of housing choice and usable open space being key concerns for residents. In addition the issues of skills in North Halifax should be improved with the impending arrival of the Academy which will provide modern educational facilities within the area.

9.28 Significant development within the North Halifax area could provide opportunities for regeneration, to vary the mix of housing types and bring forward significant employment sites including current allocations at Holmfield and Boothtown. The Calderdale Strategic Housing Land Availability Assessment (SHLAA) (2009) identifies potential for up to 2000 new homes within the North Halifax area. Whilst the results from the SHLAA need to be viewed with caution,it does indicate significant scope for development within an area which is well served by public transport and has large areas of land with few constraints. Development on such a scale, if planned together, could be used to provide new infrastructure such as improvements to highways, accessible and usable open spaces, new community facilities, jobs and further improvements to the educational offer within the area. The overall development would need to be masterplanned to ensure an ‘urban village’ concept could be created providing a mix of appropriate uses.

Picture 9.1 North Halifax Aerial Photo

9.29 Whilst there are significant opportunities for development within the area much of this would be reliant upon the intensification of development within the existing urban area or the release of Green Belt. The area is also relatively high and in parts exposed which would have implications for the design of new housing. In additional topographical constraints would limit development opportunities, particularly in the north west of the area.

District Wide Spatial Options

9.30 Within the 4 Spatial Options presented in 4 'Possible Approaches' Halifax is identified as receiving the most growth of any area in all options. This is because it is the main urban area within the borough and as such generally provides the most sustainable location for new housing, employment, leisure and service growth. The greatest pressure for growth, which in turn is likely to provide the greatest likelihood to provide the opportunities noted above would be presented in Option 1 "Focus on eastern Calderdale" and Option 4 "Current role and function".

Question 9

Questions to consider about the Halifax area

The Core Strategy will deal with built development, infrastructure and services; bearing this in mind what are your big concerns and hopes for the area? Some things you may want to consider could include the need for new housing, shops, open spaces, services, employment, public transport or your local school. You can be as wide ranging as you like.

1. What is it you really like and dislike about the area?
2. What would you change about the area?
3. What are your hopes for the area – how would you like it to look and feel in 20 years time?
4. What do you think will get in the way of getting those hopes met?
5. What are the key actions that will make these hopes a reality?

10 Elland/Greetland/Holywell Green/Stainland

Brief History

10.1 The main town in this area, Elland, originated due to the nature of the river in this part of the Calder Valley being unusually narrow which encouraged its use as a crossing place. This would most likely have been by ford and stepping stones initially and later was by a series of bridges. Ancient trackways met south of the crossing point and increased its importance as a focus of activity. From the early 18th century onward the improvement of transport links and the development of the factory system of textile production resulted in an increase in industrial activity and population and by 1895 Elland had achieved Urban District status.

10.2 Other settlements in the Elland area developed for a number of reasons. Stainland, for example, developed from its location on a high level packhorse route to become a hilltop village with an economy based on wool and textile production.

Role of Place

10.3 Within this area the Settlement Hierarchy Study defines Elland as a local town. For this level of settlement in the hierarchy its role is to provide housing, employment, shopping, leisure,education, health and cultural activities/facilities that serve the needs of, and are accessible to residents of the town and surrounding lower order settlements. Elland has been an important employment centre within the district but whose role has changed in recent years due to a decline in traditional industry. Lowfields Business Park is assisting in reversing this position.

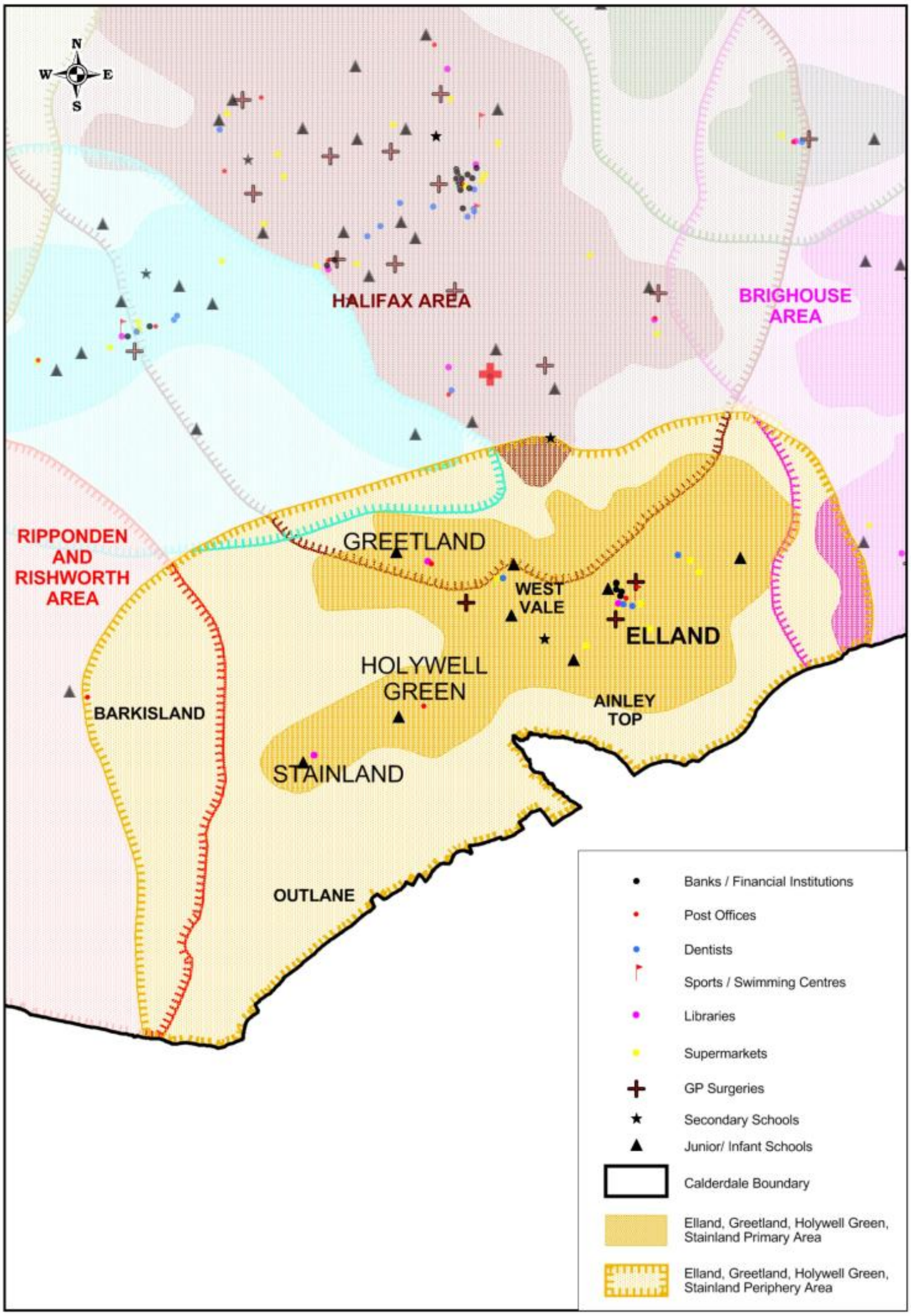
10.4 Holywell Green/Stainland is defined as a local centre whose role is to provide locally generated needs for housing, employment, shopping, leisure, education, health and cultural activities/facilities which cannot be accommodated in higher order settlements. It also serves to provide transport links to higher order settlements. These also serve some of the surrounding neighbourhood/small rural centres.

10.5 There are 7 neighbourhood/small rural centres contained within this wider area. These are Ainley Top, Elland Upper Edge, Elland Lower Edge, Jagger Green, Outlane, Sowood Green and Barkisland. Generally their role as defined by the Settlement Hierarchy study is to accommodate limited development to provide for locally generated needs for affordable housing within existing development limits and to provide small scale opportunities for economic development and diversification.

10.6 These settlements tend to be less self contained than they were at one time. In the case of Stainland, for example, the decline in its agricultural and industrial function, together with the proximity of the M62, has led to the development of a new residential role, housing people who work in the neighbouring towns. This is the case with other settlements in this area together with now converted farm buildings scattered throughout the area fulfilling this residential role.

10.7 The levels of key facilities and services for this area are illustrated on the map below, showing the distribution is focused mainly on Elland, with a limited number of facilities in the outlying settlements.

Map 10.1 Elland, Greetland, Holywell Green and Stainland Area Services and Facilities



Key Characteristics and Challenges

Population

10.8 The Elland/Greetland/Holywell Green/Stainland area covers a population of around 22,500 people, approximately 11% of the total population of Calderdale. Since 2001 this area has seen a fairly typical (of all the Calderdale areas) increase in its population, of 4.5%. The age structure of the local population broadly reflects the averages across Calderdale for all age groups.

Table 10.1 Population details of Elland area by age group

		0-15	16-24	25-44	45-64	65-74	75+	Total
Population 2009	Elland (No.)	4,409	2,352	6,092	6,351	1,892	1,619	22,715
	Elland (%)	19.4	10.4	26.8	28.0	8.3	7.1	-
	Calderdale (%)	19.9	10.9	26.5	26.9	8.2	7.4	-
Change since 2001	Elland (No.)	-242	417	-339	878	270	0	983
	Elland (%)	-2.0	1.4	-2.8	2.8	0.9	-0.3	-

(August 2010 Patient Register data, adjusted to official mid-2009 population estimates)

Employment

10.9 The area is already a successful business location and is considered an attractive location for new office and industrial/warehouse development due to the availability of relatively flat land and proximity to the M62. The Employment Land Review (2008) identifies shortages of large units over 20,000sqft and small units below 2,500sqft within the area.

10.10 In excess of 11,000 people are employed within the area (2008). Over a quarter of all these jobs are located at the successful Lowfields Business Park. Other important centres of employment are Elland and West Vale centres as well as the Ainleys Industrial Estate. Manufacturing is the most significant employment sector within the area, over 10% higher than the Calderdale average. This high reliance upon manufacturing could make the area vulnerable given the predicted reductions in these types of jobs in the future.

Table 10.2 Percentage employed in different sectors within Elland/Greetland/Holywell Green/Stainland

Employment Sector	Agriculture & Fishing	Energy & Water	Manufacturing	Construction	Distribution Hotels & Restaurants	Transport & Communications	Banking Finance & Insurance	Public Administration, Education & Health	Other Services
Calderdale	<1%	<1%	19%	5%	22%	4%	25%	21%	4%
Elland/ Greetland/ Holywell Green/ Stainland	<1%	<1%	29%	7%	22%	2%	25%	11%	3%

(Annual Business Inquiry 2008; Percentages are rounded due to data protection issues)

Social Issues

10.11 Some parts of the Elland area, mainly the rural areas, are second only to Brighouse in terms of the least deprivation according to the Index of Multiple Deprivation. However only the Halifax and Brighouse areas have a greater variation between the least and most deprived areas. In terms of the Health and Disability Deprivation, the area performs relatively well. In all,17% of the population experience a limiting long-term illness, only two other areas, Hipperholme and Ripponden, have a lower overall percentage against this measure. The percentage of the population claiming Disability Living Allowance (4.4%), is below the figure for the whole of Calderdale (4.7%). Overall 3.7% of the population are in receipt of Incapacity Benefit/Severe Disablement Allowance, which is less than the Calderdale figure of 4.4%, although there are certain instances where this figure reaches 8%.

Housing

10.12 In November 2010 there were 9,925 households within the Elland/Greetland/Holywell Green/Stainland area. Over the past 10 years 1,137 new houses were built, an increase of approximately 12% in the total housing stock (compared to 10% Calderdale wide). A greater proportion of new dwellings built were flats/apartments/maisonettes than the average (58% in the Elland/Greetland/Holywell Green/Stainland area compared to 45% across Calderdale). This is most likely linked to the similarly higher rates of two-bedroom properties and a higher rate of conversions (39% compared to 28% across Calderdale) completed in the area. Within the area there are in the order of 250 dwellings which have been empty for more than 6 months.

Table 10.3 New housing completions in Elland/Greetland/Holywell Green/Stainland area between 2000-2010

	Total no. of Completions	% Flat/ Maisonette/ Apartment	% Terraced	% Semi-detached	% Detached	% 1 bed	% 2 bed	% 3 bed	% 4 bed	% 5+ bed	% increase
Calderdale	8,499	45.5	29.0	7.7	17.7	10.1	41.7	26.6	18.3	3.3	10.1
Elland/ Greetland/ Holywell Green/ Stainland	1,137	58.1	13.3	7.7	20.9	10.1	57.2	15.4	15.6	1.7	11.8

(Housing Land Availability monitoring database, Calderdale MBC)

Town Centres

10.13 As a town centre Elland has the second highest percentage of convenience floorspace of Calderdale town centres (24% of its total floorspace) and the highest proportion of financial and business services floorspace (12%). As a result it has the lowest comparison retail offer (only 12% of floorspace). West Vale local centre has a fairly high proportion of comparison retail and leisure service floorspace on offer; otherwise it reflects the fairly typical composition of units for a local centre of its kind. Due to their limited retail and service provision offer, Holywell Green and Stainland are undesignated centres within the current retail hierarchy, and therefore no data on floorspace or expenditure is available on them.

Table 10.4 Composition of Retail and Leisure in Elland and West Vale centres, August 2009

	Total floorspace (sqm)	% Convenience	% Comparison	% Retail Service	% Leisure Service	% Financial and Business Service	% Vacant
National (UK)	-	14.2	37.8	7.0	22.7	8.7	8.9
Calderdale	251,154	18.9	22.8	10.8	27.4	7.4	12.8
Elland	14,900	24.0	11.8	12.0	28.8	12.4	11.0

	Total floorspace (sqm)	% Convenience	% Comparison	% Retail Service	% Leisure Service	% Financial and Business Service	% Vacant
West Vale	5,047	10.0	28.2	14.7	25.9	9.3	11.9

(Retail Needs Assessment 2009, White Young Green)

10.14 The total existing retail and leisure floorspace within the Elland and West Vale centres is 19,947sqm (estimated turnover/spend of £16.34m). To retain the current market share of expenditure in Elland, there is no estimated capacity for further convenience retail, but estimated capacity for 1,180-1,965sqm comparison floorspace to 2026. However, a significant proportion of the area's expenditure on convenience retail is currently spent in other areas and there is scope to retain this by providing more convenience opportunities within Elland. No reliable data is available on the estimated capacity for growth or expenditure in West Vale. The performance of retailers was better in Elland than most other parts of the district according to a survey undertaken as part of the Calderdale Retail Needs Study (2009).

Transport

10.15 The graphs below show the maximum number of public transport services per hour to and from Elland, Greetland and Stainland. Elland has a high frequency of public transport connections to Halifax but a low frequency of services to Bradford, Stainland and Greetland. Stainland and Greetland have a moderate level of service provision to Halifax but are poorly connected to Elland and Huddersfield.

Figure 10.1 Maximum Public Transport Services per hour to and from Elland

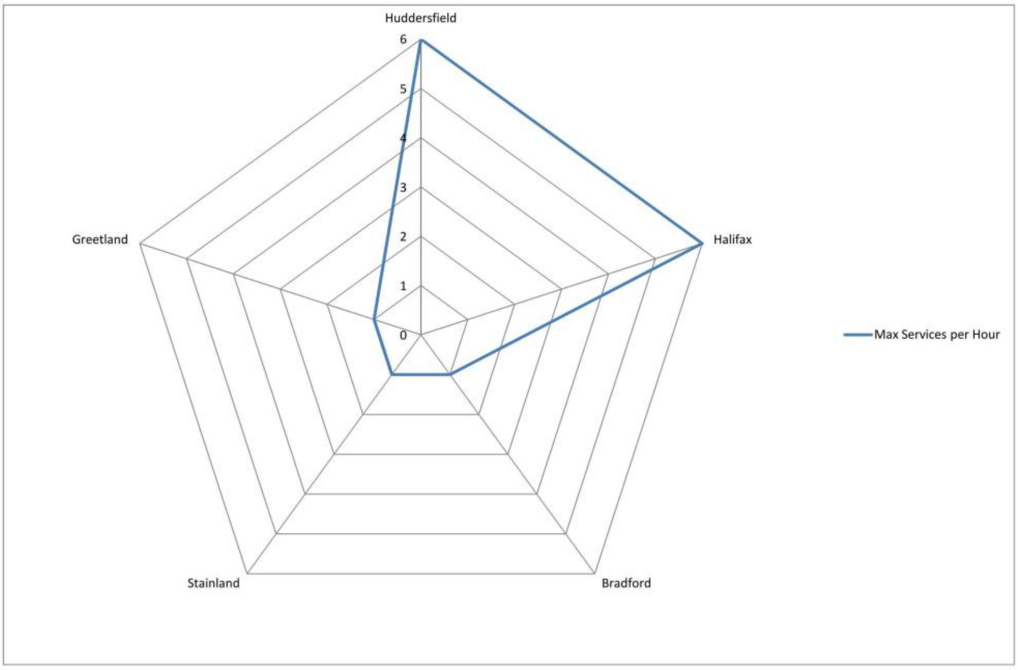


Figure 10.2 Maximum Public Transport Services per hour to and from Greetland

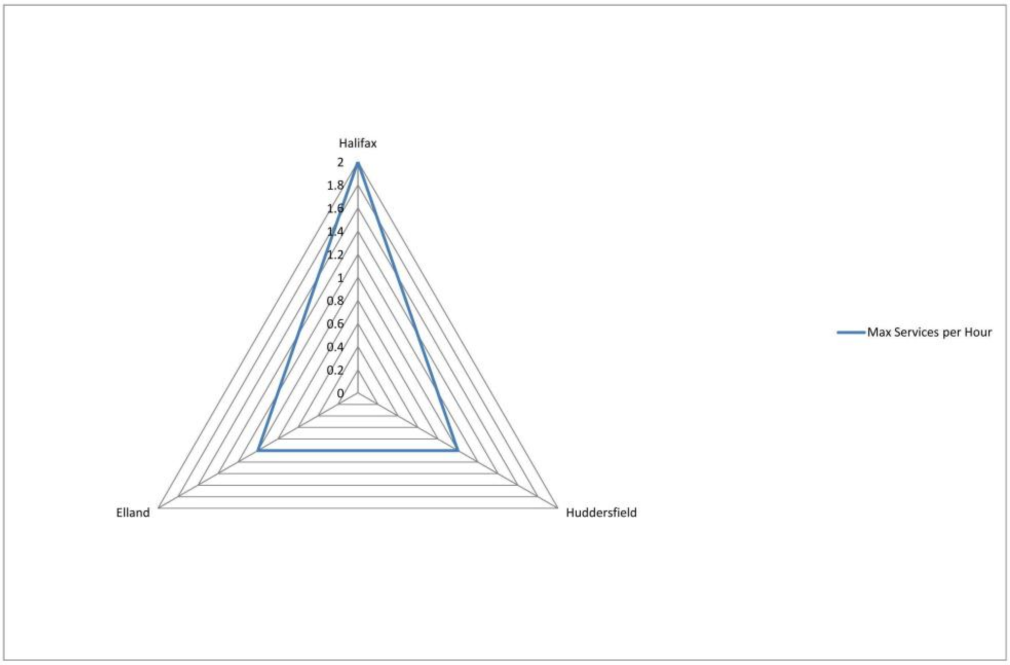
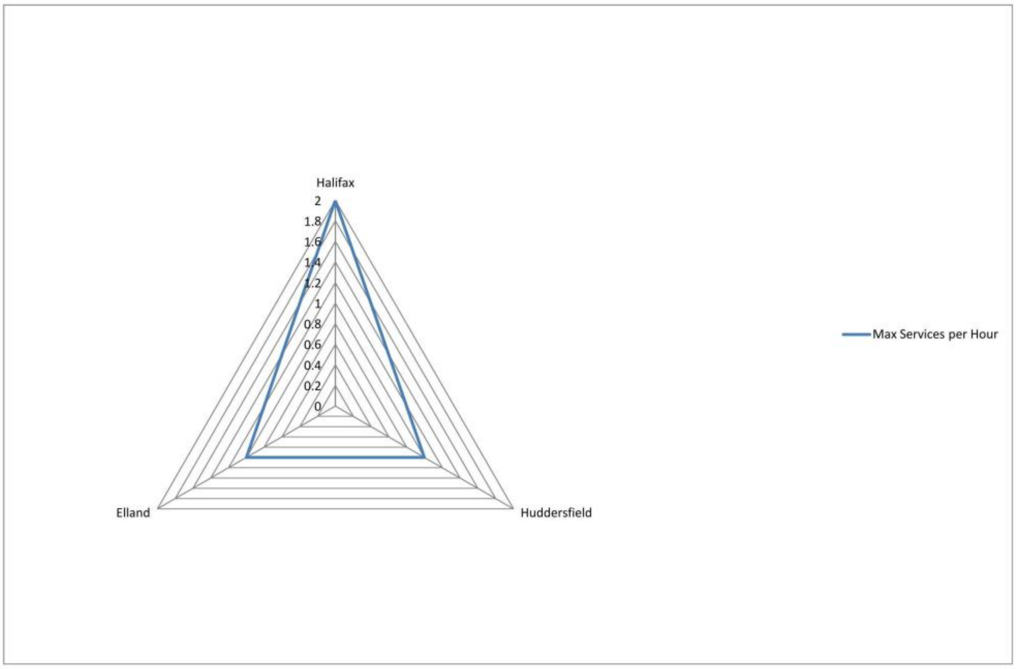


Figure 10.3 Maximum Public Transport Services per hour to and from Stainland



10.16 According to forecasts using government predictions the area is expected to experience high rates of traffic growth between 2009 and 2025. An increase of over 26% is suggested, compared to a figure of approximately16% on average for Great Britain. Existing travellers along the A629 and through West Vale will already be aware of the delays experienced during peak hours, it is anticipated that these will increase due to this expected growth in traffic. It is possible that by 2025, in the morning it will take 4 to 5 minutes longer to travel from junction 24 of the M62 to Halifax than currently. The return evening journey is likely to be 3 to 4 minutes longer.

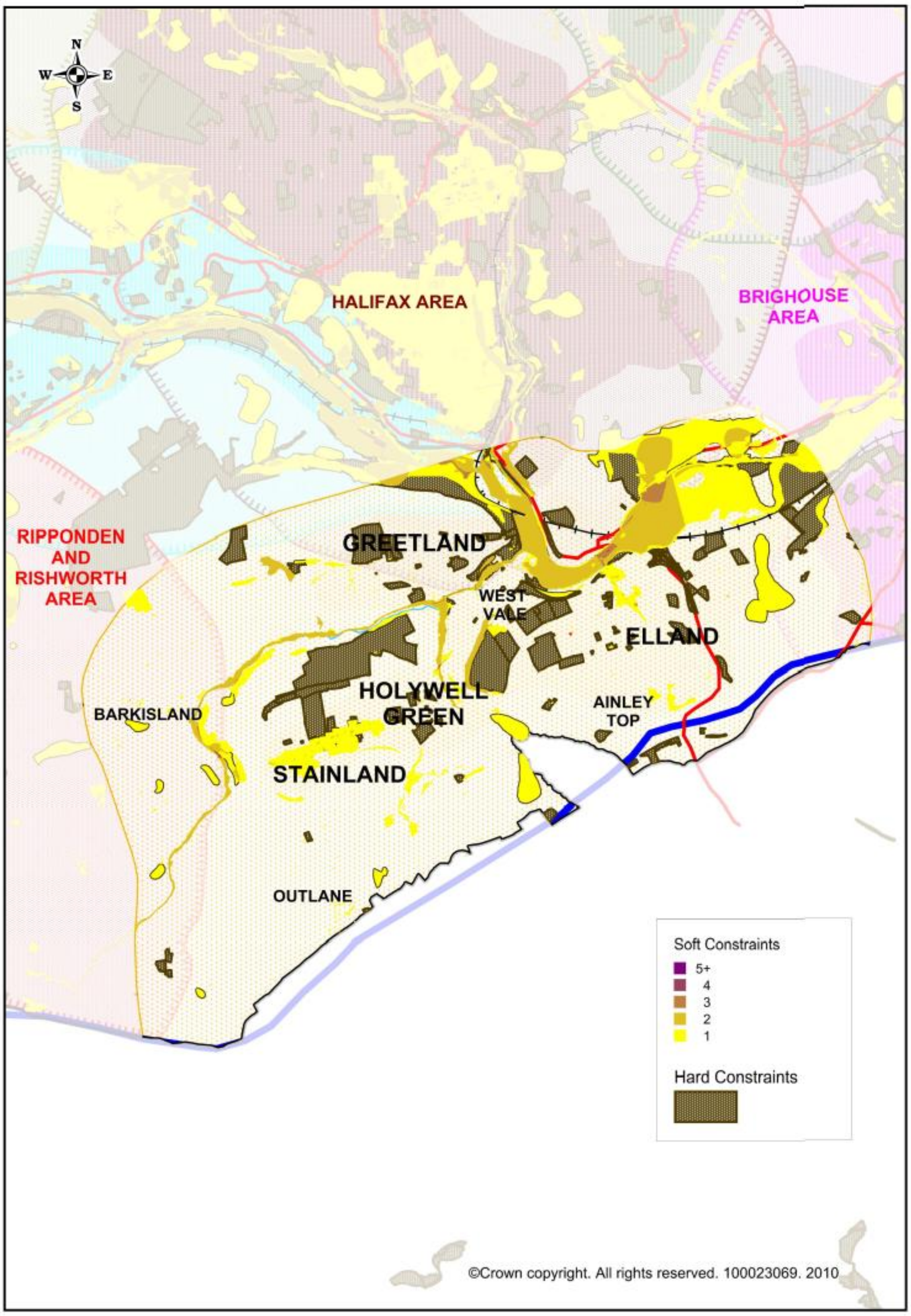
Schools

10.17 There are 9 schools in the area (8 Primary, 1 Secondary) accommodating 3,442 pupils across all years. A total of 556 new school places were available in the 2010/11 year, of which 100% were filled, with 7 of the 9 schools at, or above, full capacity from the new intake.

Heritage

10.18 Per population, the area has a fairly average number of Grade I and II* listed buildings compared to other parts of the district. There are 4 Grade I listed (Halstead/McCluskey Hall and St. Marys Church in Elland, Barkisland Hall and Howroyd in Barkisland), 6 Grade II* listed, and a further 179 Grade II listed buildings across the Elland area. Including registered parks and gardens, and ancient monuments, the Elland area has a heritage asset for every 120 people, compared to Halifax (203) and Hebden Bridge (23).

Map 10.2 Environmental Constraints in Elland, Greetland and Stainland



Environmental Constraints

10.19 The Environmental Constraints map shows hard and soft constraints for the Elland/Greetland/Holywell Green/Stainland area. Hard constraints are those which are difficult to overcome and include Historic Parks and Gardens, Local Nature Reserves, Open Space, Sites of Ecological and Geological Importance and the Functional Floodplain.

10.20 Soft constraints are those which can either be changed through the LDF process, provide protection but do not rule out development, or are infrastructure constraints which maybe overcome by funding from future development. The soft constraints in the Elland/Greetland/Holywell Green/Stainland area include the Elland and Stainland Conservation Areas, highlighting the historical importance of parts of the built environment, Listed Buildings, Flood Zones 2 and 3a, Potentially Unstable Land and Tree Preservation Orders.

10.21 The Green Belt is also considered to be a soft constraint. This has not been mapped because nearly every area outside of the main urban area is covered by this designation which when mapped masks the presence of other constraints.

10.22 Some parts of the area have poor access to natural/semi-natural greenspace according to the Calderdale Open Space, Sport and Recreation Study (2006). However, the same survey demonstrates that Elland has the largest area of outdoor sports provision per head of population.

10.23 The above data illustrating the key characteristics of the area also demonstrates the key issues and challenges facing the Elland, Greetland, Holywell Green and Stainland Area. These can be summarised as:

- The need to accommodate its share of the district wide projected increase in population;
- The need to provide new housing development including affordable housing to meet the needs of the population regarding size and type of dwellings. Mill conversions in recent years have added to the supply of flats but family housing is also required;
- The implications of growth for existing services and facilities including schools;
- Attracting and retaining employment uses following decline of the traditional industrial base including the provision of suitable and accessible sites;
- The future use of underused and derelict sites whilst retaining the traditional buildings forming the area's built heritage, particularly where they lie within the urban area and provide opportunities for redevelopment without extending the boundary of the urban area into the surrounding Green Belt;
- Where areas of deprivation exist measures are required to combat these;
- Topographical and environmental constraints which restrict opportunities for extending the urban area in certain locations;
- Re-invigorating the town centre of Elland, particularly through improvement of the comparison retail offer;
- The area is generally well served with bus services but lacks a rail station;

An Emerging Vision

10.24 The specific vision for this area must fit within the district wide vision set out in 'VISION FOR CALDERDALE - 2026' of this document.

10.25 The Central Elland SPD adopted in 2008 includes a vision developed through extensive consultation and provides the starting point for the vision for this area:

- A vibrant and sustainable place that people want to live, work in and visit;
- A place that provides services and amenities locally, and provides convenient, high quality public transport facilities for when people do need to leave the area;
- A high quality and attractive urban environment in which local distinctiveness is valued and encouraged;
- A cohesive place in which people are able to move safely and efficiently between the various key areas, especially by sustainable means.

10.26 Whilst the principles in these statements apply to other settlements in this area, albeit on a smaller scale reflecting their position in the settlement hierarchy, the area vision should also include the protection of the natural environment and enhancement of the countryside surrounding Elland and covering much of this area.

10.27 There are a number of options for the area vision, each of which relates to the district wide Spatial Options in 4 'Possible Approaches' in different ways:

1. *To take advantage of its historical role as an employment centre and good highway links to the motorway network through the provision of modern employment facilities built to high environmental standards and with good public transport links to its residential areas. Housing to meet the accommodation needs of the workforce to be built to high environmental standards in quality developments and providing a range of house types, sizes and tenures. New development to respect the topography and environmental assets of the area together with its local distinctiveness and be supported by adequate facilities and services including re-invigoration of the main centres, particularly Elland. A high quality of life to be provided for all residents throughout the area and visitors to the area.*
2. *To support existing employment uses and limited amounts of new employment within the area but with other locations providing for much of the area's employment needs. Improvements to public transport, particularly rail, would be provided to enable easy access to such opportunities. A high quality residential offer be provided to meet the needs of the growing population together with the services and facilities to support it. A greater use of previously developed employment sites for other uses aiding the protection of the area's environmental and historic assets.*
3. *To place protection of the area's environmental and historic assets ahead of growth catering only for modest increases in population and employment. The quality of the area's environment would be improved through the re-use and/or landscaping of vacant previously used sites.*

Opportunities that Exist

Employment Opportunity

10.28 The Employment Land Review (ELR) (December 2008) identifies Eastern Calderdale as being the most marketable for existing and prospective employers due to the proximity to the national motorway network and major settlements. The area already contains many successful employment areas, most notably Lowfields and Ainleys within Elland. There is potential to extend and/ or intensify existing sites within the area, however issues of flood risk, particularly around Lowfields, and gradient will be issues in some locations. In addition Kirklees have identified a new 5ha employment site in the area around Ainley Top, which straddles the Calderdale and Kirklees border. Complimentary sites and new infrastructure could provide a new employment gateway to both districts, providing a sub-regional employment growth area which provides employment opportunities for both the residents of Calderdale and Huddersfield. Access to the motorway and its capacity to deal with new employment development within the Ainley Top area will need to be assessed. However the Council are working closely with the Highways Agency to consider any issues which may arise from these options.

Existing Employment Sites

10.29 The Central Elland SPD [15] adopted in April 2008, highlights the progressive shift from traditional large-scale manufacturing towards more specialised companies and a public service base. The specific characteristics of local employment sites in Elland are that there is a limited office market in the town (apart from at Lowfields) and that many of the old mills and factory buildings do not meet the requirements of today's modern occupiers. Despite this however, the town has significant employment opportunities in place, and further opportunities for development, that will help to provide local jobs for any new housing in the area, reducing the need to travel and creating a more sustainable community.

10.30 The ELR concluded that those industrial areas surrounded by residential uses, poor highway access and low market potential should be released or considered for release. These could add to the list of potential residential sites providing further opportunities to increase the population of this area. Woodman Works and land adjacent to Heathfield street are examples of sites to be considered for release due to these factors.

10.31 The ELR examined the 6 RCUDP Employment Allocations and 1 Mixed Use allocation, all of which are located within urban areas. Generally these sites score well in the ELR which recommends they be retained for employment use. These sites include the remaining land in the Lowfields Industrial Park,

15 Central Elland Supplementary Planning Document, April 2008

land at the southern end of the Ainleys Industrial Estate, land adjacent Century Road and Wistons Lane, land adjacent Surfacem off Huddersfield Road and the mixed use site adjacent the town centre and south of Dewsbury Road. Other employment opportunities are to be found on the mainly established industrial estates and business parks and are recommended for retention in the ELR.

Improvements to Elland town centre

10.32 The SPD sets out the aspirational improvements desired in the centre of Elland. Seven key areas are identified for potential new build and/or redevelopment of derelict sites for employment, housing or commercial/retail uses; Elland bridge riverside park; proposed railway station; Nu-Swift site; Northgate, The Cross and Upper Southgate; Southgate; Timber Street and Town Hall Triangle; and Dewsbury Road area.

10.33 The identification of Elland as a potential housing growth area in the Core Strategy would be a proactive step in helping to assist the delivery of these aspirational schemes. An increased local population should bring in further visitors and expenditure that could help reverse the recent town centre decline and help Elland to start meeting its potential as a market town.

Existing transport links

10.34 Elland has excellent Trans-Pennine links due to its proximity to the M62, and with its dramatic setting and fine Victorian architecture, has tremendous potential to attract inward investment that could act as a catalyst for the town's revival.

Proposals for a railway station in Elland

10.35 The potential re-instatement of a train station in Elland is identified as one of the key aspirations within the town centre SPD. The West Yorkshire Integrated Transport Authority (WYITA) assesses any expressions of interest for new rail stations in accordance with a number of criteria. Indications are that Elland currently does not have the critical mass of population to justify the running and maintenance of a new station and rail halt. However, the proposed location of a station between the town centre and Lowfields Business Park would greatly enhance the accessibility of the area in a sustainable manner. The development of a significant number of new homes in the area, and subsequent increase in the local population, would help to strengthen this case in the longer-term.

Strategic Housing Land Availability Assessment (SHLAA)

10.36 The SHLAA identifies sites within the Elland greater town area (which includes Greetland, Holywell Green and Stainland) with a potential of approximately 3000 new dwellings over the next 15 years. These are sites assessed as being suitable, available and achievable within the SHLAA and support consideration of the area as a potential housing growth area. A number of these sites are currently in the green belt.

Remainder of the area

10.37 Opportunities in the remainder of this area away from Central Elland include potential housing and employment sites to support local populations.

10.38 Although some derelict sites within the urban area may provide opportunities for redevelopment, significant growth in this area will require sites presently located within the green belt to be developed. In addition, topographical constraints may restrict opportunities of extending the urban area in certain locations, particularly to the south and east of the town.

Picture 10.1 Elland Aerial Photo

District Wide Spatial Options

Area Vision 1 (significant growth/improved public transport links)

10.39 Spatial Option 3 "Enhance the role of Elland" would provide the greatest opportunity for increased housing development in this area and therefore enable Area Vision 1 to be met. All 4 Spatial Options would enable significant increases in employment opportunities. Spatial Option 1 would also provide an opportunity to achieve a new rail station in Elland.

Area Vision 2 (increased provision for employment/housebuilding restricted to meeting Area's own needs)

10.40 All 4 Spatial Options would enable increased employment provision and enable improved public transport links but only Spatial Option 4 "Current role and function" would reflect the level of house building suggested in Area Vision 2.

Area Vision 3 (modest growth/environmental enhancements)

10.41 Spatial Option 4 "Current role and function" aligns most closely with Area Vision 3 as it includes limited housing growth.

Question 10

Questions to consider about the Elland/Greetland/Holywell Green/Stainland area

The Core Strategy will deal with built development, infrastructure and services; bearing this in mind what are your big concerns and hopes for the area? Some things you may want to consider could include the need for new housing, shops, open spaces, services, employment, public transport or your local school. You can be as wide ranging as you like.

1. What is it you really like and dislike about the area?
2. What would you change about the area?
3. What are your hopes for the area – how would you like it to look and feel in 20 years time?
4. What do you think will get in the way of getting those hopes met?
5. What are the key actions that will make these hopes a reality?

11 Ripponden/Rishworth/Barkisland

Brief History

11.1 The ancient centre of Ripponden lies in a valley bottom on either side of the river Ryburn, located six miles south west of Halifax. Due to its location within a river valley, the village experienced significant growth during the Industrial Revolution in the C18th and C19th. Growth was fuelled by the numerous riverside mills producing cotton, silk spinning and manufacturing paper[(16)]. Its growth was also aided by the location on old packhorse routes from Elland and Halifax over the Pennines into Lancashire/Greater Manchester, and the subsequent development of the turnpike road system. For a short period in the late C19th and early C20th the Ryburn valley was connected by railway to Sowerby Bridge, however only the track bed remains now, used as a recreational route.

Role of Place

11.2 The Settlement Hierarchy identifies Ripponden (including Rishworth) as a local centre, meeting locally generated needs for housing, employment and services. There are four neighbourhood/small rural centres identified within the Settlement Hierarchy located within the area; Barkisland, Soyland, Mill Bank and Triangle. Many other smaller settlements (such as Cotton Stones) exist based around the hilltop farmsteads, many of which are still in agricultural use today.

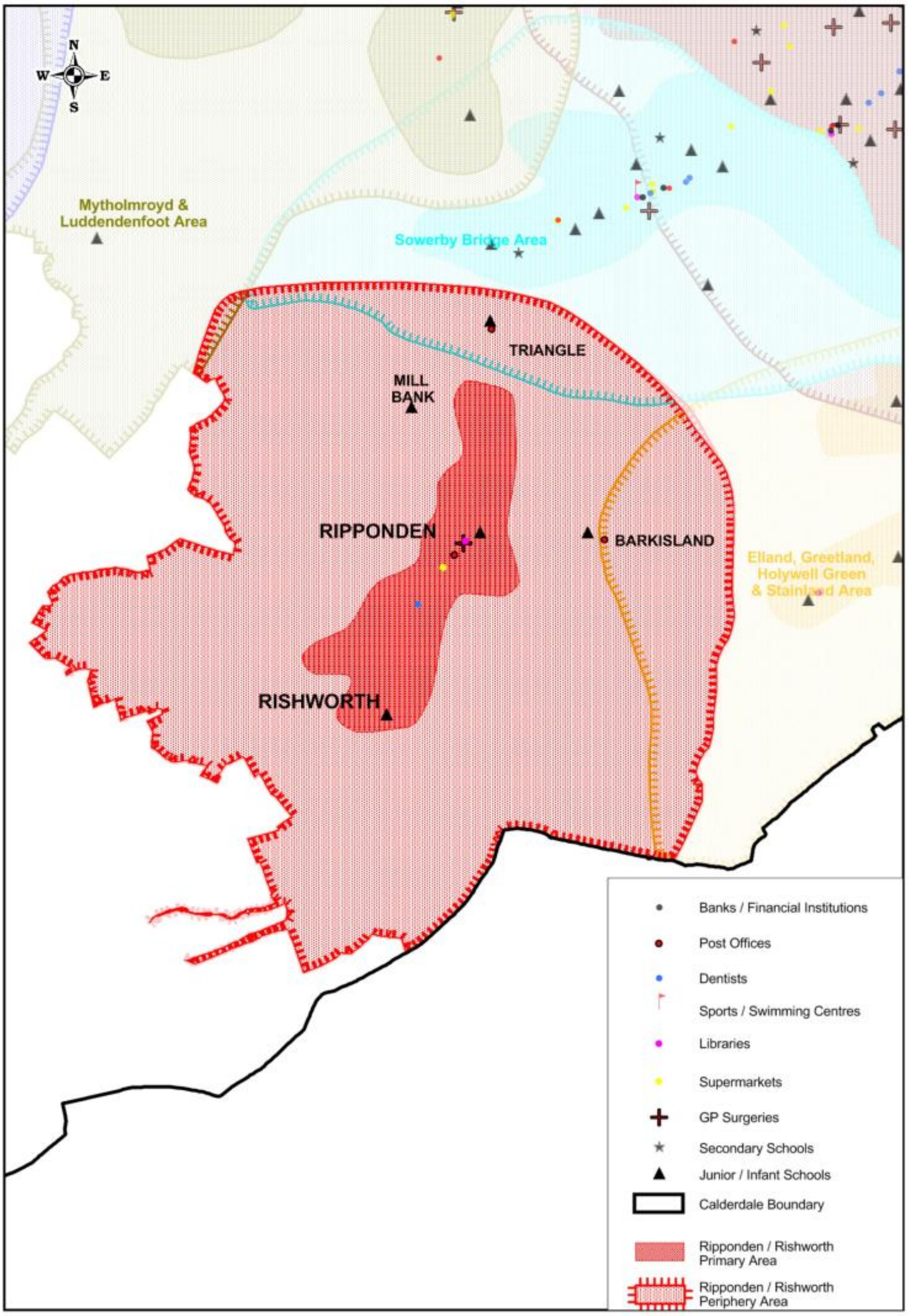
11.3 Ripponden, the largest urban area, lies at the crossroads of the A58 and A672, linking Halifax, Oldham, Rochdale and Huddersfield. The M62/M60 link is also only five miles south of Ripponden centre and as a result the Ryburn valley today is a significant commuter route from the Greater Manchester area through into Calderdale. However, the role of the place is not just based around the valley bottom, its settlements and its arterial transport routes. Significant areas of open countryside and scattered rural communities provide a transition to wild,open moorland to the south and west and themselves provide a valuable environmental, social and economic resource for the local and wider areas.

11.4 Map 11.1 'Ripponden / Rishworth / Barkisland Area Services and Facilities' illustrates that the area has a limited number of key services or facilities. Whereas Ripponden residents have access to their own primary school, supermarket, surgery and dentist, most of the smaller settlements have a school and little else. Rishworth has a church primary school and also a private secondary school. A further three primary schools are found in the area at Barkisland, Mill Bank and Triangle.

11.5 In terms of governance, the area is covered predominantly by Ryburn Ward, although parts of the east of the area (mainly unpopulated) fall within Greetland and Stainland Ward. Similarly the majority of the area (Mill Bank, Cotton Stones and Triangle excluded) is included within the boundary of Ripponden Parish Council.

16 A Brief History of Ripponden, http://www.rippondencouncil.org.uk/history.php

Map 11.1 Ripponden / Rishworth / Barkisland Area Services and Facilities



Key Characteristics and Challenges

Population

11.6 The Ripponden/Rishworth/Barkisland area covers a population of around 8,500 people, approximately 4% of the total population of Calderdale. Since 2001 this area has seen the largest increase in its population of any area in Calderdale. Where most areas have seen rises of between 4-6%, Ripponden/Rishworth/Barkisland has seen an increase of almost 16% over this period. The age structure of the local population broadly reflects the averages across Calderdale for all age groups apart from greater numbers of the 45-64 age group and fewer 75+ residents.

Table 11.1 Population details of Ripponden/Rishworth/Barkisland area by age group

		0-15	16-24	25-44	45-64	65-74	75+	Total
Population 2009	Ripponden/ Rishworth/ Barkisland (No.)	1,599	831	2,266	2,582	703	439	8,420
	Ripponden/ Rishworth/ Barkisland (%)	19.0	9.9	26.9	30.7	8.4	5.2	-
	Calderdale (%)	19.9	10.9	26.5	26.9	8.2	7.4	-
Change since 2001	Ripponden/ Rishworth/ Barkisland (No.)	111	209	113	474	222	16	1,144
	Ripponden/ Rishworth/ Barkisland (%)	-1.5	1.3	-2.7	1.7	1.7	-0.6	-

(August 2010 Patient Register data, adjusted to official mid-2009 population estimates)

Employment

11.7 Just over 2,250 people work within the area (2008), meaning a ratio of just over 1 local job for every 4 residents. Although this includes all residents (therefore those of non-working age) it represents a very low proportion of jobs to the local population and is evidence of the high commuting rates out of the area.

11.8 Over a third of all the jobs are located around the centre of Ripponden, and in terms of employment sectors, in excess of a third of all the jobs are within the distribution, hotels and restaurant trades, a sector generally anticipated to grow in the future.

Table 11.2 Percentage employed in different sectors within Ripponden/Rishworth/Barkisland area

Employment Sector	Agriculture & Fishing	Energy & Water	Manufacturing	Construction	Distribution Hotels & Restaurants	Transport & Communications	Banking Finance & Insurance	Public Administration, Education & Health	Other Services
Calderdale	<1%	<1%	19%	5%	22%	4%	25%	21%	4%
Ripponden/ Rishworth/ Barkisland	<1%	<1%	17%	8%	35%	3%	15%	19%	3%

(Annual Business Inquiry 2008; Percentages are rounded due to data protection issues)

11.9 The area has a significant new office resource at Ripponden Business Park on the Oldham Road which has reasonable access to the M62, and provides a significant future employment resource. A mix of other employment uses are also provided within the area including traditional light industrial, manufacturing and workshop spaces still in use in various small locations along the A58 corridor.

Social Issues

11.10 The Ripponden/Rishworth/Barkisland area performs well in terms of the Index of Multiple Deprivation; only three other areas in Calderdale experience a smaller variation and no areas around Ripponden/Rishworth/Barkisland fall within the bottom half of most deprived areas. In terms of the health of the population, the Ripponden/Rishworth/Barkisland area performs well against the Health and Disability Deprivation index, with the smallest variation of all 9 areas when considering the variation between the least and most deprived parts. The area has the lowest percentage of population who experience a limiting long-term illness; 13.8% of the population compared to the Calderdale figure of 18.4%, and in some parts the percentage is as low as 9.8%. Some 2.6% of residents are in receipt of Disability Living Allowance which is the lowest percentage of all the areas, and compares favourably to the Calderdale figure of 4.7%. The percentage of population in receipt of Incapacity Benefit / Severe Disablement Allowance is 2.3%, with only the Northowram, Shelf, and Hipperholme area recording a lower percentage (2.0%). Again this compares favourably to the Calderdale figure of 4.4%.

Housing

11.11 In November 2010 there were 3,539 households within the Ripponden/Rishworth/Barkisland area. Over the past 10 years 587 new houses were built in the area, an increase of over 18% in the total housing stock. This compares to a general increase across Calderdale of 10%. Ripponden/Rishworth/Barkisland has seen the largest increase in new housing over this period of any of the areas identified in the Core Strategy, contributing to increased pressures on local services and infrastructure. A greater proportion of new dwellings built were detached properties than the average (34% in this area compared to 18% across Calderdale). This is most likely linked to the significantly higher rates of 4-bed properties or larger (40% compared to 18% across Calderdale). A higher rate of conversions were also recorded in this area, with only 56% of completions being new build compared to an average of 72% across Calderdale. Within the area there are in the order of 110 dwellings which have been empty for more than 6 months.

Table 11.3 New housing completions in the Ripponden/Rishworth/Barkisland area 2000-2010

	Total no. of Completions	% Flat/ Maisonette/ Apartment	% Terraced	% Semi-detached	% Detached	% 1 bed	% 2 bed	% 3 bed	% 4 bed	% 5+ bed	% increase
Calderdale	8,499	45.5	29.0	7.7	17.7	10.1	41.7	26.6	18.3	3.3	10.1
Ripponden/ Rishworth/ Barkisland	587	39.4	21.9	4.6	34.0	3.0	29.1	23.4	40.2	4.2	18.3

(Housing Land Availability monitoring database, Calderdale MBC)

Town Centres

11.12 Ripponden centre provides a greater role as a service centre than as a retail location, with over 50% of the total floorspace in the centre given over to leisure services, by far the greatest of all centres in Calderdale. A further 12% of floorspace is given over to retail services. As a result the comparison retail offer is relatively low, however so are vacancy rates which are amongst the lowest in Calderdale. The total existing retail and leisure floorspace is 3,524sqm.

Table 11.4 Composition of Retail and Leisure in Ripponden local centre, May 2008

	Total floorspace (sqm)	% Convenience	% Comparison	% Retail Service	% Leisure Service	% Financial and Business Service	% Vacant
National (UK)	-	14.2	37.8	7.0	22.7	8.7	8.9
Calderdale	251,154	18.9	22.8	10.8	27.4	7.4	12.8
Ripponden	3,524	15.1	10.5	11.8	50.8	4.4	7.4

(Retail Needs Assessment 2009, White Young Green)

Transport

11.13 The following graphs show the maximum number of public transport services per hour to and from Ripponden and Rishworth. Ripponden has a moderate level of public transport provision to Halifax but a low level of provision to Sowerby Bridge and Rishworth. Rishworth is poorly connected and has a low frequency of public transport connections to Halifax, Ripponden and Sowerby Bridge.

Figure 11.1 Maximum Public Transport Services per hour to and from Ripponden

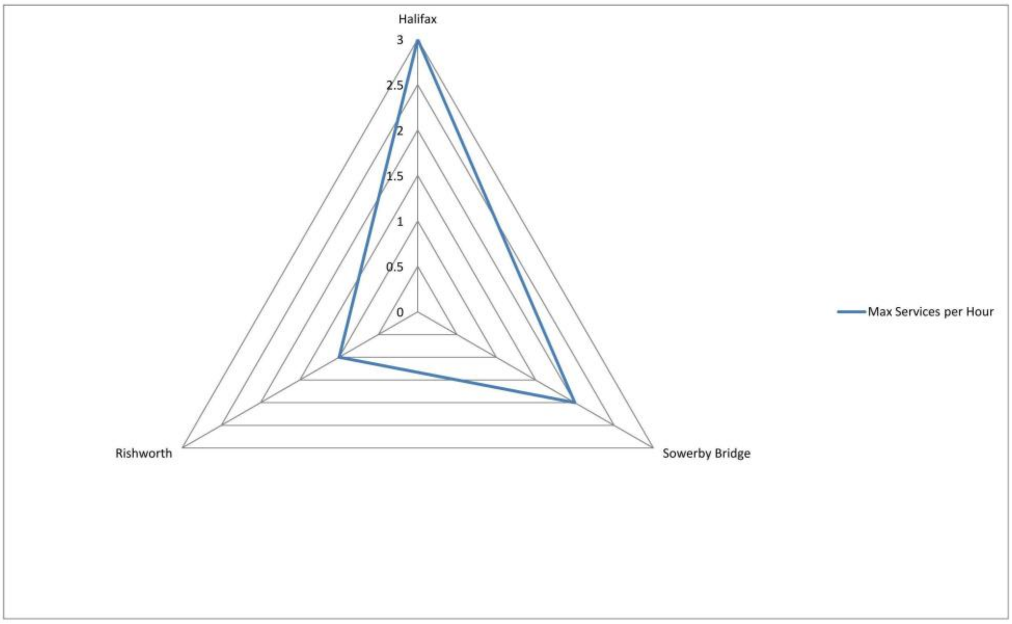
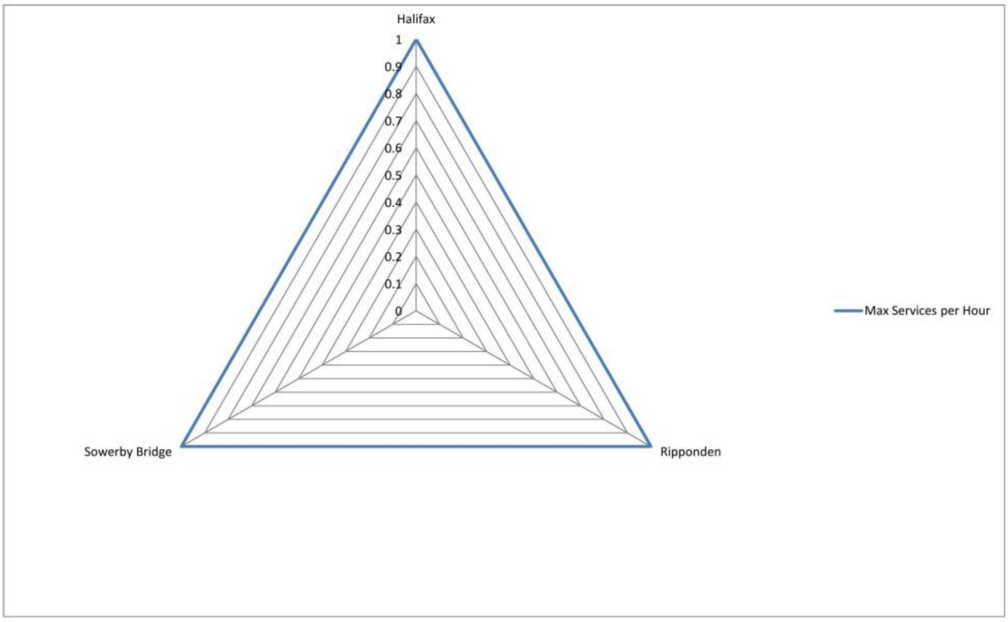


Figure 11.2 Maximum Public Transport Services per hour to and from Rishworth



11.14 Traffic within the area is expected to increase by nearly 24% between 2009 and 2025, using government predictions. This compares to approximately16% on average for Great Britain. The impact of this traffic growth is forecast to increase journey times from junction 22 of the M62 to Sowerby Bridge by approximately 4 minutes in the morning and up to 5 minutes for the return journey by 2025.

Schools

11.15 There are 5 schools in the area (all Primary schools) accommodating 737 pupils across all years. A total of 102 new school places were available in the 2010/11 year, with 118 (116%) places allocated and filled. All 5 schools were at, or above, full capacity from the new intake.

Heritage

11.16 Per population, the area has a high number of Grade I and II* listed buildings compared to other areas of the district. There are 2 Grade I listed (Barkisland Hall and Howroyd in Barkisland), 8 Grade II* listed, and a further 214 Grade II listed buildings across the Ripponden/Rishworth/Barkisland area. Including registered parks and gardens, and ancient monuments, Ripponden/Rishworth/Barkisland has a heritage asset for every 37 of the population, compared to the highest figure in Halifax (203) and lowest in Hebden Bridge (23).

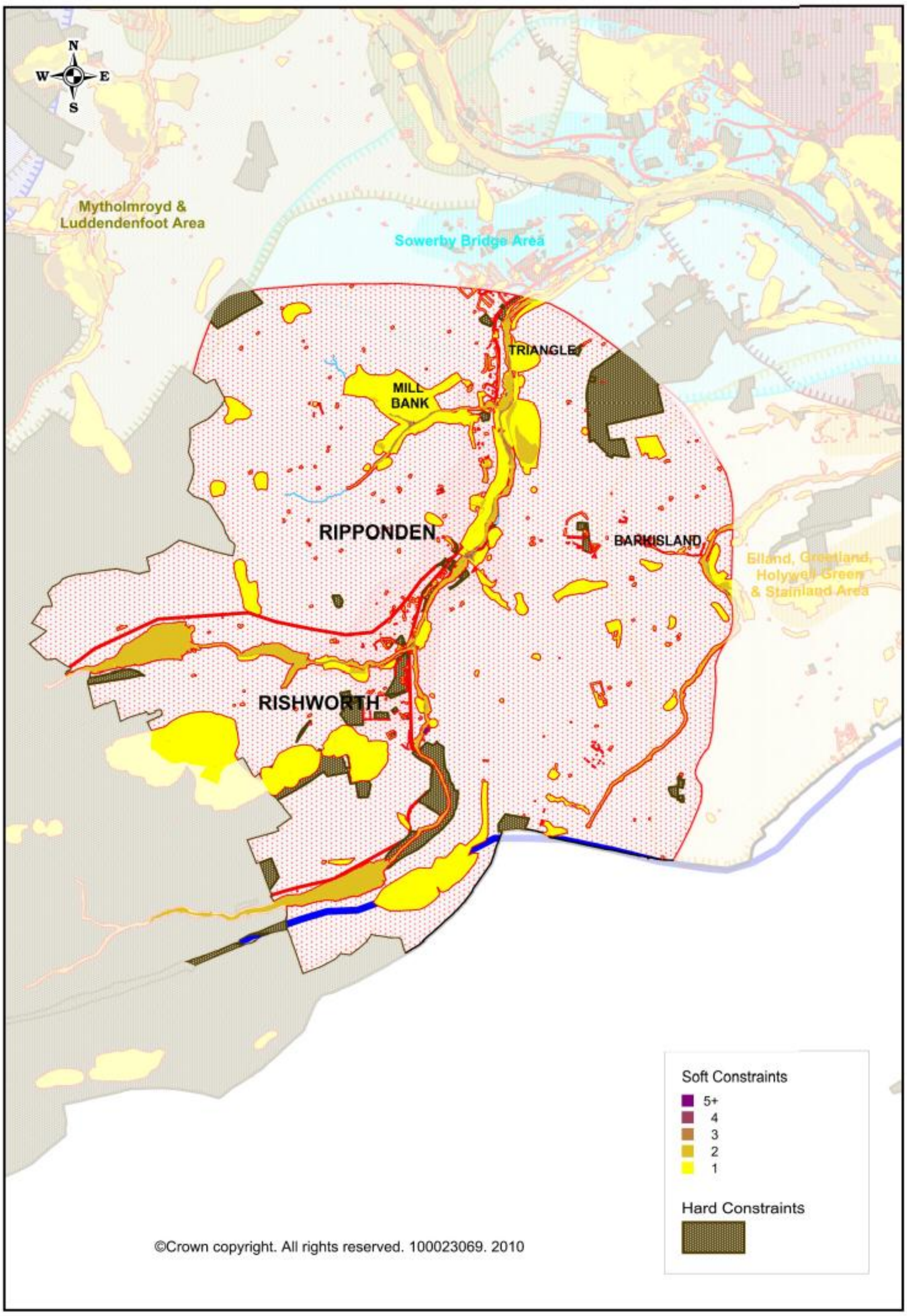
Environmental Constraints

11.17 The Environmental Constraints map shows hard and soft constraints for the Ripponden/Rishworth/Barkisland area. Hard constraints are those which are difficult to overcome and include Common Land, Open Space and Sites of Ecological and Geological Importance.

11.18 Soft constraints are those which can either be changed through the LDF process, provide protection but do not rule out development, or are infrastructure constraints which maybe overcome by funding from future development. The soft constraints in the Ripponden/Rishworth/Barkisland area include Conservation Areas, Listed Buildings, Flood Zones 2 and 3a, Potentially Unstable Land and Tree Preservation Orders.

11.19 The Green Belt is also considered to be a soft constraint. This has not been mapped because nearly every area outside of the main urban area is covered by this designation which when mapped masks the presence of other constraints.

Map 11.2 Environmental Constraints in Ripponden/Rishworth/Barkisland



Spatial Atlas

11.20 The Calderdale Spatial Atlas[17] brings together key geographic information at a district level. From the social, environmental and economic characteristics addressed in the report, the following specific issues are highlighted as poor in the Ripponden/Rishworth/Barkisland area, in relation to the rest of the district:

- Poor public transport connections (least use of public transport for work commuting)

17 Spatial Atlas, Version 1, November 2009, Calderdale MBC

- Only area of Calderdale to have no allotment provision
- Highest average electricity and gas consumption of district

An Emerging Vision

11.21 The Ripponden/Rishworth/Barkisland sub-area should have its own vision within the Core Strategy for where it wants to be in 2026, both as a place and as a community. However this local area vision should also help to meet the ambitions within the overall 'VISION FOR CALDERDALE - 2026'. The individual settlements within the Ripponden/Rishworth/Barkisland area have their own unique identities and requirements and the local area vision should reflect this where appropriate.

11.22 Members of the community within Ripponden parish published a Community Plan in 2008, following public meetings, a detailed household survey and consultation with local schools. Of issues relevant to a development plan for the area, the community plan identified the following 3 key issues:

- Over development - too much new housing in recent years has put a strain on local services (schools, doctors, roads, utilities)
- Traffic and parking
- Lack of facilities for young people

11.23 The plan identifies the following objectives for the future, to help address these issues and others:

- Appropriate scale and type of housing in the future as opposed to executive homes and apartments;
- Provision of a local shop in Soyland;
- Expand parking facilities in Ripponden;
- Provision of a cycle path through the valley;
- Better day facilities for elderly;
- Community centre in Barkisland and upgrade of Ripponden facility;
- Youth clubs in Barkisland, Ripponden and Rishworth;
- Improve public transport, greater frequency of services, more reliable, and reinstatement of Oldham connection.

11.24 In light of these issues and objectives, a possible vision for Ripponden/Rishworth/Barkisland in 2026 could be.......

Ripponden/Rishworth/Barkisland is a lively and attractive place to live with excellent community facilities and services serving the local needs of all of its residents. Improved transport infrastructure has increased accessibility between settlements,using both public and private transport.

- *Ripponden remains the primary location for retail, employment and leisure facilities in the area, with improved parking provision, and is a lively community hub for the area;*
- *The remaining settlements (Rishworth, Barkisland, Soyland, Mill Bank and Triangle) have, where appropriate, improved local facilities and services to help meet local needs.*

Opportunities that Exist

11.25 If new development was desired within this area, the Strategic Housing Land Availability Assessment (SHLAA) 2009 identifies a total of eleven sites as potential new development opportunities for the future. However over half of these are located within the greenbelt and would therefore require extension of the existing settlements were they to be developed.

11.26 Other potential development opportunities relate to community facilities identified in the objectives above, and a potential new cycle path linking the valley with Sowerby Bridge and the wider cycle network.

11.27 The employment site allocated in the RCUDP (EM50) is recommended for retention in the Employment Land Review as future expansion space for adjacent owners.

District Wide Spatial Options

11.28 The 4 Spatial Options presented in 4 'Possible Approaches' set out possible district wide development strategies over the LDF period. Ripponden is the only settlement within this area identified as a Local Centre, or higher, within the Settlement Hierarchy. As the vast majority of development will be focused towards the main town centres under all 4 spatial options, only limited development will be undertaken in the Ripponden/Rishworth/Barkisland area. Option 4 would likely result in greater levels of new housing, however all 4 options are likely to lead to a far slower rate of growth for the area than has been experienced over the past 10 years, evidenced in Table 11.3 'New housing completions in the Ripponden/Rishworth/Barkisland area 2000-2010'. Only limited development, restricted to meeting local needs, will be permitted in smaller settlements under all 4 options.

Question 11

Questions to consider about the Ripponden/Rishworth/Barkisland area

The Core Strategy will deal with built development, infrastructure and services; bearing this in mind what are your big concerns and hopes for the area? Some things you may want to consider could include the need for new housing, shops, open spaces, services, employment, public transport or your local school. You can be as wide ranging as you like.

1. What is it you really like and dislike about the area?
2. What would you change about the area?
3. What are your hopes for the area – how would you like it to look and feel in 20 years time?
4. What do you think will get in the way of getting those hopes met?
5. What are the key actions that will make these hopes a reality?

12 Sowerby Bridge

Brief History

12.1 Sowerby Bridge is a market town located at the eastern gateway to the Upper Calder Valley, on the A58, the former main route between Yorkshire and Lancashire about 3 miles south west of Halifax. The town has been a crossing point on the Calder and Ryburn rivers since the Middle Ages and probably long before that. Domestic weaving in the hilltop villages of Sowerby and Norland gave way to the building of large water powered mills by the River Calder, as industry took advantage of the support provided by good transport links, initially via the Canal, then rail, and later by road.

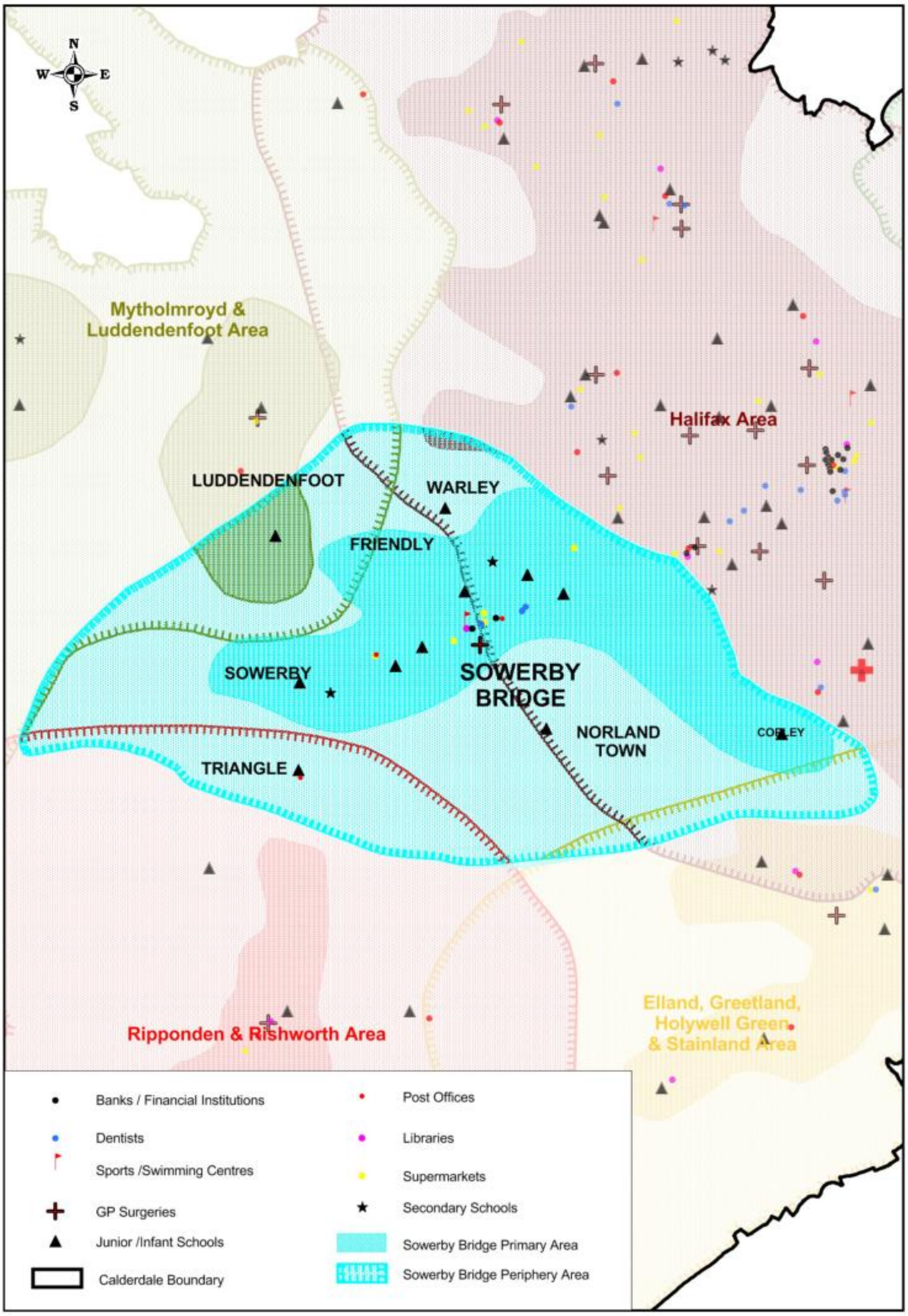
12.2 The town continued to grow in the 19th century based on the areas' importance as a textile and engineering centre. The prosperity generated as a result of the local industry can be revealed through the quantity and quality of buildings in the town centre. With the decline in textile manufacturing, most of the mills are now closed, or have found a new lease of life as engineering premises or through conversion into living accommodation. The town centre contains many other mixed use buildings with offices located over shops as well as some small scale industry, alongside food and drink outlets. In recent years the re-opening of, and developments alongside, the Canal have been undertaken, including ‘The Wharf’, a mixed use project surrounding the canal basin, providing a tourism focus for the town.

12.3 Above Sowerby Bridge are a number of villages, Sowerby and Triangle to the west, Friendly and Warley to the north, Norland to the south and Copley to the east. Warley is an example of a small centre that developed around farming, and is a mix of small former agricultural worker cottages, a small estate and a number of larger detached houses. The historical part of Copley village includes a 'model' estate built by Edward Akroyd in the 1840s.

Role of Place

12.4 Sowerby Bridge (including the village of Sowerby) is considered to be a Local Town within the settlement hierarchy of Calderdale, and in terms of overall sustainability is ranked the 5th most sustainable settlement in Calderdale. Local Towns are considered to have a defined service centre and provide a wide range of services and facilities which serve not only the town but a number of other smaller settlements. Both Warley and Triangle which lie within the Sowerby Bridge area act as neighbourhood / small rural centres, which are considered to have both poor provision and poor access to services and facilities, therefore reducing the sustainability of this type of location. The map below shows the level of different types of key facilities and services within the Sowerby Bridge Area. According to the Settlement Hierarchy when scoring the sustainability of the settlement on facilities relative to the size of the area, Sowerby Bridge is considered to be the most sustainable settlement within Calderdale.

Map 12.1 Sowerby Bridge Area Services and Facilities



Key Characteristics and Challenges

Population

12.5 The Sowerby Bridge area covers a population of around 19,000 people, approximately 9% of the total population of Calderdale. This area has seen a fairly typical (compared to other areas in Calderdale) increase in its population since 2001 of 6%. The age structure of the local population broadly reflects the averages across Calderdale, however in general there are fewer younger people (0-15) in the local population and a slightly greater proportion of all age groups over 45 years of age.

Table 12.1 Population details of Sowerby Bridge area by age group

		0-15	16-24	25-44	45-64	65-74	75+	Total
Population 2009	Sowerby Bridge (No.)	3,318	2,106	4,944	5,463	1,697	1,547	19,074
	Sowerby Bridge (%)	17.4	11.0	25.9	28.6	8.9	8.1	-
	Calderdale (%)	19.9	10.9	26.5	26.9	8.2	7.4	-
Change since 2001	Sowerby Bridge (No.)	-217	437	-203	795	170	75	1,056
	Sowerby Bridge (%)	-2.2	1.8	-2.6	2.7	0.4	-0.1	-

(August 2010 Patient Register data, adjusted to official mid-2009 population estimates)

Employment

12.6 There are over 6,500 jobs (2008) within the area, over 45% of which exist either in and around the town centre or at the Lloyds premises on Wakefield Road. The largest employment sector within the area is Banking, Finance and Insurance which accounts for more than a third of all jobs, this is primarily due to the location of Lloyds Banking Group in Copley. The Employment Land Review (2008) identifies a demand for modern industrial and office uses within the town.

Table 12.2 Percentage employed in different sectors within Sowerby Bridge

Employment Sector	Agriculture & Fishing	Energy & Water	Manufacturing	Construction	Distribution Hotels & Restaurants	Transport & Communications	Banking Finance & Insurance	Public Administration, Education & Health	Other Services
Calderdale	<1%	<1%	19%	5%	22%	4%	25%	21%	4%
Sowerby Bridge	<1%	<1%	23%	5%	18%	4%	34%	16%	2%

(Annual Business Inquiry 2008; Percentages are rounded due to data protection issues)

Social Issues

12.7 According to the Index of Multiple Deprivation, there are significant variations of deprivation within the Sowerby Bridge area. There are also significant variations of Health and Disability Deprivation; only two other areas, Brighouse and Halifax have a greater variation. The overall percentage of residents experiencing a limiting long-term illness is slightly lower than the Calderdale figure (18.2% vs 18.4%), whilst the overall percentage in receipt of Disability Living Allowance is 5.5% compared to the Calderdale figure of 4.7%. In terms of the Incapacity Benefit / Severe Disablement Allowance, the area performs slightly better than Calderdale as a whole, recording a percentage of 4.2% compared to 4.4%.

Housing

12.8 In November 2010 there were 8,611 households within the Sowerby Bridge area. Over the past 10 years 870 new houses were built in the area, an increase of approximately 10% in the total housing stock (the same as the Calderdale wide increase). The proportions of housing types broadly reflect the averages built across Calderdale. A smaller proportion of 2-bed dwellings were built (32% in the Sowerby Bridge area compared to 42% across Calderdale). Otherwise the house sizes and proportion of conversions and new-builds again broadly reflect the average across Calderdale. Within the area there are in the order of 215 dwellings which have been empty for more than 6 months.

Table 12.3 New housing completions in Sowerby Bridge area between 2000-2010

	Total no. of Completions	% Flat/ Maisonette/ Apartment	% Terraced	% Semi-detached	% Detached	% 1 bed	% 2 bed	% 3 bed	% 4 bed	% 5+ bed	% increase
Calderdale	8,499	45.5	29.0	7.7	17.7	10.1	41.7	26.6	18.3	3.3	10.1
Sowerby Bridge	870	43.9	25.1	10.8	20.1	11.1	31.3	29.6	24.7	3.2	10.4

(Housing Land Availability monitoring database, Calderdale MBC)

Town Centres

12.9 The greatest proportion of town centre floorspace in Sowerby Bridge is currently given over to leisure services (31% of the total floorspace in the centre), followed by comparison retailing (28%). The town centre shows a relatively good mix of uses with no significantly under-represented sectors and very low vacancy rates across the town (7%). The high proportion of leisure services include a good choice of restaurants and bars and reflects the strong nightlife offering that Sowerby Bridge is locally known for.

Table 12.4 Composition of Retail and Leisure in Sowerby Bridge town centre, August 2009

	Total floorspace (sqm)	% Convenience	% Comparison	% Retail Service	% Leisure Service	% Financial and Business Service	% Vacant
National (UK)	-	14.2	37.8	7.0	22.7	8.7	8.9
Calderdale	251,154	18.9	22.8	10.8	27.4	7.4	12.8
Sowerby Bridge	19,006	17.2	28.5	8.1	30.9	8.2	7.1

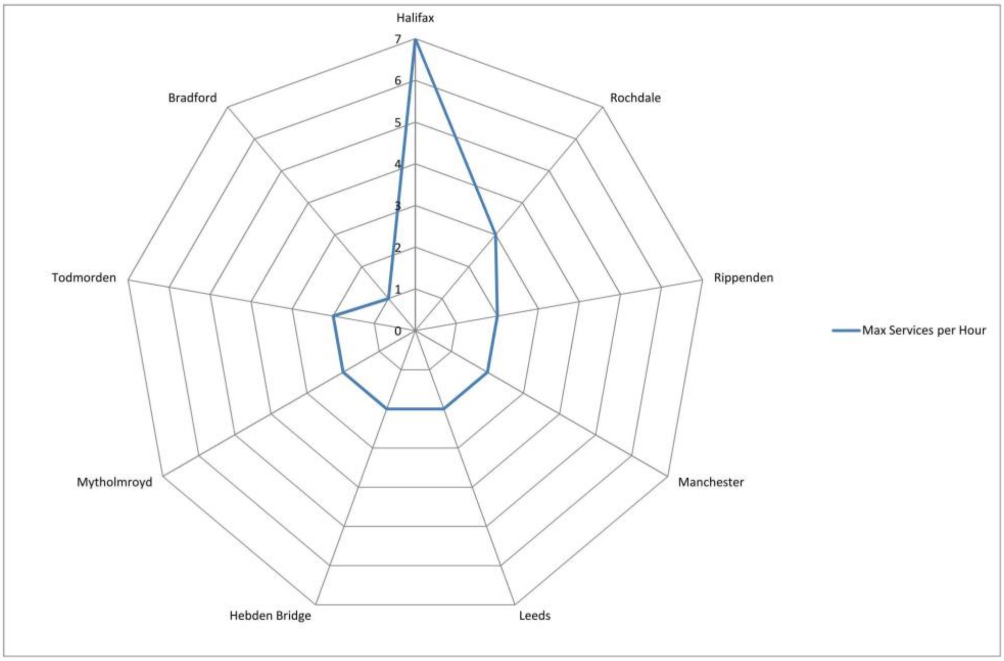
(Retail Needs Assessment 2009, White Young Green)

12.10 The total existing retail and leisure floorspace is 19,006sqm (estimated turnover/spend of £27.05m, a low proportion of which (23%) is comparison spend). To retain the current market share of expenditure, there is no estimated capacity for further convenience retail, but estimated capacity for 4,505-7,505sqm of new comparison floorspace to 2026.

Transport

12.11 The graph below shows the maximum number of public transport services per hour to and from Sowerby Bridge. With the exception of Halifax, major centres such as Bradford, Leeds and Manchester are poorly connected. A moderate level of service provision exists for local towns and centres such as Hebden Bridge, Mytholmroyd and Todmorden.

Figure 12.1 Maximum Public Transport Services per hour to and from Sowerby Bridge



12.12 Government statistics predict a 19% increase in traffic levels between 2009 and 2025, compared to a figure of approximately16% on average for Great Britain. These increases will add to the existing congestion already found within the Sowerby Bridge area. It is forecast this may mean it will take an additional 4 minutes to travel from Salterhebble junction to the centre of Sowerby Bridge using the A6024 Wakefield Road by 2025 in the morning; the return journey in the evening is forecast to take an additional 1 to 2 minutes. The majority of the extra journey time is forecast to be within Sowerby Bridge and at the junction of Wakefield Road/ Stainland Road.

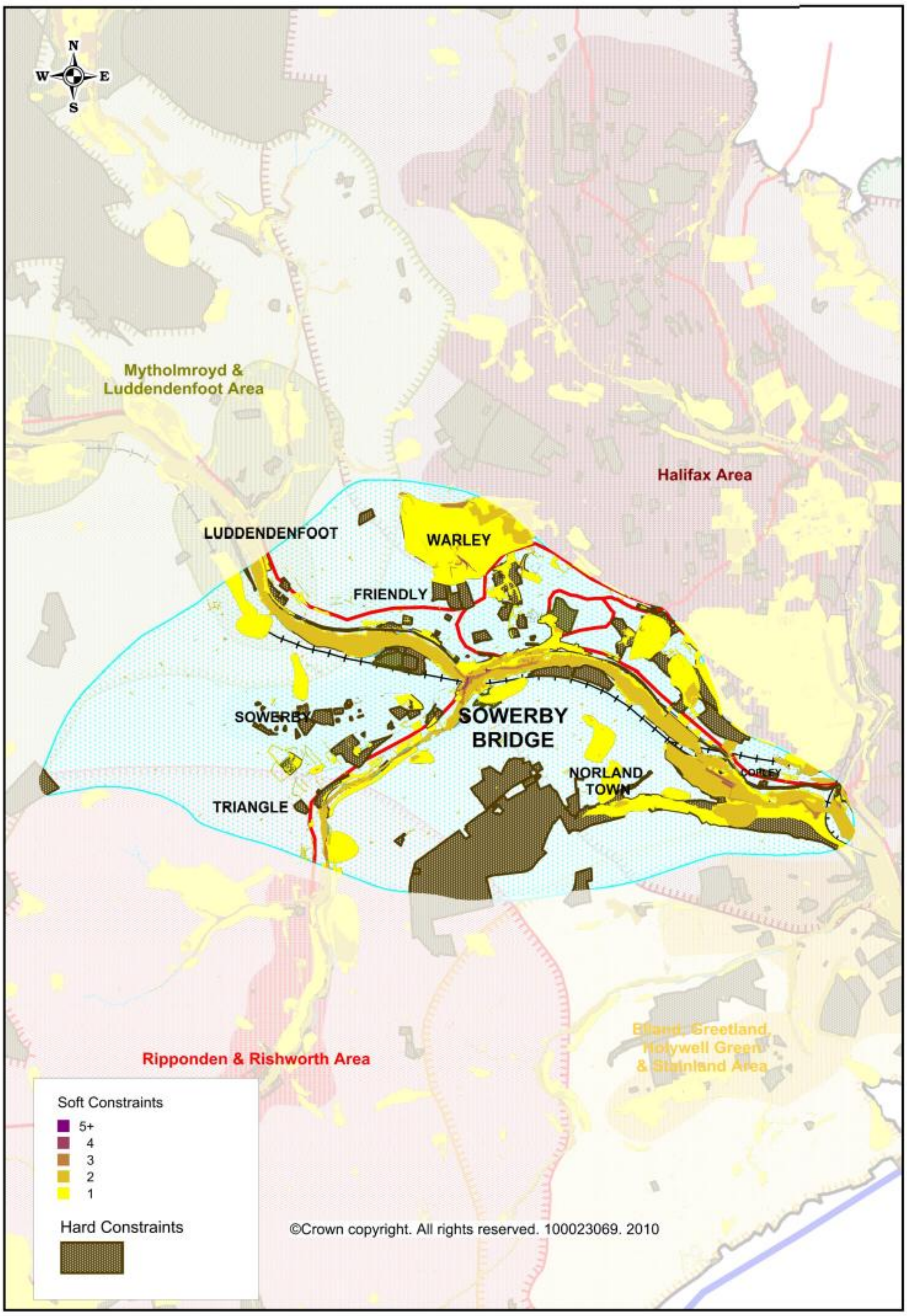
Schools

12.13 There are 13 schools in the area (11 Junior, Infant & Primary, 2 Secondary) accommodating 4,795 pupils across all years. A total of 837 new school places were available in the 2010/11 year, of which 98% were filled, with 10 of the 13 schools at, or above, full capacity from the new intake.

Heritage

12.14 Per population, the area has a fairly average number of Grade I and II* listed buildings compared to other areas of the district. There are Grade I listed (St. Peters Church and Wood Lane Hall), 9 Grade II* listed, and a further 218 Grade II listed buildings across the Sowerby Bridge area. Including registered parks and gardens, and ancient monuments, Sowerby Bridge has a heritage asset for every 83 people, compared to 203 people in Halifax and 23 people in Hebden Bridge.

Map 12.2 Environmental Constraints in Sowerby Bridge



Environmental Constraints

12.15 The Environmental Constraints map shows hard and soft constraints for the Sowerby Bridge area. Hard constraints are those which are difficult to overcome and include Common Land, Historic Parks and Gardens, Open Space, Local Nature Reserves, Sites of Ecological and Geological Importance and the Functional Floodplain.

12.16 Soft constraints are those which can either be changed through the LDF process, provide protection but do not rule out development, or are infrastructure constraints which maybe overcome by funding from future development. The soft constraints in the Sowerby Bridge area include Air Quality Management

Areas, Conservation Areas, Listed Buildings, Flood Zones 2 and 3a, Potentially Unstable Land and Tree Preservation Orders.

12.17 The Green Belt is also considered to be a soft constraint. This has not been mapped because nearly every area outside the main urban area is covered by this designation which when mapped masks the presence of other constraints.

An Emerging Vision

12.18 Within the overarching 'VISION FOR CALDERDALE - 2026', like all the other areas, the Sowerby Bridge area will have a vision for the future development of the area. A starting point for a Vision for the Sowerby Bridge Area is suggested as follows:

- *A new town quarter has been created in Sowerby Bridge, supporting the different retail offer in the town centre, as well as improving access to and from the station. Visitor numbers will have increased, attracted to the town centre and the leisure opportunities offered by the Canal and surrounding countryside, benefiting not only the town centre but the hillside villages. A mix of economic activities exist, independent and creative industries sit alongside established service and manufacturing sectors, offering employment opportunities for local people, and deprivation is reduced significantly. Improvements to the highway network and the Caldervale line have increased the accessibility of the town and improved the public transport services available.*

Opportunities that Exist

12.19 The Upper Calder Valley Renaissance (UCVR) promoted the creation of a new 'Town Quarter', through improving access to and from the Station with the introduction of a new footbridge linking Wharf Street to the station, as well as environmental improvements to the existing area.

12.20 Building on the UCVR, in order to revitalise the Holmes Road area, Calderdale Council and Yorkshire Forward have established the following objectives:

- To establish the principle of mixed use development and to make a positive contribution to the creation of a balanced and mixed community;
- To create a sustainable high quality development that is appropriate to its context that preserves or enhances the character and appearance of the wider Sowerby Bridge Conservation Area;
- To extend the town centre and improve links and connectivity with the train station;
- To maximise the waterfront location, creating a vibrant and attractive walkway;
- To retain where appropriate existing buildings, trees and open spaces; and
- To deliver major community benefits through improving highway safety, efficiency, and access to the train station.

12.21 Any future development of the Holmes Road area should be carried out with the wider Copley Valley / Sowerby Bridge Transformation scheme in mind, in order to ensure a coherent approach to regenerating Sowerby Bridge. The transformation scheme aims to improve economic and social prospects in the area between Sowerby Bridge and Copley. This would result in an extended town centre, improvements to the highway network, and attract private investment.

12.22 Sowerby Bridge train station on the Caldervale line offers direct access to both Leeds and Manchester, with journey times of 36 and 54 minutes respectively. Maintaining and improving the Caldervale line will allow Sowerby Bridge and Calderdale as a whole to maintain and increase economic activity.

12.23 Sowerby Bridge and the wider area offers potential tourism opportunities, through attractions such as the Canal, and the countryside above the main urban centre. Sowerby Bridge town centre can offer a different retail and leisure range compared to other places in Calderdale, supported by the number of independent retailers, and in turn these can be supported by promoting the leisure opportunities offered by the Canal and countryside.

District Wide Spatial Options

12.24 Spatial Options 1 "Focus on eastern Calderdale", 2 "Enhance the role of Todmorden" and 3 "Enhance the role of Elland" would provide a similar amount of growth for Sowerby Bridge.

12.25 Spatial Option 4 "Current role and function" would provide less housing growth in Sowerby Bridge. All the Options provide opportunities for job growth within Sowerby Bridge, however options 1 and 4 would appear to have greater potential to deliver the Copley Valley Transformation Project and enhance the services and facilities within the Sowerby Bridge area.

Question 12

Questions to consider about the Sowerby Bridge area

The Core Strategy will deal with built development, infrastructure and services; bearing this in mind what are your big concerns and hopes for the area? Some things you may want to consider could include the need for new housing, shops, open spaces, services, employment, public transport or your local school. You can be as wide ranging as you like.

1. What is it you really like and dislike about the area?
2. What would you change about the area?
3. What are your hopes for the area – how would you like it to look and feel in 20 years time?
4. What do you think will get in the way of getting those hopes met?
5. What are the key actions that will make these hopes a reality?

13 Mytholmroyd/Luddendenfoot

Brief History

13.1 The main urban areas include Mytholmroyd, Luddenden and Luddenden Foot, however the area also takes in Cragg Vale and Luddenden Valley, along with both their associated settlements. Luddenden village is sited where the old Halifax-Lancashire packhorse trail crosses Luddenden Brook and Mytholmroyd around a crossing of the river Calder and the Sowerby-Heptonstall packhorse trail.

13.2 As with most parts of the Upper Calder Valley, the main settlements within this area grew up around fast flowing becks and rivers, exploited from early times for weaving and textile production. The opening of the Rochdale canal in the early C19th, and the Calder Valley railway line by the mid C19th, led to a move away from the smaller hillside homesteads, previously used for handweaving, to the rapid growth and industrialisation of the main settlements on the valley floors.

13.3 The decline in the second half of the C20th in the textile and manufacturing industries has forced a certain amount of restructuring in the local economy. Today, although some significant employment areas do remain within the area, far fewer residents work locally and therefore relatively high commuting rates out of the area are evident. The attractive rural environment continues to attract people to live in the area which has seen a relatively steady increase in population over the past decade.

Role of Place

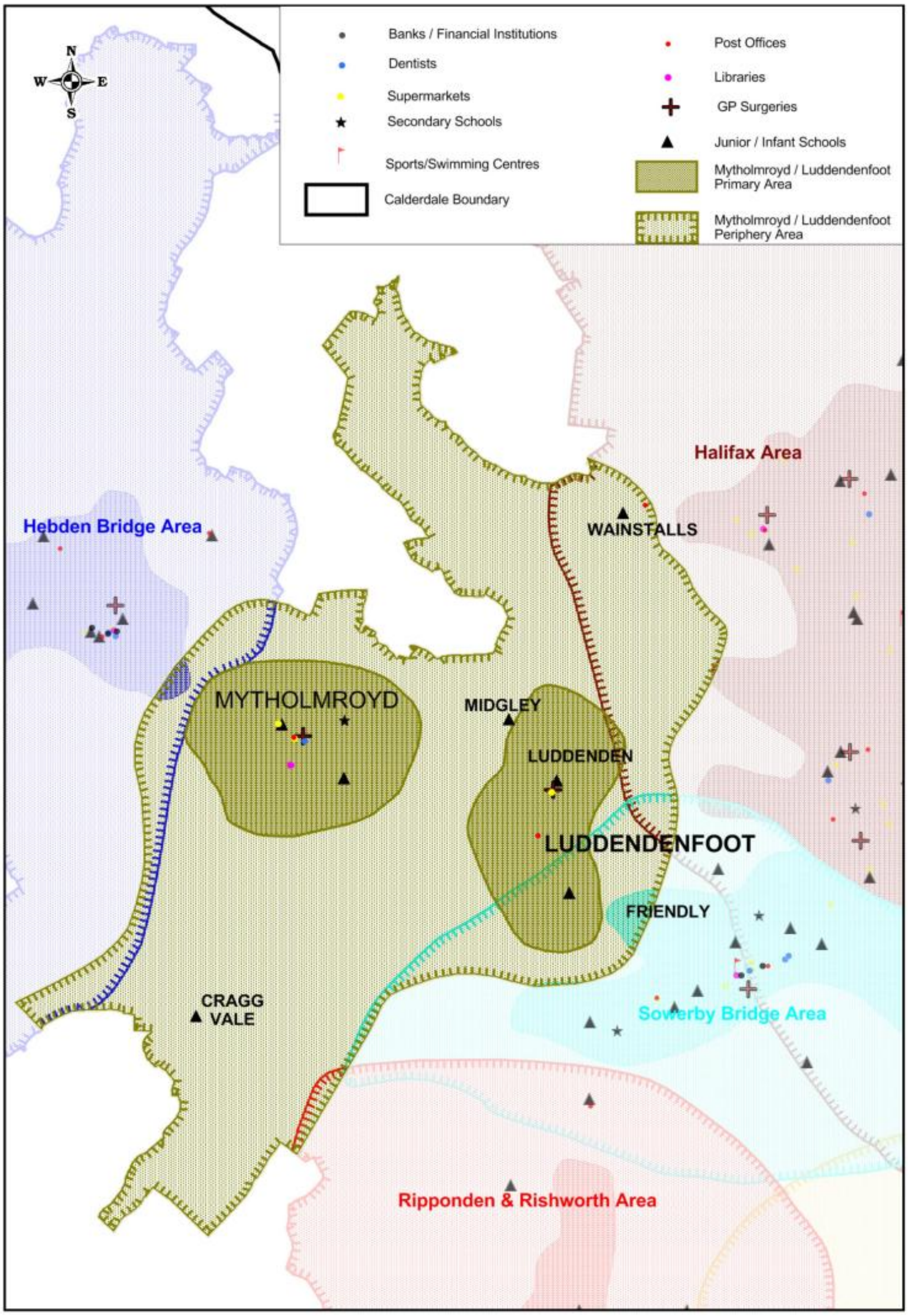
13.4 The Calderdale Settlement Hierarchy identifies both Mytholmroyd and Luddenden (including Luddendenfoot) as local centres, meeting locally generated needs for housing, employment and services. Mytholmroyd is the larger urban area, whilst Luddenden and the other villages form much smaller urban areas with fewer services, characterised by tightly packed huddles of stone buildings, with other smaller collections of housing or isolated housing spreading up the valley sides.

13.5 Mytholmroyd is well connected to the lower Calder Valley through its road and rail links, and direct rail services to both Manchester and Lancashire. As a local centre, it provides a limited amount of retailing (where Luddendenfoot provides very little) together with dental and medical practises, a church and community centre. Mytholmroyd is also home to Calder High school, the largest comprehensive in the upper Calder Valley.

13.6 There are four identified neighbourhood/small rural centres within the area; Brearley, Midgeley, Mount Tabor and Wainstalls. Many other smaller settlements exist based around farmsteads and the minor transport routes. As the map below shows, Mytholmroyd and to a lesser extent Luddenden/Luddendenfoot are the focus for the number of key services and facilities, whilst a number of schools lie within the outlying villages.

13.7 In terms of governance, the area is covered predominantly by Luddendenfoot Ward. Mytholmroyd and Cragg Vale are also included within the Hebden Royd Parish Council boundary. The area is bordered to both the north and south by wild, open moorland the 16 'Protected Moorland Areas' (European designated Special Protection Area and Special Area of Conservation).

Map 13.1 Mytholmroyd and Luddendenfoot Area Services and Facilities



Key Characteristics and Challenges

Population

13.8 The Mytholmroyd/Luddendenfoot area covers a population of around 10,500 people, approximately 5% of the total population of Calderdale. This area has seen a fairly typical (compared to other areas in Calderdale) increase in its population since 2001 of 6.3%. The age structure of the local population demonstrates proportionately fewer young people and a greater proportion of all age groups over 45years of age than is typical across Calderdale.

Table 13.1 Population details of Mytholmroyd/Luddendenfoot area by age group

		0-15	16-24	25-44	45-64	65-74	75+	Total
Population 2009	Mytholmroyd/ Luddendenfoot (No.)	1,896	1,025	2,514	3,228	940	850	10,454
	Mytholmroyd/ Luddendenfoot (%)	18.1	9.8	24.1	30.9	9.0	8.1	-
	Calderdale (%)	19.9	10.9	26.5	26.9	8.2	7.4	-
Change since 2001	Mytholmroyd/ Luddendenfoot (No.)	-103	215	-246	568	104	84	623
	Mytholmroyd/ Luddendenfoot (%)	-2.2	1.6	-4.0	3.8	0.5	0.3	-

(August 2010 Patient Register data, adjusted to official mid-2009 population estimates)

Employment

13.9 In excess of 3,000 people work within the area (2008), more than two thirds of the jobs are located within the small town centres and the numerous business parks in the valley bottom such as Moderna and Tenterfields. Manufacturing is the most significant employment sector accounting for over a third of all jobs within the area (16% higher than the Calderdale average). This high reliance upon manufacturing could make the area vulnerable given the predicted reductions in these types of jobs in the future.

13.10 The majority of the upper valley office market is located within the Mytholmroyd/Luddendenfoot area in business parks along the A646 Burnley Road (Brier Hey, Caldene, Moderna and Tenterfields) and also smaller units in more remote but attractive rural areas (such as Dean Hey and Top Land Country business parks) off the B6138 Cragg Road. Light industrial, manufacturing and workshop space is also found at many of these business parks.

13.11 Although the supply of space is currently good the 2008 Employment Land Review identifies likely shortages of industrial land in the future, particularly smaller units for local businesses. New employment development is restricted in the area due to the lack of flat land, areas of flood risk and poor accessibility.

Table 13.2 Percentage employed in different sectors within Mytholmroyd/ Luddendenfoot

Employment Sector	Agriculture & Fishing	Energy & Water	Manufacturing	Construction	Distribution Hotels & Restaurants	Transport & Communications	Banking Finance & Insurance	Public Administration, Education & Health	Other Services
Calderdale	<1%	<1%	19%	5%	22%	4%	25%	21%	4%
Mytholmroyd/ Luddendenfoot	<1%	<1%	35%	10%	20%	<1%	11%	22%	2%

(Annual Business Inquiry 2008; Percentages are rounded due to data protection issues)

Social Issues

13.12 When analysing the Index of Multiple Deprivation (IMD), the area has the smallest difference between the least and most deprived parts compared to all the other areas in Calderdale. Although this suggests the area performs relatively well in terms of the IMD, pockets of deprivation exist. Whilst the area does not have as bigger variation as other areas between the least and most deprived parts in terms of the Health and Disability Deprivation, it does have the most deprived part of the district against this measure.

Some parts of the area show nearly 24% of the population experiencing a limiting long term illness, although on a whole this percentage stands at 17.3%, compared to the Calderdale figure of 18.4%. The percentages of those in receipt of Disability Living Allowance (3.9%) and Incapacity Benefit/Severe Disablement Allowance (3.7%) are both lower than the overall Calderdale figure (4.7% and 4.4% respectively).

Housing

13.13 In November 2010 there were 4,504 households within the Mytholmroyd/Luddendenfoot area. Over the past 10 years 434 new houses were built in the area, an increase of approximately 10% in the housing stock (similar to the Calderdale wide increase). The proportion of house types completed in the area also broadly reflects the average across Calderdale, although a much lower proportion of 1-bed and 4-bed properties were completed. As a result a higher proportion of 2-bedroom properties (52% compared to 42% across Calderdale) were built. Within the area there are in the order of 135 dwellings which have been empty for more than 6 months.

Table 13.3 New housing completions in Mytholmroyd/Luddendenfoot area between 2000-2010

	Total no. of Completions	% Flat/ Maisonette/ Apartment	% Terraced	% Semi-detached	% Detached	% 1 bed	% 2 bed	% 3 bed	% 4 bed	% 5+ bed	% increase
Calderdale	8,499	45.5	29.0	7.7	17.7	10.1	41.7	26.6	18.3	3.3	10.1
Mytholmroyd/ Luddendenfoot	434	42.6	32.5	6.2	18.8	2.3	51.9	31.5	9.9	4.4	9.7

(Housing Land Availability monitoring database, Calderdale MBC)

Town Centres

13.14 Mytholmroyd local centre currently serves in the main as a service-based centre as opposed to a retailing centre. It has the highest proportion of retail service floorspace of any town or local centre in Calderdale (24%) and also a high proportion of leisure service floorspace (31%). As a result, the proportion of retailing floorspace is lower than in most other centres. The total existing retail and leisure floorspace combined is 4,984sqm. No reliable data is available on the estimated capacity for growth or expenditure in the centre. Due to its limited retail and service provision offer, Luddendenfoot is currently an undesignated centre within the retail hierarchy, and therefore no data is available on floorspace or expenditure.

Table 13.4 Composition of Retail and Leisure in Mytholmroyd town centre, August 2009

	Total floorspace (sqm)	% Convenience	% Comparison	% Retail Service	% Leisure Service	% Financial and Business Service	% Vacant
National (UK)	-	14.2	37.8	7.0	22.7	8.7	8.9
Calderdale	251,154	18.9	22.8	10.8	27.4	7.4	12.8
Mytholmroyd	4,984	8.7	21.4	24.0	30.6	3.5	11.7

(Retail Needs Assessment 2009, White Young Green)

Transport

13.15 The following graphs show the maximum number of public transport services per hour to and from Mytholmroyd and Luddendenfoot. Mytholmroyd has a high frequency of public transport connections to Halifax, Hebden Bridge and Todmorden but a low frequency of services to Bradford, Brighouse, Burnley, Leeds, Heptonstall and Old Town. Luddendenfoot is well connected to Halifax, Hebden Bridge and Todmorden but is poorly connected to Burnley, Heptonstall, Old Town and Rochdale.

Figure 13.1 Maximum Public Transport Services per hour to and from Mytholmroyd

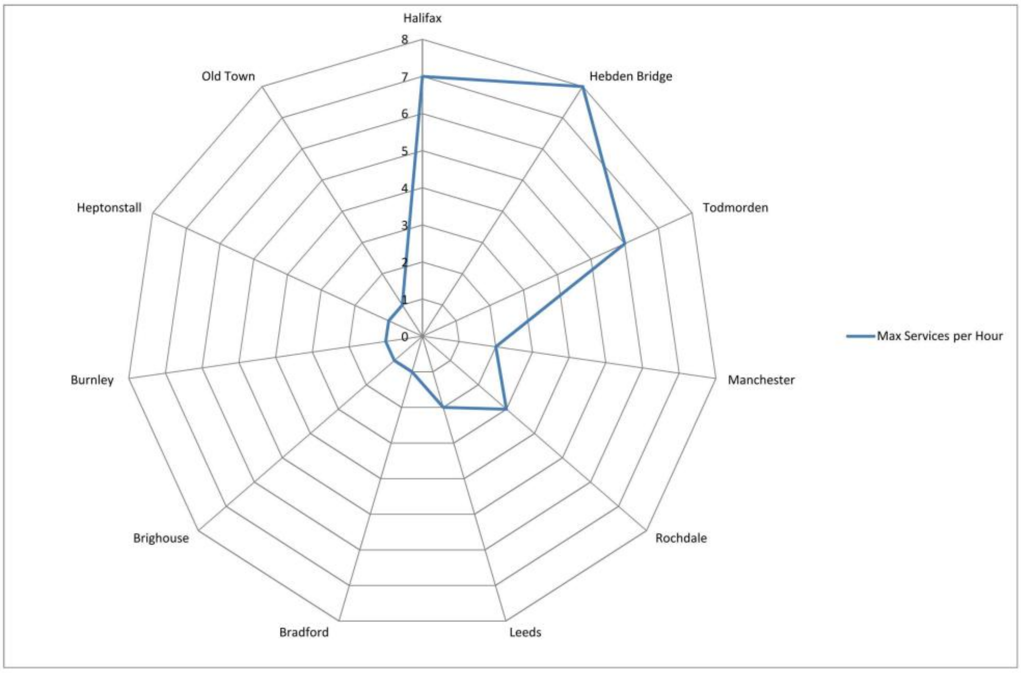
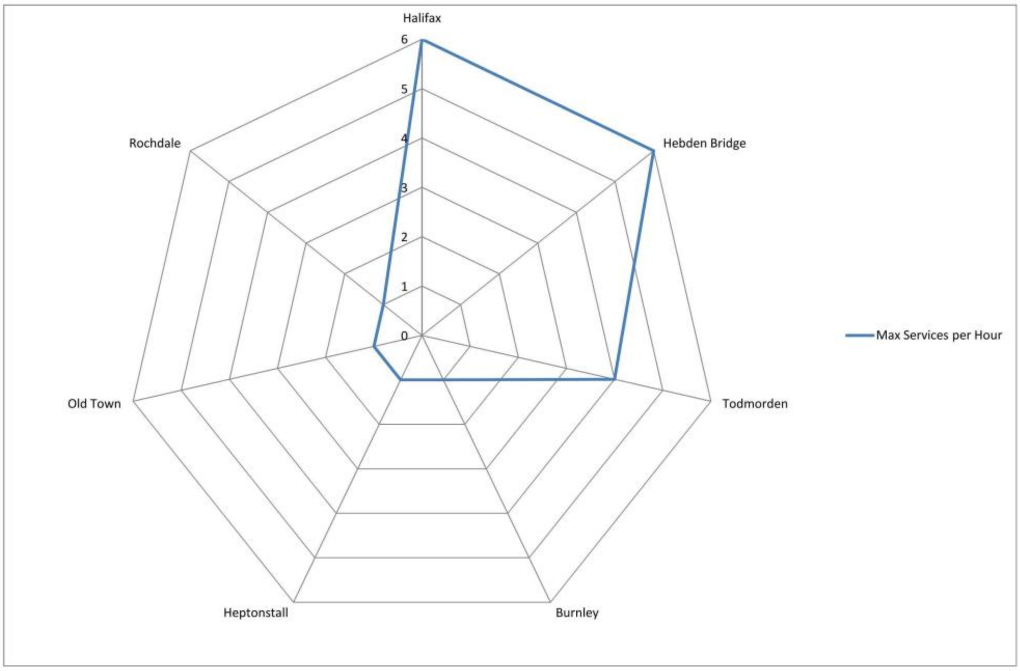


Figure 13.2 Maximum Public Transport Services per hour to and from Luddendenfoot



13.16 According to forecasts using government predictions the area is expected to experience high rates of traffic growth between 2009 and 2025 with figures of nearly 27% increase suggested, compared to a figure of approximately16% on average for Great Britain. The A646 already experiences congestion in the area at peak times, however, it is not anticipated this will significantly increase between 2009 and 2025. Whilst Mytholmroyd and Luddendenfoot is not likely to see significantly more increase in traffic congestion this is likely to be masked by the expected delays in Hebden Bridge.

Schools

13.17 There are 8 schools in the area (7 Primary, 1 Secondary) accommodating 2,128 pupils across all years. A total of 390 new school places were available in the 2010/11 year, with 394 places (101%) allocated and filled. 7 of the 8 schools were at, or above, full capacity from the new intake.

Heritage

13.18 Per population, the area has a fairly high number of Grade I and II* listed buildings compared to other areas of the district. There are 2 Grade I listed (Kershaw House Inn at Luddenden and Wood Lane Hall in Sowerby Bridge), 10 Grade II* listed, and a further 313 Grade II listed buildings across the Mytholmroyd/Luddendenfoot area. Including registered parks and gardens, and ancient monuments, Mytholmroyd/Luddendenfoot has a heritage asset for every 32 of the population, compared to Halifax (203) and Hebden Bridge (23).

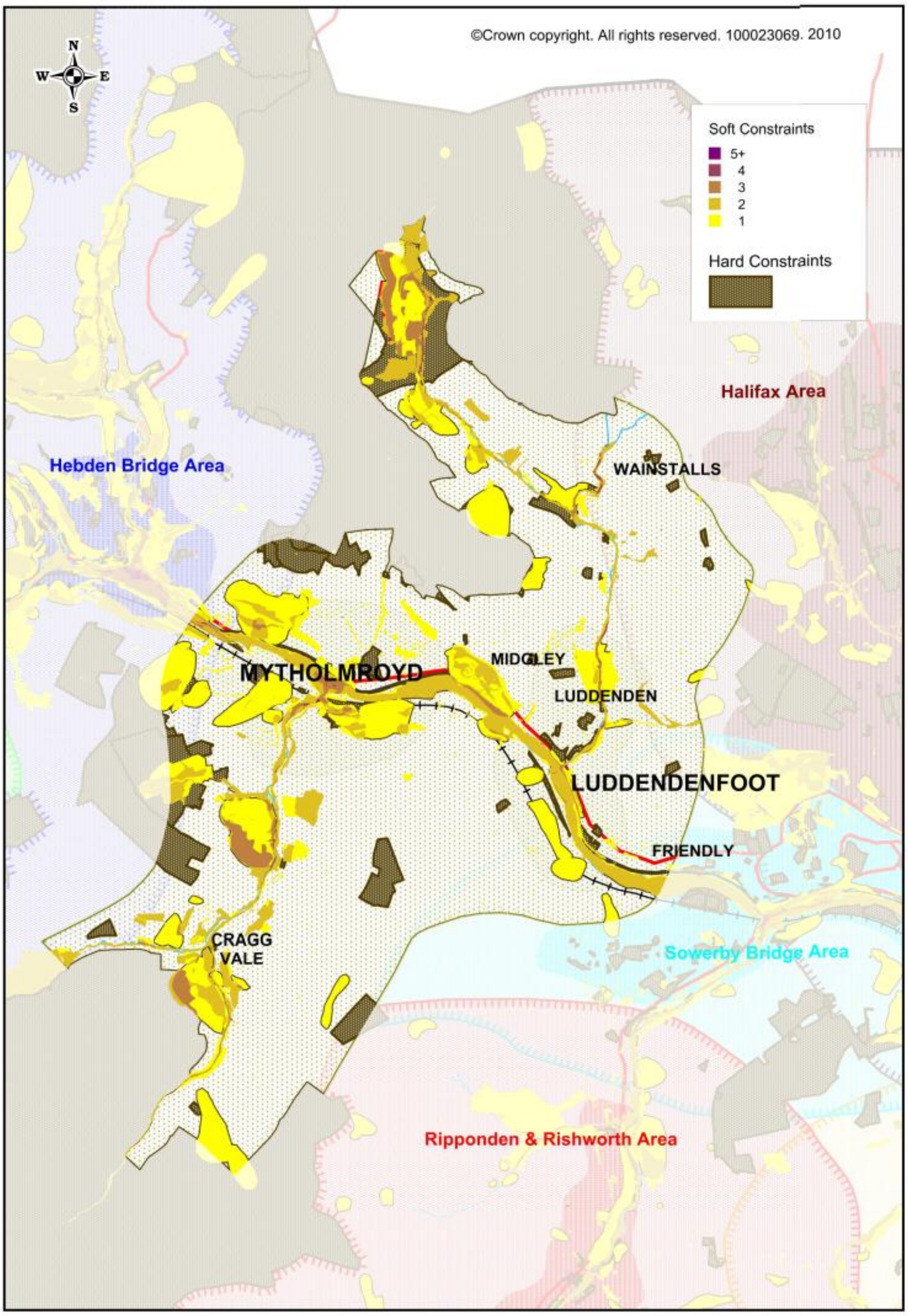
Environmental Constraints

13.19 The Environmental Constraints map shows hard and soft constraints for the Mytholmroyd and Luddendenfoot area. Hard constraints are those which are difficult to overcome and include Common Land, Historic Parks and Gardens, Open Space, Sites of Ecological and Geological Importance, Sites of Special Scientific Interest and the Functional Floodplain.

13.20 Soft constraints are those which can either be changed through the LDF process, provide protection but do not rule out development, or are infrastructure constraints which maybe overcome by funding from future development. The soft constraints in the Mytholmroyd and Luddendenfoot area include Conservation Areas, Listed Buildings, Flood Zones 2 and 3a, Potentially Unstable Land and Tree Preservation Orders.

13.21 The Green Belt is also considered to be a soft constraint. This has not been mapped because nearly every area outside of the main urban area is covered by this designation which when mapped masks the presence of other constraints.

Map 13.2 Environmental Constraints in Mytholmroyd and Luddendenfoot



An Emerging Vision

13.22 The Mytholmroyd/Luddendenfoot area should have its own vision within the Core Strategy for where it wants to be in 2026, both as a place and as a community. However this local area vision should also help to meet the ambitions within the overall 'VISION FOR CALDERDALE - 2026'. The individual settlements within the Mytholmroyd/Luddendenfoot area have their own unique identities and requirements and the local area vision should reflect this where appropriate.

13.23 Mytholmroyd forms part of the Upper Calder Valley Renaissance (UCVR) initiative, a Charter setting out the intentions which the local community have in looking for a rebirth or renaissance of the upper valley area. The Renaissance Charter was launched in 2003, following extensive consultation which included visioning work for Mytholmroyd, however no formal consultation was undertaken in the Luddenden area and more rural areas considered here.

13.24 The key finding in relation to the UCVR work identified the lack of a proper village/town square as a key issue for Mytholmroyd meaning that there is no central focus for community or civic events. The UCVR vision therefore looks to create Mytholmroyd as a new market town with new urban spaces and a C21st market at the heart.

13.25 At a recent update event for the UCVR initiative, particular issues raised (for the Upper Calder Valley in general not focused on Mytholmroyd in particular) were:

- the continual decline in rural services;
- increased congestion along the main valley road; and
- a lack of adequate youth provision.

13.26 Recent Ward forums in the area[18] have also highlighted a few key issues of relevance to the LDF:

- Considerable concern over the future of Mytholmroyd station and its long-term viability as it is key to the health of Mytholmroyd and this part of the Calder Valley;
- The lack of community facilities in Luddenden and Luddendenfoot;
- The lack of a suitable recreational/football area for young people in Mytholmroyd.

13.27 In light of these issues, a possible vision for Mytholmroyd/Luddendenfoot in 2026 could be.......

Improvements to local services and public transport provision have provided safe, accessible and lively communities in which to live work and play.

- *Mytholmroyd remains the primary location for retail, employment and leisure facilities in the area with an improved urban/market space at its heart.*
- *Luddenden/Luddendenfoot has an enhanced local centre and community facilities to serve the needs of its residents.*
- *The remaining settlements (Brearley, Midgeley, Mount Tabor and Wainstalls) have, where appropriate, improved local facilities and services to help meet local needs.*

Opportunities that Exist

13.28 The Strategic Housing Land Availability Assessment (SHLAA) identifies very few sites within this area as potential new development opportunities for the future. If any future growth is desired in this area then further sites would have to come forward. Of the sites identified in the SHLAA, only 1 is located within the greenbelt, a potential urban extension to Mytholmroyd.

13.29 Other potential opportunities in the area could include the potential for reactivation of former hydro power and the redevelopment of the Luddendenfoot Civic Institute, to help bring the Luddendenfoot community together socially. This is a stated aim of the Luddendenfoot Community Association[19].

District Wide Spatial Options

13.30 The 4 Spatial Options presented in 4 'Possible Approaches' set out possible borough wide development strategies over the LDF period. Mytholmroyd and Luddenden/Luddendenfoot are the only settlements within this area identified as Local Centres, or higher, within the Settlement Hierarchy. As the vast majority of development will be focused towards the main town centres under all 4 spatial options, only limited development will be undertaken in this area. Option 4 would likely result in greater levels of new housing, however all 4 options are likely to lead to minimal rates of growth for the area in comparison to growth

18 the majority of this area is within Luddendenfoot Ward
19 minutes Ward Forum January 2010

experienced over the previous 10 years. Only limited development, restricted to meeting local needs, will be permitted in smaller settlements under all 4 options.

13.31 Beyond housing development, Option 2 may lead to a greater impact on the A646 highway between Luddendenfoot and Halifax due to extra development in the upper valley at Todmorden and resulting increased traffic rates. Otherwise there are no significant variations on impact of any of the options on the area in relation to highways, retail, employment and other issues.

Question 13

Questions to consider about the Mytholmroyd/Luddendenfoot area

The Core Strategy will deal with built development, infrastructure and services; bearing this in mind what are your big concerns and hopes for the area? Some things you may want to consider could include the need for new housing, shops, open spaces, services, employment, public transport or your local school. You can be as wide ranging as you like.

1. What is it you really like and dislike about the area?
2. What would you change about the area?
3. What are your hopes for the area – how would you like it to look and feel in 20 years time?
4. What do you think will get in the way of getting those hopes met?
5. What are the key actions that will make these hopes a reality?

14 Hebden Bridge

Brief history

14.1 Hebden Bridge is a market town that sits at the confluence of the River Calder and Hebden Water at the centre of the Upper Calder Valley. The settlement straddles these rivers and is predominantly built on the northern valley sides.

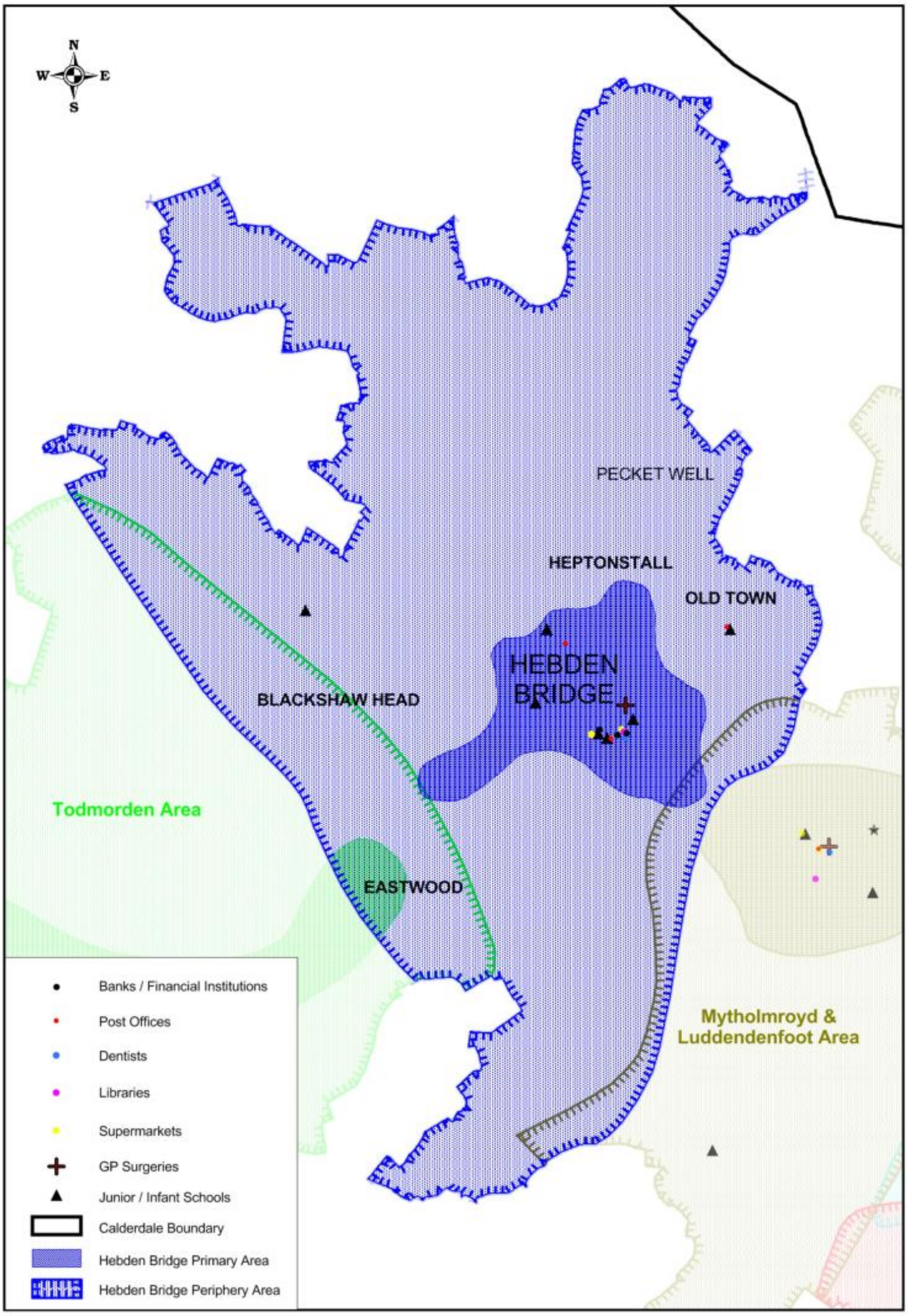
14.2 Most early settlements in the area were situated on the hillsides above the valleys, with connecting packhorse routes following the contours of the landscape. Hebden Bridge began at a crossing point over the River Hebden on one such route between Burnley and Halifax. The town, originally a hamlet, grew rapidly in the late 18th and early 19th centuries with increasing industrialisation attracting mills to the relatively flat land in the valley bottoms, where the turnpike road (1735), canal (1798), and railway (1840) carried both cotton and woollen goods to world markets.

14.3 The town became a centre of production of corduroy and ready made clothing and became known as the 'trouser town'. An increase in population led to the concentration of service industries as well as a large amount of new housing.

Role of Place

14.4 The Calderdale Settlement Hierarchy identifies Hebden Bridge as a local centre, meeting locally generated needs for housing, employment and services. There are eight neighbourhood/small rural centres identified within the Settlement Hierarchy located within the area; Heptonstall, Pecket Well, Chiserley and Old Town, Charlestown, Callis Bridge, Slack and Blackshawhead. Many other smaller settlements (such as Colden) exist based around the hilltop farmsteads, many of which are still in active agricultural use today. The map below identifies the distribution of a number of key services and facilities, reinforcing the focal point of Hebden Bridge as the main centre in this area.

Map 14.1 Hebden Bridge Area Services and Facilities



Key Characteristics and Challenges

Population

14.5 The Hebden Bridge area covers a population of around 8,500 people (4% of the Calderdale total). This area has seen a fairly typical increase in population (for Calderdale) since 2001, of 4.5%. In terms of the age structure of the local population there is a considerably larger proportion of older working age population (45-64) than is typical across Calderdale. As a result there are proportionately fewer younger working age residents (16-24) and also fewer people of retirement age (65+).

Table 14.1 Population details of Hebden Bridge area by age group

		0-15	16-24	25-44	45-64	65-74	75+	Total
Population 2009	Hebden Bridge (No.)	1,577	754	2,263	2,948	592	508	8,642
	Hebden Bridge (%)	18.2	8.7	26.2	34.1	6.9	5.9	-
	Calderdale (%)	19.9	10.9	26.5	26.9	8.2	7.4	-
Change since 2001	Hebden Bridge (No.)	-78	63	-338	647	30	49	372
	Hebden Bridge (%)	-1.8	0.4	-5.3	6.3	0.0	0.3	-

(August 2010 Patient Register data, adjusted to official mid-2009 population estimates)

Employment

14.6 The Hebden Bridge area has the lowest level of jobs of any of the main town areas with just over 2,000 (2008). The majority of the jobs are located within the town centre and along the valley bottom. The most significant employment sector is within distribution, hotels and restaurants (11% above the Calderdale average) reflecting the towns popularity as a tourist destination, however due to the relatively low number of jobs in the area this does not represent a significant amount in the overall context of the district. Whilst there is very little undeveloped land for either industry or offices within Hebden Bridge, the Employment Land Review (2008) indicates that such uses are generally unviable due to anything other than the local market due to distance from the motorway and competing higher value land uses such as housing.

Table 14.2 Percentage employed in different sectors within Hebden Bridge

Employment Sector	Agriculture & Fishing	Energy & Water	Manufacturing	Construction	Distribution Hotels & Restaurants	Transport & Communications	Banking Finance & Insurance	Public Administration, Education & Health	Other Services
Calderdale	<1%	<1%	19%	5%	22%	4%	25%	21%	4%
Hebden Bridge	<1%	<1%	19%	4%	33%	3%	15%	18%	9%

(Annual Business Inquiry 2008; Percentages are rounded due to data protection issues)

Social Issues

14.7 In terms of the Index of Multiple Deprivation, only the Mytholmroyd and Luddendenfoot area has a smaller variation between the least and most deprived parts. In terms of the Health and Disability Deprivation, the area compares favourably to other parts of Calderdale. The percentage of the population with a limiting long-term illness is 17.2%, less than the Calderdale figure of 18.4%. The area performs similar to Calderdale as a whole when considering the percentage of population receiving Disability Living Allowance (4% and 4.7% respectively), and slightly better in terms of Incapacity Benefit/Severe Disablement Allowance, with 3.8% of residents in receipt of this benefit compared to 4.4% Calderdale wide.

Housing

14.8 In November 2010 there were 3,825 households within the Hebden Bridge area. Over the past 10 years 409 new houses were built, an increase of approximately 11% in the total housing stock (compared to 10% Calderdale wide). A greater proportion of new dwellings built were flats/apartments/maisonettes than the average (60%). This is most likely linked to the significantly higher rates of one-bedroom properties (24%) and conversions (52%) also evident in the area over this period. Within the area there are in the order of 145 dwellings which have been empty for more than 6 months.

Table 14.3 New housing completions in Hebden Bridge area between 2000-2010

	Total no. of Completions	% Flat/ Maisonette/ Apartment	% Terraced	% Semi-detached	% Detached	% 1 bed	% 2 bed	% 3 bed	% 4 bed	% 5+ bed	% increase
Calderdale	8,499	45.5	29.0	7.7	17.7	10.1	41.7	26.6	18.3	3.3	10.1
Hebden Bridge	409	60.1	26.2	5.6	8.0	24.5	45.0	17.8	10.1	2.7	10.9

(Housing Land Availability monitoring database, Calderdale MBC)

Town Centres

14.9 Hebden Bridge has the highest percentage of leisure floorspace of any Calderdale centre (37% of its total floorspace) and the second highest proportion of comparison retail offer (33%). As a result it has very low rates of convenience floorspace which reflects its focus more as a leisure and day-trip destination than a practical shopping destination for meeting day to day needs. Vacancy rates are the lowest of all the town centres in Calderdale, indicating the healthy nature of the centre.

Table 14.4 Composition of Retail and Leisure in Hebden Bridge town centre, August 2009

	Total floorspace (sqm)	% Convenience	% Comparison	% Retail Service	% Leisure Service	% Financial and Business Service	% Vacant
National (UK)	-	14.2	37.8	7.0	22.7	8.7	8.9
Calderdale	251,154	18.9	22.8	10.8	27.4	7.4	12.8
Hebden Bridge	17,350	12.6	33.0	6.6	36.8	6.5	4.5

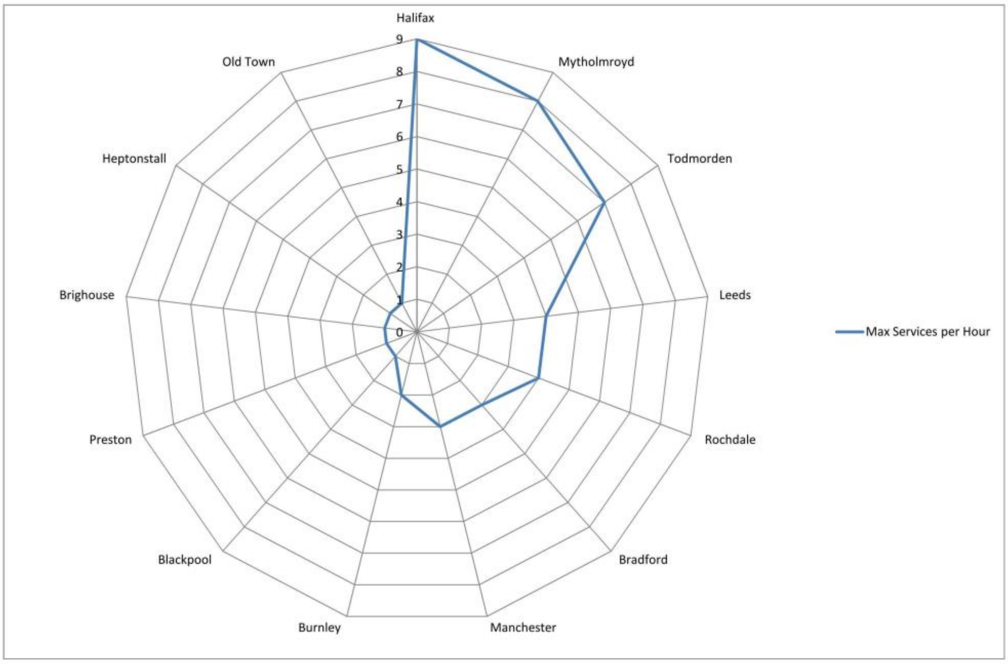
(Retail Needs Assessment 2009, White Young Green)

14.10 The total existing retail and leisure floorspace within the centre is 17,350sqm (estimated turnover/spend of £23.18m, a high proportion of which (60%) is comparison spend). To retain the current market share of expenditure, there is an estimated capacity for another 305-735sqm of convenience retail, and 2,130-3,545sqm comparison floorspace to 2026.

Transport

14.11 The graph below shows the maximum number of public transport services per hour to and from Hebden Bridge. Halifax, Mytholmroyd and Todmorden are well connected with a high frequency of public transport connections. Leeds, Rochdale, Bradford and Manchester have a moderate level of service provision from Hebden Bridge. Blackpool, Preston and Brighouse are poorly connected, as are the small rural centres of Heptonstall and Old Town.

Figure 14.1 Maximum Public Transport Services per hour to and from Hebden Bridge



14.12 From an analysis of likely traffic growth between 2009 and 2025, the Hebden Bridge area is anticipated to have a percentage growth of almost 27%, compared to a figure of approximately16% on average for Great Britain. The A646 already experiences congestion in the area at peak times, future forecasting predicts that there will be delays of up to 7 minutes within Hebden Bridge centre by 2025.

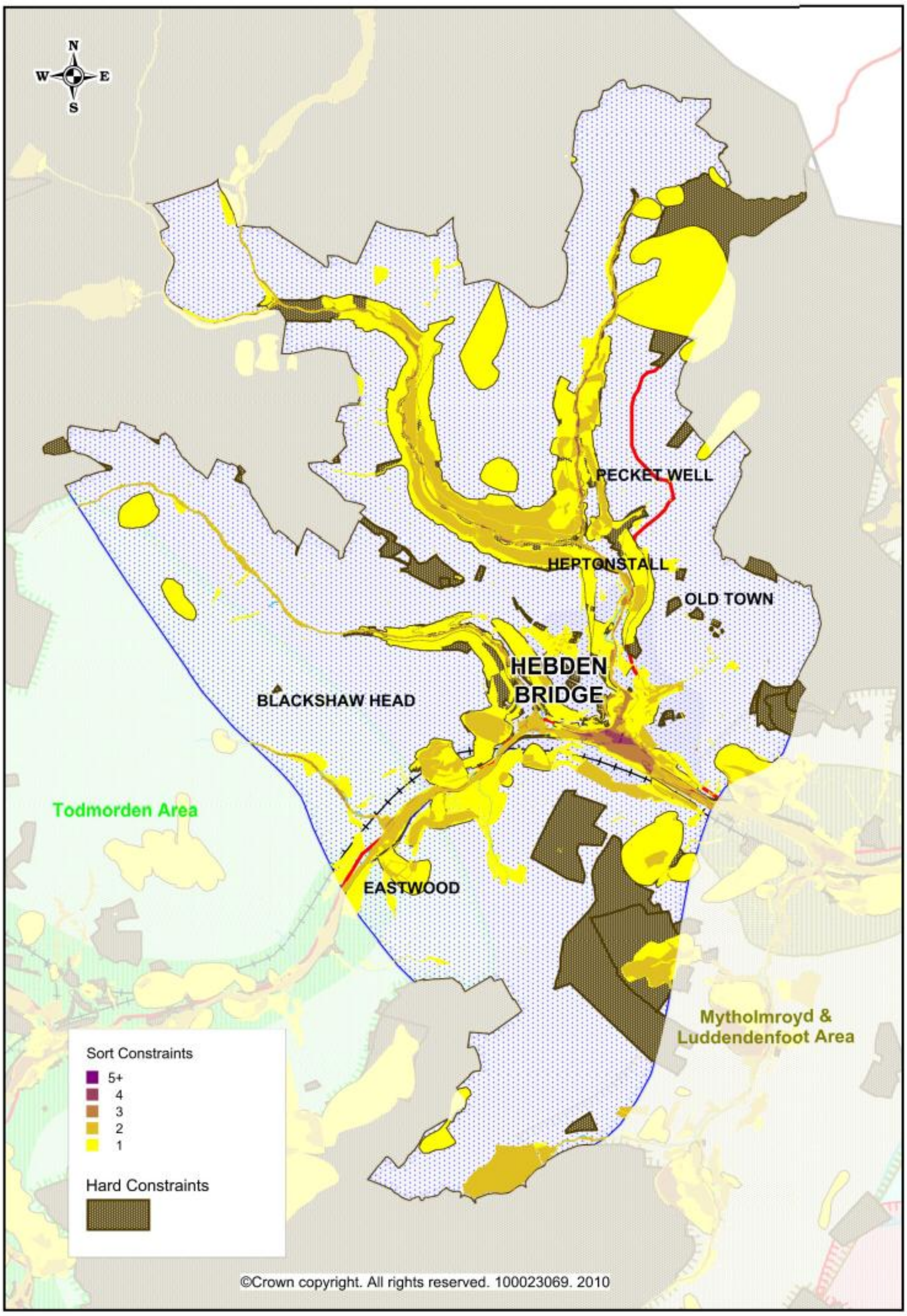
Schools

14.13 There are 7 schools in the area (all Junior, Infant & Primary schools) accommodating 760 pupils across all years. A total of 185 new school places were available in the 2010/11 year, of which only 73% were filled. Only 2 of the 7 schools were at, or above, full capacity from the new intake.

Heritage

14.14 Per population, the area has the highest number of Grade II* listed buildings compared to other areas of the district. There are13 Grade II* listed, and a further 366 Grade II listed buildings across the Hebden Bridge area. Including registered parks and gardens, and ancient monuments, Hebden Bridge has a heritage asset for every 23 members of the population, the lowest figure of all the areas in the district (highest is Halifax with an asset for every 203 members of the population).

Map 14.2 Environmental Constraints in Hebden Bridge



Environmental Constraints

14.15 The Environmental Constraints map shows hard and soft constraints for the Hebden Bridge area. Hard constraints are those which are difficult to overcome and include Common Land, Historic Parks and Gardens, Open Space, Sites of Ecological and Geological Importance, Sites of Special Scientific Interest and the Functional Floodplain.

14.16 Soft constraints are those which can either be changed through the LDF process, provide protection but do not rule out development, or are infrastructure constraints which maybe overcome by funding from future development. The soft constraints in the Hebden Bridge area include Air Quality Management

Areas, Conservation Areas, Listed Buildings, Flood Zones 2 and 3a, Potentially Unstable Land and Tree Preservation Orders.

14.17 The Green Belt and Area around Todmorden are also considered to be soft constraints. These have not been mapped because nearly every area outside of the main urban area is covered by these designations which when mapped mask the presence of other constraints.

An Emerging Vision

14.18 The vision for the area must fit within the Calderdale wide vision set out earlier within this document. The settlements within the Hebden Bridge area have their own unique identities and requirements.

Objectives for area

14.19 The Upper Calder Valley Renaissance has identified the following objectives for the area:

- To link the train station to the town with an improved public transport exchange and better connections from the station to the town centre.
- To reinforce the heart of the town with high quality public realm.
- To create a green route from the train station to Hardcastle Crags.
- To ensure that the vitality and diversity of the area's population is maintained and to achieve a balance between its success as a tourist destination and its popularity as a place to settle.

14.20 A possible vision for Hebden Bridge in 2026 could be......

Hebden Bridge is a vibrant and attractive place to live and has a good level of economic, social and environmental well being. The vitality and diversity of the population has been maintained and a balance has been achieved between its success as a tourist destination and its popularity as a place to settle.

Opportunities that Exist

Calder Valley Renaissance

14.21 The Upper Calder Valley Renaissance, covering the five townships of Walsden, Todmorden, Hebden Bridge, Mytholmroyd and Sowerby Bridge, is a long-term plan to regenerate a 14 mile section of the Calder Valley into a vibrant location. It aims to transform the valley into a self-sustaining, green and prosperous series of linked communities.

14.22 The Calder Valley Renaissance is championing a number of key projects in Hebden Bridge to include:

- **Reinforcing the Heart of the Town.** High quality public realm could be laid across the town centre in order to reverse the domination of vehicular traffic and to help the centre realise its full economic potential as a backdrop for a wide range of social, cultural and community activities.
- **Linking the Station to the Town.** The train station is difficult to access by foot with pedestrians having to walk along the main road or through the park to reach it. Connections from the station should be improved by creating a safe and attractive new route across the park. The existing station car park could also be enlarged and become a public transport interchange.
- **Green Routes.** A continuous pedestrian route could be created linking the train station and Hardcastle Crags along the riverbank and canalside.

District Wide Spatial Options

14.23 Under all four Spatial Options in 4 'Possible Approaches', the Hebden Bridge area would receive less than 5% of the district's growth in housing, employment and leisure uses.

Question 14

Questions to consider about the Hebden Bridge area

The Core Strategy will deal with built development, infrastructure and services; bearing this in mind what are your big concerns and hopes for the area? Some things you may want to consider could include the need for new housing, shops, open spaces, services, employment, public transport or your local school. You can be as wide ranging as you like.

1. What is it you really like and dislike about the area?
2. What would you change about the area?
3. What are your hopes for the area – how would you like it to look and feel in 20 years time?
4. What do you think will get in the way of getting those hopes met?
5. What are the key actions that will make these hopes a reality?

15 Todmorden

Brief history

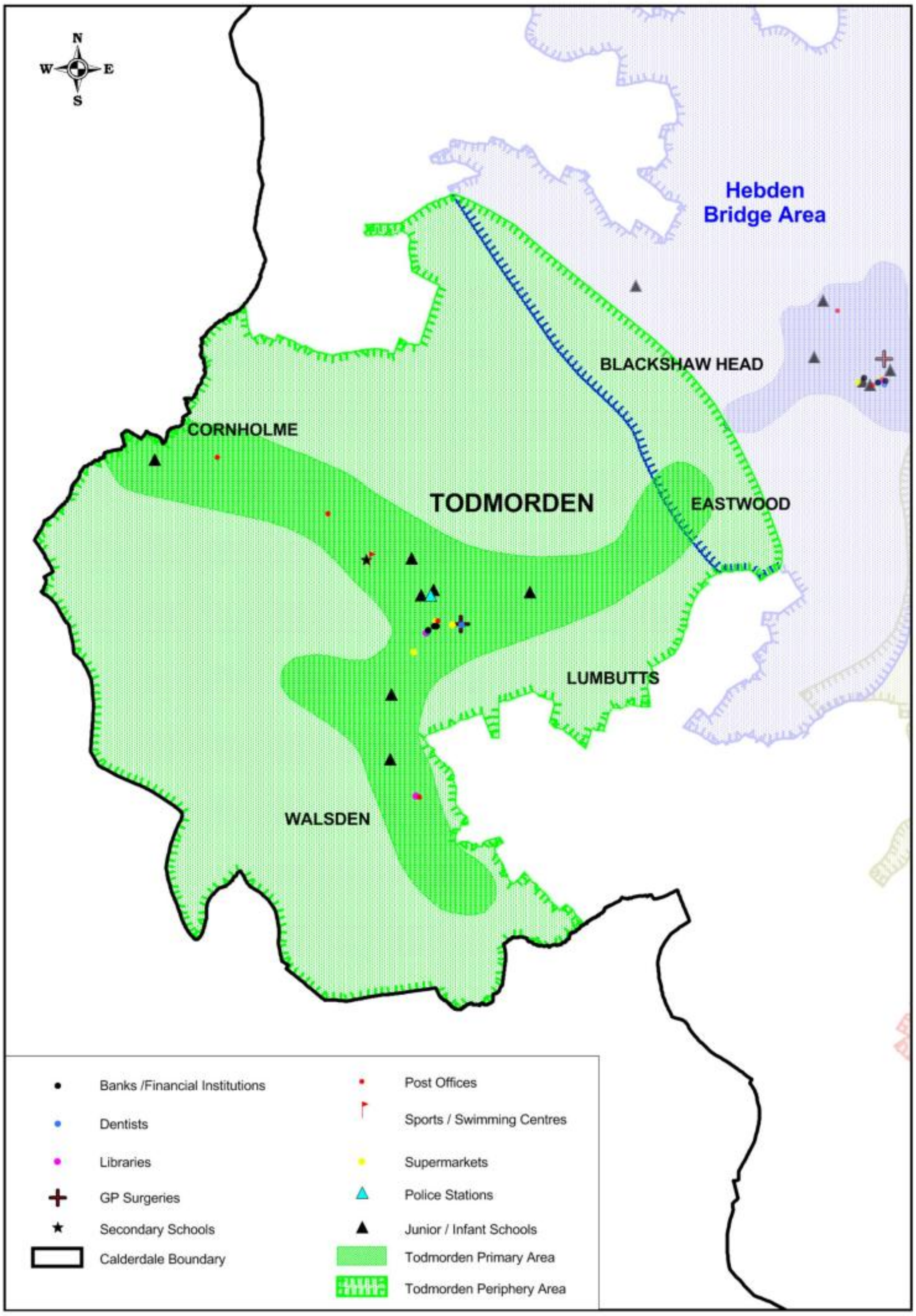
15.1 Todmorden is a market town that sits at the confluence of the River Calder and Walsden Water, at the western end of the Upper Calder Valley. From a crossing point on the river, Todmorden developed into an important textile manufacturing town having a population at its peak of around 30,000 people. Its former prosperity is reflected by a number of nineteenth century civic and religious buildings.

15.2 Most of the early settlements in the area were on the hillsides above the wet land in the valley bottoms, with connecting roads across the level uplands. The town grew rapidly in the 18th and 19th centuries as the increasing industrialisation of the textile industry brought the focus of activity and population down from the hills into the valley bottoms, where the turnpike road (1735), canal (1798), and railway (1840) carried goods, particularly cotton, to world markets. The first cotton mill was built by the Fielden family in 1786 and it was this family who also built the Unitarian Church and Town Hall.

Role of Place

15.3 The Calderdale Settlement Hierarchy identifies Todmorden (including Walsden) as a local town, meeting needs for housing, employment and services generated locally and by surrounding lower order settlements. The map below illustrates the distribution of a number of key facilities and services within the Todmorden area. There are three neighbourhood/small rural centres identified within the Settlement Hierarchy located within the area; Portsmouth and Cornholme, Eastwood and Harvelin Park. Many other smaller settlements (such as Cross Stone) exist based around the hilltop farmsteads, many of which are still in active agricultural use today.

Map 15.1 Todmorden Area Services and Facilities



Key Characteristics and Challenges

Population

15.4 The Todmorden area has a population of around 15,500 people, approximately 8% of the total population of Calderdale. This area is the only one in Calderdale to have seen a population decrease since 2001, having fallen by 1.1%. In terms of the age structure of the local population there is a larger proportion of older working age population (45-64) than is typical across Calderdale, otherwise the area broadly reflects the averages for each age group found across the district.

Table 15.1 Population details of Todmorden area by age group

		0-15	16-24	25-44	45-64	65-74	75+	Total
Population 2009	Todmorden (No.)	2,856	1,637	3,985	4,607	1,275	1,236	15,595
	Todmorden (%)	18.3	10.5	25.6	29.5	8.2	7.9	-
	Calderdale (%)	19.9	10.9	26.5	26.9	8.2	7.4	-
Change since 2001	Todmorden (No.)	-363	147	-499	567	48	-68	-168
	Todmorden (%)	-2.1	1.0	-2.9	3.9	0.4	-0.3	-

(August 2010 Patient Register data, adjusted to official mid-2009 population estimates)

Employment

15.5 There are over 3,700 jobs within Todmorden (2008) which are spread across the area, however the majority can be found around the town centre and along Halifax Road. The area has a high reliance upon manufacturing jobs (10% higher than the Calderdale average) which could make the area vulnerable given the predicted reductions in these types of jobs in the future. There is a general lack of supply of new or undeveloped office and industrial premises in Todmorden. The Employment Land Review (2008) suggests this is because the remote location and potential flood risk in certain areas results in unviable schemes, which has caused numerous sites to be promoted for housing. Without significant public subsidy it is unlikely that new industrial/ office schemes will be promoted.

Table 15.2 Percentage employed in different sectors within Todmorden area

Employment Sector	Agriculture & Fishing	Energy & Water	Manufacturing	Construction	Distribution Hotels & Restaurants	Transport & Communications	Banking Finance & Insurance	Public Administration, Education & Health	Other Services
Calderdale	<1%	<1%	19%	5%	22%	4%	25%	21%	4%
Todmorden	<1%	<1%	29%	5%	23%	4%	11%	22%	6%

(Annual Business Inquiry 2008; Percentages are rounded due to data protection issues)

Social Issues

15.6 Compared to the rest of Calderdale, the Todmorden area performs poorly in terms of the Index of Multiple Deprivation. Although the area is not the worst performing in terms of the Health and Disability Deprivation, only three other areas (Sowerby Bridge, Halifax and Brighouse) have a greater variation between the least and most deprived parts. This area has the highest overall percentage (20.6%) of population who experience a limiting long-term illness, and in some parts this increases to 25.6%, both above the Calderdale figure of 18.4%. Only the Halifax area has a higher percentage of population in receipt of Disability Living Allowance, 5.5% compared to 5.3%, both of which are above the Calderdale figure of 4.7%. The area also has the highest percentage of population in receipt of Incapacity Benefit / Severe Disablement Allowance, with 5.9% of people in receipt of this benefit, compared to the Calderdale wide figure of 4.4%.

Housing

15.7 In November 2010 there were 6,952 households within the Todmorden area. Over the past 10 years 592 new houses were built, an increase of approximately 8% in the total housing stock (compared to 10% Calderdale wide). A higher proportion of terraced housing types were built (43% compared to 29% across Calderdale), along with 3-bed properties (45% compared to 27% across Calderdale). Within the area there are in the order of 200 dwellings which have been empty for more than 6 months.

Table 15.3 New housing completions in Todmorden area between 2000-2010

	Total no. of Completions	% Flat/ Maisonette/ Apartment	% Terraced	% Semi-detached	% Detached	% 1 bed	% 2 bed	% 3 bed	% 4 bed	% 5+ bed	% increase
Calderdale	8,499	45.5	29.0	7.7	17.7	10.1	41.7	26.6	18.3	3.3	10.1
Todmorden	592	24.7	42.6	10.0	22.8	5.3	25.2	45.3	17.4	6.8	8.4

(Housing Land Availability monitoring database, Calderdale MBC)

Town Centres

15.8 Todmorden town centre has recently fallen significantly within the national retail rankings (from 1,348th to 1,950th between 2004 and 2008). It also showed a very high proportion of floorspace within the centre as being vacant (29%) and a low comparison retail offer when compared with the other town centres in Calderdale. However convenience retailing provision and service provision are fairly typical for Calderdale centres.

Table 15.4 Composition of Retail and Leisure Floorspace in Todmorden town centre, August 2009

	Total floorspace (sqm)	% Convenience	% Comparison	% Retail Service	% Leisure Service	% Financial and Business Service	% Vacant
National (UK)	-	14.2	37.8	7.0	22.7	8.7	8.9
Calderdale	251,154	18.9	22.8	10.8	27.4	7.4	12.8
Todmorden	16,170	19.6	16.1	10.3	18.9	6.4	28.8

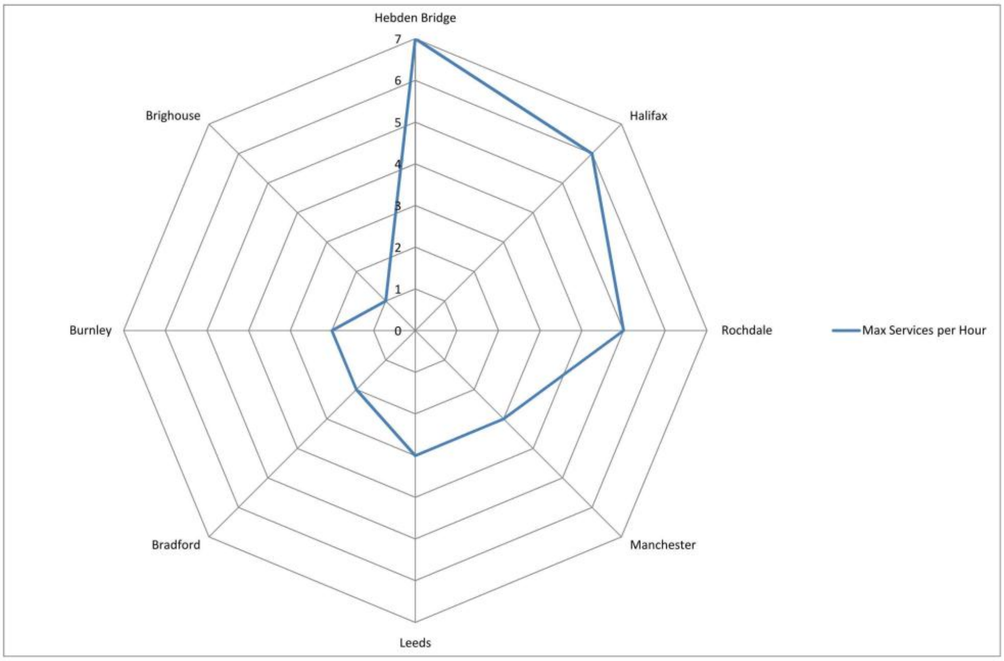
(Retail Needs Assessment 2009, White Young Green)

15.9 The total existing retail and leisure floorspace within the centre is 16,170sqm (estimated turnover/spend of £33.60m). To retain the current market share of expenditure, there is an estimated capacity for another 820-1,965sqm of convenience retail, and 2,610-4,350sqm comparison floorspace to 2026.

Transport

15.10 The graph below shows the maximum number of public transport services per hour to and from Todmorden. Hebden Bridge, Halifax and Rochdale are well connected with the major centres of Bradford, Leeds and Manchester having a moderate level of service provision. Brighouse is poorly connected having a maximum of only one service connection per hour.

Figure 15.1 Maximum Public Transport Services per hour to and from Todmorden



15.11 From an analysis of likely traffic growth between 2009 and 2025 Todmorden is anticipated to have the lowest overall percentage growth of all the areas in Calderdale at less than 19%. However this is still higher than the Great Britain average of just under 16%. Whilst Todmorden is likely to have lower levels of traffic growth this does not mean congestion will not be an issue in the future. Indeed it is forecast that to travel from Halifax to Todmorden in the evening peak will take at least 10minutes longer in 2025 than it did in 2009. This is largely due to the bottleneck in Hebden Bridge.

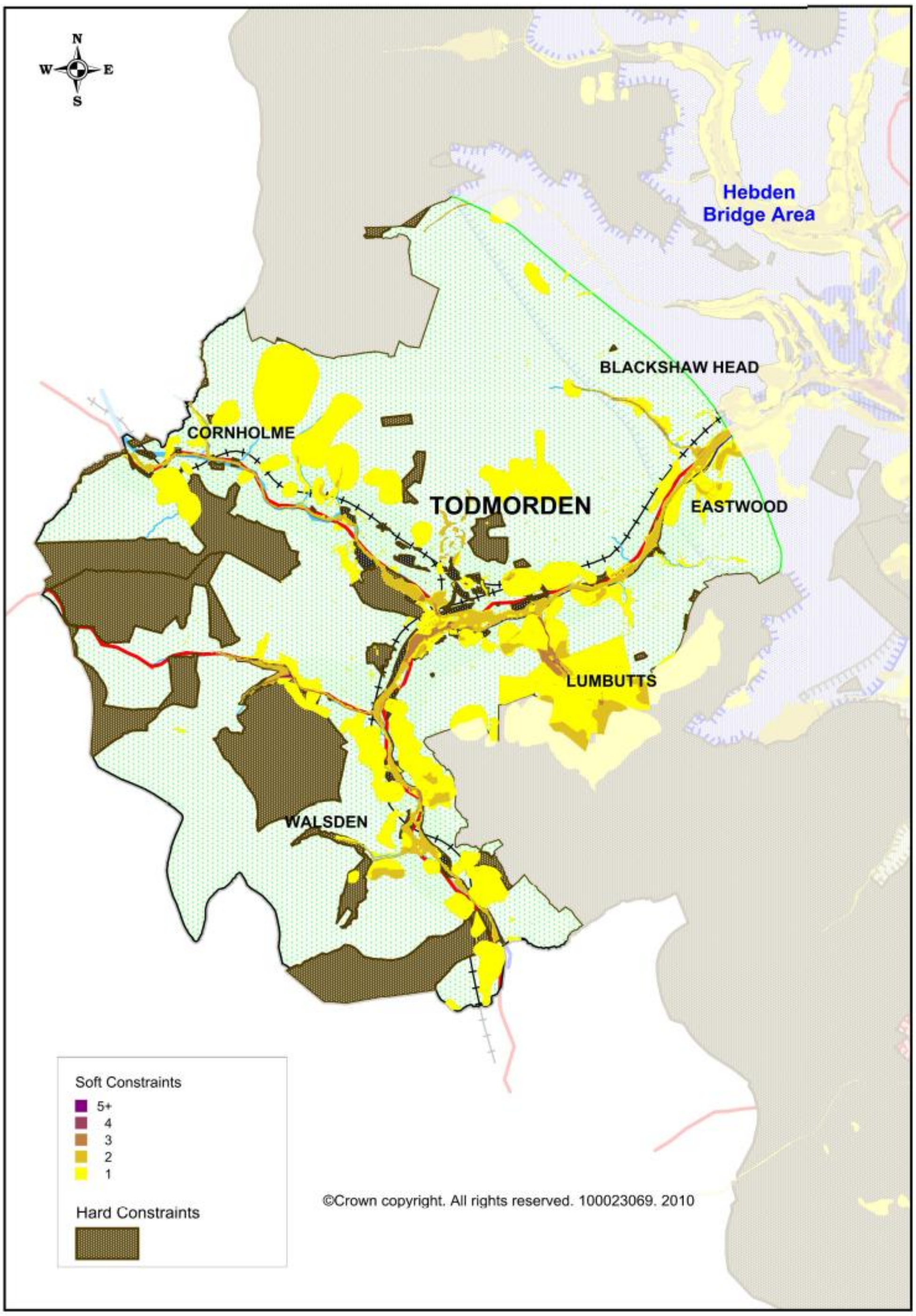
Schools

15.12 There are 9 schools in the area (8 Junior, Infant & Primary, 1 Secondary) accommodating 1,991 pupils across all years. A total of 410 new school places were available in the 2010/11 year, of which 82% were filled, with only 3 of the 9 schools at, or above, full capacity from the new intake.

Heritage

15.13 Per population, the area has a fairly average number of Grade I and II* listed buildings compared to other areas of the district. There are a total of 2 Grade I listed (Unitarian Church and the Town Hall), 11 Grade II* listed, and a further 351 Grade II listed buildings across the Todmorden area. Including registered parks and gardens, and ancient monuments, Todmorden has a heritage asset for every 43 members of the population, compared to the highest in Halifax (203) and lowest in Hebden Bridge (23).

Map 15.2 Environmental Constraints in Todmorden area



Environmental Constraints

15.14 The Environmental Constraints map shows hard and soft constraints for the Todmorden area. Hard constraints are those which are difficult to overcome and include Common Land, Historic Parks and Gardens, Open Space, Sites of Ecological and Geological Importance and the Functional Floodplain.

15.15 Soft constraints are those which can either be changed through the LDF process, provide protection but do not rule out development, or are infrastructure constraints which maybe overcome by funding from future development. The soft constraints in the Todmorden area include Conservation Areas, Listed Buildings, Flood Zones 2 and 3a, Potentially Unstable Land and Tree Preservation Orders.

15.16 The Area around Todmorden is also considered to be a soft constraint. This has not been mapped because nearly every area outside of the main urban area is covered by this designation which when mapped masks the presence of other constraints.

An Emerging Vision

15.17 The vision for the area must fit within the Calderdale wide vision set out earlier within this document. The settlements within the Todmorden area have their own unique identities and requirements.

Objectives for the area

15.18 Todmorden Pride has identified the following objectives for the area:

- To take a visionary, innovative and forward thinking approach to the regeneration of Todmorden.
- To take a partnership approach to regeneration, ensuring that the local community has an equal voice to the public and private sectors.
- To identify the programmes, projects and methods of delivery of the Todmorden Pride Action Plan.
- To work with the Valley wide UCVR partnership on developing and promoting schemes as part of the Upper Valley Renaissance initiative.
- To improve the quality of life and economic vitality in Todmorden in particular developing initiatives aimed at making it a better place to live, work and invest.
- Working with other public, statutory, private and voluntary organisations to promote and improve Todmorden's economic, social and environmental well being.
- To promote the town as a centre of heritage, tourism, IT and a good quality of life.

15.19 A possible vision for Todmrden in 2026 could be.......

Todmorden is a lively and attractive place to live with an enhanced shopping and leisure experience. The area has a good level of economic, social and environmental well being and is promoted as a centre of heritage, tourism, digital industries and a good quality of life.

Opportunities that Exist

Calder Valley Renaissance

15.20 The Upper Calder Valley Renaissance (UCVR), covering the five townships of Walsden, Todmorden, Hebden Bridge, Mytholmroyd and Sowerby Bridge, is a long-term plan to regenerate a 14 mile section of the Calder Valley into a vibrant location. It aims to transform the valley into a self-sustaining, green and prosperous series of linked communities.

15.21 The UCVR is championing a number of key projects in Todmorden to include:

- **Bramsche Square Transformational Project.**
  Transforming Bramsche Square to include demolition of the Healds Building to open up a new vista between the Town Hall and the Methodist Chapel. It is proposed to locate a Creative Media Centre in a prominent location in the centre of the square and that this will act as a catalyst for the economic regeneration of the town.

- **A New Mixed-use Waterside Development**
  Buildings adjacent to the Rochdale Canal could be transformed with frontages built on the back of the towpath and overlooking a new canalside square. The neighbourhood could contain a mixture of uses and could include workshops, offices, live/work units and a variety of housing types and tenures. Large areas of derelict buildings, vacant sites and poor quality public realm along the canal towpath could be brought back into use.

15.22 Spatial Option 2 would enhance the role of Todmorden in the development of the district. Under this option the town would be required to have significant growth in housing, employment and services which could help to significantly improve successful delivery of major regeneration projects such as these.

Todmorden Curve and Rail Enhancements

15.23 Todmorden has very good accessibility to surrounding towns; there are direct trains to Manchester (35 minute journey) and Leeds (1 hour journey) and road connections to Burnley, Rochdale and Halifax. Notwithstanding this, a large range of options for service enhancements on the Calder Valley line have been explored by Network Rail, whose findings would suggest there is only a modest case for extension with current levels of development. It is recognised that there is significant local support for improved services, particularly between Burnley and Manchester via Todmorden, but official studies show that even if the capital costs for reinstatement of the Todmorden curve were to receive third party funding, the business case for on-going subsidy of operating costs is not particularly strong, even using optimistic demand assumptions.

15.24 Notwithstanding this, some further development of service options on the Calder Valley line will take place through the Yorkshire & Humber Route Utilisation Strategy (RUS) and the High Level Outputs (HLOS) implementation process to provide more peak commuting capacity into Manchester and Leeds, and it may be that viable options for some other improvements might emerge if Todmorden is given an enhanced role in the future development of the district (under spatial option 2)

District Wide Spatial Options

15.25 Spatial Option 2 in 4 'Possible Approaches' would "Enhance the role of Todmorden". This option would see the Todmorden area receive approximately 20% of the district's growth in housing with increased office development and industrial allocations.

15.26 Spatial Option 3 "Enhance the role of Elland" and 4 "Current role and function" would limit Todmorden to receiving 5-10% of the district's growth in housing, employment and leisure uses.

15.27 Under Spatial Option 1 "Focus on eastern Calderdale", 90% of the overall growth for the borough is anticipated to be in the eastern Calderdale area with Todmorden receiving less than 5% of the district's growth in housing, employment and leisure uses.

Question 15

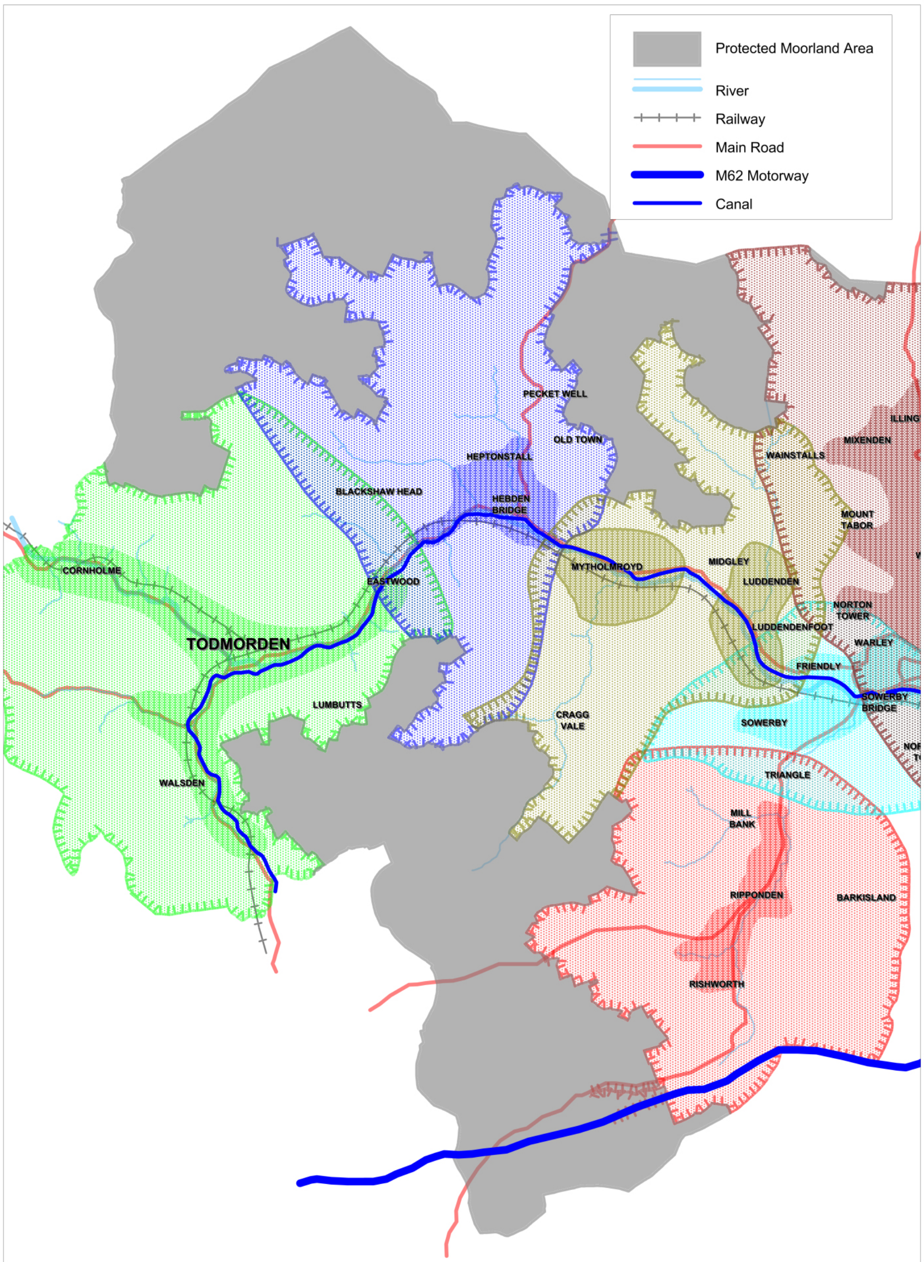
Questions to consider about the Todmorden area

The Core Strategy will deal with built development, infrastructure and services; bearing this in mind what are your big concerns and hopes for the area? Some things you may want to consider could include the need for new housing, shops, open spaces, services, employment, public transport or your local school. You can be as wide ranging as you like.

1. What is it you really like and dislike about the area?
2. What would you change about the area?
3. What are your hopes for the area – how would you like it to look and feel in 20 years time?
4. What do you think will get in the way of getting those hopes met?
5. What are the key actions that will make these hopes a reality?

16 Protected Moorland Areas

Map 16.1 Protected Moorland Area



Brief History

16.1 The 'Protected Moorland Areas' are part of the South Pennines located between the Yorkshire Dales to the north and the Peak District to the south. They are located on the northern, southern and western edges of Calderdale, extending into surrounding districts. These high moorlands were exploited from an early date with hunting routes cut through the lightly wooded uplands. The woodland clearances accelerated in the Bronze Age as the land was maintained in continuous use for agriculture, however poor soils and periods of unstable weather led to the later abandonment with the only remaining uses being rough grazing[(20)]. This combination of human activity and climatic conditions has led to the characteristic landscape we see today.

Role of Place

16.2 The area is sparsely populated but is of European significance for wildlife conservation and has two separate designations. Firstly it is a Special Protection Area, as designated by the European Union under the 1979 Birds Directive, which seeks to protect areas suitable for the conservation of protected bird species. The area is important for breeding populations of merlin, peregrine, short eared owl and golden plover. It is also important for breeding migratory birds including the curlew, lapwing, dunlin, snipe, redshank and twite.

16.3 The area also has Special Area of Conservation status which gives protection to plants and animals under the European Union's 1992 Habitats Directive. This designation reflects the presence of upland dry heath, blanket bog and old sessile oak woods.

Key Characteristics and Challenges

16.4 The area is characterised by its landscape of unenclosed moorlands creating wide open spaces, rocky outcrops, steeply incised valleys, unique habitats and wildlife importance.

16.5 The condition of a large amount of the area is classified by Natural England as being in an unfavourable condition and whilst much of the area is recovering an area to the south of Todmorden is thought to be deteriorating. Pennine Prospects are undertaking a range of projects to improve the condition of the whole South Pennines area including the 'Protected Moorland Areas'. It is important that any development within Calderdale protects and where possible enhances the habitats of these protected moorlands.

An Emerging Vision

16.6 The vision for the area should be one of protection and enhancement of the natural environment. It is also possible that carefully managed tourism may be an appropriate inclusion in a vision for the area which would provide further economic stimulus to the surrounding areas.

16.7 A possible vision for the areas in 2026 could be......

> *The Protected Moorland Areas have been fully restored and provide a regional resource for the capture of carbon and informal recreation. The area is a success story in terms of bird and habitat protection and enhancement.*

Opportunities that Exist

16.8 The main objective must be to protect and enhance the habitats and biodiversity of the area. However, this preservation and enhancement creates its own opportunities. The Leeds City Region Green Infrastructure Strategy identifies the area as part of the potential Live Moor/ Learn Moor project, which aims to attract investment into a new large scale landscape restoration scheme. The project suggests that a research outpost could be established, offering additional space for school groups and other parties to benefit from a programme of learning and skills events. In addition to being a living laboratory, the project could deliver opportunities for all ages and abilities to experience the upland moors. A network of visitor centres and information points, comprising existing and new locations, will enhance the overall visitor and learning experience[(21)]. The opportunities of the Live Moor/Learn Moor initiative will create educational and tourism potential as well as making a significant contribution to mitigating and adapting to climate change by;

- Increasing the carbon storage capacity of large areas of the upland landscape

---

20 South Pennines Landscape Character Assessment; SCOSPA
21 Leeds City Region Green Infrastructure Strategy, 2010

- Reducing the frequency and severity of downstream flooding by restoring hydrological integrity through the stabilisation of bare and eroding peat.
- Providing a national research facility and living laboratory for testing new techniques and technologies for carbon sequestration and storage on upland peat.
- Raising awareness of the importance of peat moors and the role the landscape has in climate change mitigation and adaptation.

16.9 The area also provides a more general opportunity for tourism based around walking, cycling and bird watching. This could be aligned with new visitor accommodation in Hebden Bridge, Todmorden or other Upper Valley settlements. Any increase in tourism would need to be carefully managed to ensure the moorland is not adversely affected.

District Wide Spatial Options

16.10 Within the 4 Spatial Options presented in 4 'Possible Approaches' none aim to increase development within the Protected Moorland area. Option 2 "Enhance the role of Todmorden" could potentially have an impact upon the area due to the proximity of Todmorden to the moorland, therefore if this option were to be progressed it is important safeguards are put in place to protect the moorland from the effects of any nearby development.

Question 16

Questions to consider about the Protected Moorland area

The Core Strategy will seek to protect and enhance the moorland area. Within this framework what are your concerns and hopes for this part of Calderdale? You can be as wide ranging as you like.

1. What is it you really like and dislike about the area?
2. What would you change about the area?
3. What are your hopes for the area – how would you like it to look and feel in 20 years time?
4. What do you think will get in the way of getting those hopes met?
5. What are the key actions that will make these hopes a reality?

Calderdale Council

Planning Services
Northgate House
Halifax
HX1 1UN

Telephone:	01422 392206
Fax:	01422 392076
Email:	spatial.planningy@calderdale.gov.uk

INVESTOR IN PEOPLE

If you would like this document in another format or language, please contact: 01422 392206

আপনি যদি এই তথ্য অন্য কোন মাধ্যম অথবা ভাষায় চান
তাহলে দয়া করে যোগাযোগ করুন ঃ

01422 392206

اگر آپکو یہ معلومات کسی دوسری زبان
یا شکل میں چاہیئے تو رابطہ کریں:

01422 392206