

# Calderdale Local Plan 2018/19 – 2032/33

Written Statement



Adopted March 2023

The Calderdale Local Plan was adopted on 22 March 2023 following Full Council approval and succeeds the Replacement Calderdale Unitary Development Plan dating from August 2006.

We're ambitious for Calderdale and the Local Plan reflects this level of aspiration, supporting our efforts to make life in Calderdale better for all. It covers a range of issues that are really important to our borough, including housing, employment, transport, town centres and climate change.

Through its policies and land allocations, the Plan is pivotal in meeting the Council's priorities of tackling the climate emergency, reducing inequalities and creating strong, thriving towns and places. It also supports the Vision 2024 for Calderdale themes of distinctiveness, resilience and enterprise.

The Plan will ensure that decisions on planning applications meet the needs of our communities whilst conserving our distinctive landscapes. It will make sure the right homes and developments are built in the right places; that infrastructure is delivered to support them; that jobs are created to support our thriving towns; that our natural environment is protected; and that we reach our target for Calderdale to be carbon neutral by 2038. The policies and land allocations in the Local Plan enable the delivery of good quality homes, including affordable homes, and ensure land is available for new and existing businesses to support local jobs, up to the year 2033.

Through the Local Plan, the borough's towns will be shaped to meet future needs. Whilst as much use as possible has been made of brownfield sites, it has also been necessary to release a very small proportion of the land previously in the Green Belt to meet all of Calderdale's future need for housing and jobs. The Plan also contains a significant number of policies and designations to protect the borough's biodiversity and green spaces and its outstanding landscape and heritage.

Preparation of the Local Plan involved a number of stages which provided opportunities for people and organisations to make representations. These informed the development of the Plan, ensuring it was tailored to the needs of Calderdale, whilst meeting the requirements set out in the National Planning Policy Framework. The examination into the Draft Local Plan, undertaken by an independent Inspector appointed by the Secretary of State, provided further opportunities for residents and organisations to be involved in the plan making process. We received the Planning Inspector's report on 26 January 2023.

The Local Plan is the product of complex and detailed work by Council officers over a number of years, and I would like to thank them for their hard work and professionalism throughout the process.

I would also like to thank everyone across our communities who took part to help us ensure this is the right plan for Calderdale. The many representations received from individuals, interest groups, developers and others have helped to shape the Plan and inform the thorough discussions at the examination, ensuring all planning related issues facing the borough were fully considered. There is a statutory requirement to review Local Plans every five years, and I look forward to your future participation in this process as we build a strong and vibrant future for Calderdale.



**Councillor Tim Swift - Leader of the Council**

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# 1 Introduction

## Purpose of the Local Plan

**1.1** The Calderdale Local Plan is the most important document prepared by Calderdale Council relating to the use of land and buildings and represents a spatial framework for the use of land in the Borough over a 15-year time horizon to 2033. It has statutory weight with the primacy of the development plan in considering planning applications for development set out in Section 38 (6) of the Planning and Compulsory Purchase Act 2004 which states:

*"If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be in accordance with the plan unless material considerations indicate otherwise."*

**1.2** The Plan is used in determining planning applications and enables rational and consistent decision making creating certainty for those proposals in accordance with it. The Plan also guides investment decisions for development and is relevant to many people and organisations in Calderdale. Through its vision, policies and proposals, the Plan will control and shape development.

**1.3** The main purposes of the Local Plan can be summarised as to:

- i. Address both the causes and effects of climate change
- ii. Ensure that all development adheres to the principles of sustainability
- iii. Provide sufficient land to accommodate the Borough's need for new housing and employment development
- iv. Manage the location of development
- v. Increase the quality of design in development including masterplanning where appropriate
- vi. Protect and enhance the historic environments of Calderdale
- vii. Protect and enhance the natural environment, including areas of nature conservation value, the landscape, and trees
- viii. Ensure adequate levels of open space including a coherent green infrastructure network
- ix. Reduce levels of pollution, including to water and the air, from development
- x. Provide the infrastructure required to meet the needs of communities
- xi. Reduce the overall need to travel and ensure a greater proportion of journeys can be made using the active modes of travel

## The Need for a New Plan

**1.4** It is a statutory requirement to have an up-to-date development plan and review it at least once every five years. The Local Plan replaces the Calderdale Replacement Unitary Development Plan (RCUDP) adopted in 2006, as amended in 2009 by direction of the Secretary of State. The RCUDP looked forward to 2016. Since the adoption of the RCUDP there have been many changes including:

- i. The introduction of the National Planning Policy Framework (NPPF) in 2012, and subsequent updates
- ii. The introduction of the Planning Practice Guidance (PPG) in 2014, and numerous subsequent updates
- iii. The abolition of the Yorkshire and Humber Regional Assembly in 2013 (and the need to reflect the policies of the Yorkshire and Humber Regional Spatial Strategy in Local Plans) and its replacement by Government with the 'Duty to Cooperate'
- iv. Demographic changes (age profiles, population, households)
- v. Changes to the structure of the economy
- vi. The greater urgency attached to the threat of climate change, the nature emergency and the need for sustainable development
- vii. The need to ensure that the Local Plan reflects the current key plans and strategies of the Council and its partners. The up to date priorities of the Council are set out under the three key themes of 'Distinctiveness; Kindness and Resilience; and Talent and Enterprising' in its 'Vision 24' document.

## The Plan Making Process

**1.5** Work on Calderdale's Local Development Framework (LDF) commenced in 2008, under the requirements of the Planning and Compulsory Purchase Act 2004 (as amended). The LDF was being prepared as a Core Strategy and separate Land Allocations and Designations Plan (LADPlan). The Council released the Preferred Options for the Core Strategy in November 2012, and was commencing early work on the LADPlan, with a number of workshops on potential sites. During March 2012, the Government withdrew all the existing Planning Policy Statements and many Guidance Notes, replacing these with a National Planning Policy Framework and a separate planning policy

for Traveller sites. The NPPF recommends that local authorities produce a single Local Plan rather than a suite of documents. The Council responded positively to the advice of the NPPF and agreed in early 2014 to move towards the production of a single Local Plan combining the strategic aspects of the Core Strategy with the land allocations and designations that would have been in the LADPlan. The evidential work undertaken for the LDF fed into the Local Plan whilst further evidence was gathered, and existing evidence updated as necessary. All evidential documents can be found in the Local Plan pages on the Council's website.

**1.6** The Local Plan had to navigate a number of stages as set out in the relevant legislation before it could be adopted by the Council. These stages provided opportunities for people and organisations to make representations which informed the preparation of the draft Local Plan. Any issues not resolved following consultation on the Local Plan Publication Draft were considered by the independent Planning Inspector appointed by the Secretary of State to examine the Local Plan. Documents relating to the various plan-making stages can be found in the Local Plan pages on the Council's website.

**1.7** Following receipt of the Inspector's final report on 26 January 2023 (which can be viewed on the Local Plan pages of the Council's website) the Local Plan was formally adopted by the Council at its meeting of 22 March 2023.

## Format of the Local Plan

**1.8** The Local Plan comprises:

- The Written Statement
- Appendix 1 - 'Site Allocations - Supporting Information'
- The Policies Map

**1.9** The Written Statement sets out the Plan's policies accompanied by a reasoned justification.

**1.10** [Appendix 1 'Site Allocations - Supporting Information'](#) provides detailed information about the land allocations, such as those for employment, mixed use and housing, and is intended to assist developers in formulating detailed development proposals. It provides information on site constraints, reports that will be required to support a planning application and considerations specific to a site that developers will need to address.

**1.11** The [Policies Map](#) provides a geographical illustration of the Plan's land allocations together with its land designations which illustrate where the Plan's policies apply, for example in relation to the Green Belt, nature conservation, landscape and flooding. These documents can be found on the Local Plan pages of the Council's website which also provides the facility to zoom into the Policies Map, enabling the various allocations and designations to be viewed more clearly, particularly where they overlap or are superimposed on one another. The Plan should be read as a whole given specific development proposals will usually bring into play several policies and designations.

## Future Work Related to the Local Plan

**1.12** Whilst the Local Plan has been adopted by the Council there are a number of other related documents either in, or programmed for, preparation in the next few years. There will also be the need to consider the review of the Local Plan. The main documents and references are set out below:

### Gypsies and Travellers and Travelling Showpeople Development Plan Document

**1.13** Policy HS8 in Chapter 19 (Housing) of the Local Plan makes clear the Council's commitment to adopting this document building on work already undertaken and in compliance with 'Planning Policy for Traveller Sites' published by the Department for Communities and Local Government in August 2015.

### Community Infrastructure Levy (CIL)

**1.14** This is a potential new tax on all "chargeable" development across Calderdale. Consultation on the Draft Charging Schedule (DCS) took place between 10 August and 1 October 2018. The Council submitted the Calderdale Community Infrastructure Levy Draft Charging Schedule to the Secretary of State on 11 January 2019, for independent examination. Relevant documents can be found in the Community Infrastructure Levy Examination Library in the Planning Policy pages of the Council's website. At the time of the Local Plan's adoption the examination into the CIL had not taken place with a refresh of the evidence planned prior to its commencement.



# 1 Introduction

## Supplementary Planning Documents (SPDs)

**1.15** Supplementary planning documents build upon and provide more detailed advice or guidance on policies in the adopted Local Plan. They do not form part of the Local Plan and cannot therefore introduce new planning policies into the Plan. They are a material consideration in decision-making. A number of SPDs are planned and more may be prepared in the future. At the time of the Local Plan adoption the list of SPDs, either in preparation or to be commenced, comprised the following:

- i. Garden Communities Masterplan SPD
- ii. Placemaking and Design Guide SPD
- iii. Affordable Housing SPD
- iv. Biodiversity Net Gain SPD
- v. Flooding SPD
- vi. Halifax Town Centre SPD
- vii. Planning obligations to fund the delivery of infrastructure SPD
- viii. Public Open Space, Sport and Recreation SPD
- ix. Renewable Energy SPD
- x. Self and Custom Build SPD
- xi. Travel Plan SPD

## Neighbourhood Plans

**1.16** These were introduced by the Government in the Localism Act 2011. They are produced by the community and follow a process prescribed in law, at the end of which, if successful, they become part of the development plan for the area. A neighbourhood plan must contribute to the achievement of sustainable development, have regard to national policy and guidance and be in general conformity with adopted strategic local planning policies in the local authority's Local Plan. At the time the Local Plan was adopted, only Neighbourhood Plans for Sowerby and Park Ward had been formally adopted whilst several other neighbourhood forums were preparing, or had expressed an interest in, producing a Neighbourhood Plan.

## Local Plan Review

**1.17** There is a statutory requirement to review Local Plans at least once every 5 years. The Government has announced its intention to change the planning system through the publication of the *Planning for the Future* white paper in 2020, and subsequently the Levelling Up and Regeneration Bill published in 2022. At the time of Local Plan adoption the actual changes to be made to the planning system by Government had not been confirmed. There remains, however, the probability that the Local Plan Review will be undertaken under a different planning regime.

### Calderdale in Context

**2.1** Calderdale has approximately 210,100 inhabitants (ONS 2018-based sub-national projections) and possesses around 98,100 jobs. The projections of population growth suggest that Calderdale could grow to over 214,300 by 2033 with around 106,100 jobs. Halifax is the largest town and the focus for administrative services, employment, retailing and services within the Borough. Around 70% of Calderdale's people live in the eastern third of the Borough – in Halifax, Brighouse, Elland and the villages associated with those settlements. To the west of Halifax, the upper valley – with the towns and villages of Todmorden, Hebden Bridge, Mytholmroyd and Ripponden – has 30% of the people.

**2.2** Calderdale covers an area of approximately 140 square miles (36,280 hectares) with the western two-thirds of the Borough being predominantly rural in nature and the east more urban. Much of western Calderdale is dominated by the high Pennine moorlands. These are approximately 9,500ha of international ecological importance including the South Pennines Special Protection Area / Special Area of Conservation.

**2.3** Green Belt covers much of the Borough, surrounding the urban areas, and extends to about 22,000ha. The *Area Around Todmorden* in the west of the Borough is not in the Green Belt. The Green Belt was defined by the West Yorkshire Metropolitan County Council during the 1980s, with minor changes made since, and very tightly contains the urban areas, which limits the opportunities for growth without the potential need to amend the Green Belt boundary. Calderdale's Green Belt accounts for 62.5% of the area of the Borough.

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

**2.5** Western Calderdale is characterised by steep incised valleys and high moors with market towns nestling in the valley bottoms and smaller settlements on the hillsides. The topography of the Borough forces the main transport routes including the road and rail network to follow the valley, along with the Rochdale Canal. Each of the main towns has its own unique setting and character. Each can be greatly affected by flooding from the River Calder and its tributaries, or as a result of ineffective drainage systems within some of the urban areas and there are large areas of the valley bottom, including town centres, within Flood Zone 3.

**2.6** There are strong functional relationships between the towns particularly those in the Upper Calder Valley which are connected by the Calder Valley railway line and the A646. Each of the towns of western Calderdale act as functional service centres to its wider rural hinterland, but no single place dominates; although Todmorden is the largest town in population terms and is also starting to have a Borough-wide significance due to the establishment of its Health Centre, which takes outpatients for Halifax and beyond. Western Calderdale has strong links with Greater Manchester and eastern Lancashire, particularly from Burnley and Rochdale. The significant growth expected to the west, as planned by Greater Manchester Combined Authority's *Places for Everyone* plan (formerly known as the GM Spatial Framework) is expected to influence both the jobs and housing markets in the west of the Borough.

**2.7** Eastern Calderdale includes the main towns of Halifax, Sowerby Bridge, Brighouse and Elland. Halifax together with Sowerby Bridge constitutes one continuous urban area and forms the main economic driver within Calderdale. The town has a unique landscape setting between Bradford and Huddersfield, and rich heritage; Halifax town centre has retained much of its historic character and townscape quality. The establishment of the cultural quarter, focused upon the redeveloped Piece Hall and also including the new library, Square Chapel Arts Centre, Calderdale Industrial Museum and Orange Box young people's centre, has transformed Halifax as a visitor attraction. The Piece Hall has attracted over 5 million visitors since it reopened in August 2017. The town featuring in several television dramas has also been a factor in increasing tourism figures in the past few years. Being the centre of the economic activity for the district brings its own problems including issues relating to air quality. There are a number of Air Quality Management Areas within Halifax and on the roads approaching the town.

**2.8** Sowerby Bridge has its own town centre with a reputation for a focus on the evening economy, and jealously regards itself as a separate place. The landform of the escarpment between Halifax and Sowerby Bridge forms the clear physical divide although they form one urban area. In addition, Sowerby Bridge acts as the gateway to western Calderdale, being situated on the main transport connections, but its congested centre in the valley bottom suffers from significant road congestion and is the site of an Air Quality Management Area (AQMA).

## 2 Spatial Portrait

**2.9** Many characteristics combine to make Calderdale what it is now and include:

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

**2.10** Calderdale appears to be well-wooded on first inspection with wooded valleys paralleling the main roads and railway. However, Calderdale only has about 7% tree cover, which is about half the national average, and a significant contributory factor to the flooding issues which affect parts of the valley. Actions associated with "Slowing the Flow" of water from the hills and moors into the valley include increasing tree cover to help reduce flood risk.

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

### Settlement Hierarchy

**2.12** The Metropolitan Borough of Calderdale was formed in 1974 during the reorganisation of local government. It amalgamated the former County Borough of Halifax, the boroughs of Brighouse and Todmorden and the urban districts of Elland, Hebden Royd, Ripponden, Sowerby Bridge, part of Queensbury and Shelf Urban District and Hepton Rural District into a single authority.

**2.13** Calderdale lies at the heart of metropolitan northern England, between the cities of Leeds and Manchester. The strategically important M62 motorway, trans-Pennine canal and railway connections, and other infrastructure links (such as national gas and electricity networks) pass through the Borough. To the south lies Kirklees, whose major centre is Huddersfield, and to the north is the City of Bradford. On the western boundary lie Rochdale and the Lancashire districts of Burnley, Pendle and Rossendale.

2.14 The settlement hierarchy for the Local Plan is presented below.

**Table 2.1 Settlement Hierarchy**

Hierarchy		Current Function
Sub-Regional Town (Tier 1)	<ul style="list-style-type: none"> <li>● <b>Halifax</b></li> </ul>	<p>The largest town in Calderdale, providing the largest existing housing, employment, shopping (including the Borough Market) leisure, education, health and cultural facilities;</p> <p>Provides the main focus for public transport in Calderdale with good links to Leeds, Manchester, Bradford, Huddersfield, Blackpool and London;</p> <p>Possesses developing commercial, education and cultural sectors.</p>
Principal Town (Tier 2)	<ul style="list-style-type: none"> <li>● <b>Brighouse</b></li> </ul>	<p>The second-largest town in the Borough with significant employment and housing facilities, and a market. Has good links to Halifax, Bradford, Huddersfield and other towns within West Yorkshire, and regular train services to Leeds (via Halifax or Dewsbury), Bradford, Huddersfield, Manchester and London.</p>
Local Town (Tier 3)	<ul style="list-style-type: none"> <li>● <b>Hebden Bridge</b></li> <li>● <b>Todmorden</b></li> <li>● <b>Sowerby Bridge</b></li> <li>● <b>Elland</b></li> </ul>	<p>Smaller but significant towns in the Calderdale context. Each provides housing, work and services for the local hinterland, including regular markets. Hebden Bridge is a regional attraction.</p> <p>Todmorden has a health centre which provides services for the Upper Calder Valley and an alternative facility to Calderdale Royal Hospital for outpatients to attend.</p> <p>Each town is linked to Halifax by good bus services, and all but Elland have railway services to Halifax, Bradford, Leeds and Manchester. Hebden Bridge and Todmorden also have services to Burnley and Blackpool.</p>
Local Centre (Tier 4)	<ul style="list-style-type: none"> <li>● <b>Southowram</b></li> <li>● <b>Holywell Green with Stainland</b></li> <li>● <b>Northowram</b></li> <li>● <b>Ripponden with Rishworth</b></li> <li>● <b>Luddenden with Luddendenfoot</b></li> <li>● <b>Shelf</b></li> <li>● <b>Mytholmroyd</b></li> </ul>	<p>Village communities providing very local services and facilities. Each generally has bus services to Halifax and other towns within or beyond the Borough. Only Mytholmroyd has a railway station which provides services to Leeds (via both Halifax and Dewsbury) and Manchester.</p>
Neighbourhood / Small Rural Centre (Tier 5)	<ul style="list-style-type: none"> <li>● <b>Bank Top</b></li> <li>● <b>Bradshaw</b></li> <li>● <b>Portsmouth with Cornholme</b></li> <li>● <b>Barkisland</b></li> <li>● <b>Ainley Top</b></li> <li>● <b>Wainstalls</b></li> <li>● <b>Heptonstall</b></li> <li>● <b>Norwood Green</b></li> <li>● <b>Mill Bank</b></li> <li>● <b>Eastwood</b></li> </ul>	<p>Very small villages or clusters of housing. Many have very limited facilities and services with few employment opportunities.</p> <p>Each is linked by public transport to a centre higher in the hierarchy but not all are directly linked to Halifax.</p> <p>Heptonstall is a visitor attraction.</p>

## 2 Spatial Portrait

Hierarchy	Current Function	
	<ul style="list-style-type: none"> <li>• Midgley</li> <li>• Old Town with Chiserley</li> <li>• Elland Upper Edge</li> <li>• Sowood Green</li> <li>• Charlestown</li> <li>• Pecket Well</li> <li>• Elland Lower Edge</li> <li>• Harvelin Park</li> <li>• Triangle</li> <li>• Callis Bridge</li> <li>• Slack</li> <li>• Warley</li> <li>• Soyland Town</li> <li>• Jagger Green</li> <li>• Mount Tabor</li> <li>• Outlane</li> <li>• Brearley Bridge</li> <li>• Blackshawhead</li> </ul>	

### Employment

**2.15** Calderdale's prosperity is linked with its location within Pennine West Yorkshire and the Leeds City Region. The area also borders and is functionally linked to Greater Manchester City Region and Central Lancashire. The Borough is ideally placed within the M62 corridor, on a main trans-Pennine rail route, and between two expanding and prosperous city regions - Leeds and Manchester - encompassing a population in excess of 6 million within 1 hour's drive. In this context, Calderdale's economy needs to be considered within both sub-regional locations, since business activity (clusters and supply chains), and the patterns of consumer and leisure trips, as well as travel to learn and work pay little attention to administrative boundaries.

**2.16** Calderdale's location provides significant economic opportunities. Expansions to the Leeds City Region Enterprise Partnership's growth deal with the Government create a total new investment package of £912.9m for the Leeds City Region. Over the lifetime of the deal, the Local Enterprise Partnership estimates that up to 10,000 new jobs could be created, 2,000 new homes could be built and that it has the potential to generate £640m public and private investment.

**2.17** Regional Econometric Models indicate that Leeds City Region will slowly increase its share of the Yorkshire and Humber jobs through to at least 2026. Manchester City Region represents over one fifth of the North's economy and presents a significant opportunity for Calderdale businesses, as do the links into eastern Lancashire. These city regions provide opportunities to increase our profile in the financial sector and business services. Continued investment in Manchester Airport and the potential arrival of high speed rail into Manchester and/or Leeds could be key to attracting and serving the area's knowledge-based industries.

**2.18** Calderdale is a significant employment area with over 94,800 people in employment and is home to some major companies such as Lloyds Banking Group, Nestle, Marshalls, and McVities. There are around 210,100 people living in the Borough of which approximately 101,500 are economically active. Calderdale's unemployment rate is 4.6%. There are also around 1,120 active apprenticeships in the Borough (2019-20).

**2.19** Calderdale has the highest levels of productivity in Leeds City Region with Gross Value Added per employee standing at £45,916. There are 8,500 businesses and of that, 99% are small or medium business enterprises (SMEs).

**2.20** Calderdale does face challenges; these include increasing the diversity of our business base, increasing skills, reducing unemployment, and reducing congestion on our roads. We need to narrow the gap between different

communities in the Borough by ensuring our worst-performing neighbourhoods have the ability and ambition to achieve similar levels of success to our higher-performing neighbourhoods.

**2.21** Calderdale is a net exporter of labour, meaning that more people leave the area for work than come here for work. The majority of those travelling outside the Borough travel to work in Bradford, Kirklees, Leeds and Manchester.

**2.22** Calderdale was hard hit by the recent recession due to its dependence on the financial services and manufacturing sectors. The recession had the greatest effect on many of our most deprived communities. Manufacturing accounts for 16% of employment in 2020, above both the regional (11%) and England (8%) figures. The finance and insurance sector accounts for approximately 8% of employment, above the national (3.5%) and regional figure (2.9%). The local economy is closely linked with the Lloyds Banking Group who are the biggest private sector employer in Calderdale with approximately 6,000 jobs over two sites.

**2.23** The continued dependence of the local economy on finance and manufacturing raises issues of vulnerability for the Borough. Despite this, estimates suggest a continued growth in the financial sector within Calderdale, above the UK and regional rates.

**2.24** Creative and digital businesses are becoming increasingly important in the Calderdale economy, representing 18% of all businesses in the Borough and 5% of employment. Developments in the creative and digital sectors in Manchester City Region also have enormous significance and potential for Calderdale businesses and residents. The creative industries and digital media sector in Greater Manchester alone includes over 7,000 businesses employing around 53,000 people. The opportunities this offers to neighbouring authorities could be equally significant.

**2.25** 2019 was the best year ever for the Calderdale visitor economy, with tourism worth just under £400 million, a massive 14% increase from 2018. About £295.8 million of the money tourists spent in the area directly benefited local businesses, from hotels and restaurants to cafés, shops and attractions. This income is estimated to have supported 7,930 jobs, again up 14% from 2018. We also attracted over 8 million visitors and we are confident, given the growing events programme at the Piece Hall and around the Borough as well as the increasing demand for filming in the area, that this number will increase in coming years.

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

**2.27** Calderdale's town centres are a key driver of the local economy. The Borough has designated town centres, local centres, and has large number of local shopping parades. Collectively the town centres and local centres provide over a quarter of a million square metres (2.7 million square feet) of retail, service and leisure floorspace. In total, retail services and facilities around the Borough attract an estimated turnover of around £793.7m per annum of which £383.7m is on convenience shopping whilst £410m is on comparison goods. The total amount generated by Calderdale's residents was £1,081.7m (£453.7m convenience and £628m comparison). (*Retail Study 2016*)

### Transport

**2.28** Calderdale's valley topography provides distinct natural beauty but limits and constrains the routing, management and expansion of the transport network. The main challenge for the Borough is to get the most out of the current network as well as identifying and seizing new opportunities. It is anticipated that there is still much to be achieved through public transport interventions, but the car is the most common mode of transport, accounting for 59% of trips and 80% of the distance travelled in 2021, whilst walking only accounts for 31% of trips. The average distance cycled per person per year has increased by 26% since 1995/97, but still accounts for only 2% of trips. Leisure and shopping are the most common trip purposes, each accounting for almost one in five trips. Leisure, including visits to friends, accounts for 44% of distance travelled, with most being a relatively short journey.

**2.29** Calderdale is connected by both road and rail to the major cities of Leeds and Manchester as well as their wider city regions. The M62 motorway provides trans-Pennine links along the southern boundary, whilst a north/south and east/west road network links the towns and villages of Calderdale with neighbouring districts and towns such as Bradford and Huddersfield. The Calder Valley railway line runs through the heart of the Borough providing regular

## 2 Spatial Portrait

connections to three of largest cities in the UK (Leeds, Manchester and Bradford), as well as a direct Halifax to London service, taking a little over three hours. There is also a comprehensive bus network linking the main towns with smaller towns and villages as well as a developing network of cycleways and footpaths.

**2.30** Traffic congestion regularly occurs within the Borough with peak time problems encountered on the M62 in the eastbound direction from Junction 24 (A629, Ainley Top) in the morning peak travel period and from Junction 25 (A644, Brighouse) through to Junction 27 (M621/A62, Gildersome) in the afternoon/evening peak period. In the westbound direction traffic congestion regularly occurs in both peak periods between Junctions 27 and 26 (M606/A58 Chain Bar). These issues are being considered by National Highways and Transport for the North. Mitigation measures could include further improvements to the motorway and a new trans-Pennine rail upgrade or a new Northern Powerhouse Rail line between Liverpool and Leeds serving Bradford with a through station.

**2.31** There are also locations at the roundabout junctions with the local road network where traffic congestion and delay occur. Traffic problems on the M62 can have significant impacts upon the local road network leading to congestion at any time of day. Future increases in congestion on the M62 are likely to have 'knock-on' implications for our local roads.

**2.32** The local road network also suffers from congestion with many hotspots around the main towns during peak periods. In addition, some locations, particularly the A58 through Godley Cutting, Stump Cross and Hipperholme; the A58 through Sowerby Bridge as well as the A629 at Salterhebble and Ainley Top, can suffer congestion outside of the peak times. These corridors are included in the West Yorkshire+ Transport Fund programme. Feasibility work will be undertaken in the short to medium term to understand the level of interventions required to deliver the Local Plan growth, sustainably.

**2.33** The overwhelming majority of Calderdale's working residents work within West Yorkshire. Commuting flows show that most working residents work in Calderdale with Bradford, Kirklees and Leeds being common destinations for work opportunities as shown in this table:

**Table 2.2 Places of Work of Calderdale Residents**

CALDERDALE	Bradford	Kirklees	Leeds	Rochdale
64.5%	10%	9.2%	6.2%	1.4%

**2.34** Commuting into and out of Calderdale contributes significantly to traffic congestion. The 2011 Census showed that 27,016 workers commute into Calderdale whilst 28,919 travelled out of Calderdale for work. The vast majority of Calderdale's commuters travel to other places in West Yorkshire (75.1%) but significant flows also exist into Greater Manchester (12.2%) and elsewhere in the North West (5%). By a small margin Calderdale experiences a net outflow of 1,941 workers. Bradford and Kirklees by comparison are significant net exporters of labour by 5,419 and 25,560 respectively. Leeds is a significant importer of labour and draws 54,692 workers from other districts.

**2.35** In addition to congestion on the roads, overcrowding issues are also evident on the trains. These issues usually occur during a 90-minute period during both the morning and evening peak times. There is evidence of overcrowding on services via Halifax, especially the Blackpool North trains and services via Brighouse, although most of these issues occur between Mirfield and Morley. The line also suffers from slow line speeds when compared to other trans-Pennine rail corridors. The Leeds City Region Connectivity Study identifies Calderdale has poor connection by rail to other parts of the city region. The line is constrained by a number of bottlenecks, including: platform / line capacity at or approaching Leeds and Manchester Victoria stations; the number of single-track sections, particularly through junctions; short platform lengths; slow maximum line speeds; long signalling headways (the space required between trains) along particular sections of the line.

**2.36** Investment on the Calder Valley Line is coming forward and is expected to deliver a new railway station at Elland together with signalling and timetable improvements. The evidence supports the economic case for a new railway station in the Hipperholme and Lightcliffe ward. However, funding has not yet been identified to take this forward.

**2.37** Calderdale's bus service is generally good, with regular links to Bradford, Huddersfield and the Upper Calder Valley. However, low-frequency connections to many of the rural and semi-rural areas, particularly in the evening, can create isolation in some communities. This is further exacerbated through network 'gaps' with some essential connections difficult to make. In addition, the buses are often caught within the traffic congestion creating further

access problems. To improve the situation, modifications to the current bus provision and highway network such as bus lanes, junction priorities and the development of more integrated transport hubs need to be considered as a priority.

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

**2.39** Walking and cycling represent a small but growing commuter mode share. Creating safe provision and a seamless network for all road users is critical if we are to increase the percentage of people who walk, cycle or use public transport. The benefits go beyond reduced congestion and include improvements to physical and mental health and air quality. Walkable and cyclable urban centres have been shown to bring increased economic vitality to an area and increased road safety. The Calderdale Transport Strategy 2016-2031 will focus on delivering a higher quality multi-modal network.

**2.40** The constraints of topography in Calderdale means it is unlikely 'grand' highway infrastructure could be provided, however significant investment in corridor improvements along the A629 and A641 are planned as part of the West Yorkshire+ Transport Fund. It is important the Council continues to work closely with West Yorkshire Combined Authority (WYCA) and Network Rail to seek improvements to public transport by continuing to influence and deliver proposals as they arise, the most significant of which is the Mass Rapid Transit proposed within WYCA's Transport Strategy 2040. The Local Plan is also seeking to assist this process through appropriate policies and allocations.

### Population

**2.41** Projections relating to the change in population numbers are produced by the Office for National Statistics (ONS) every two years. The most recent projections are the 2018-based Sub National Population Projections released on 24 March 2020. The national perspective of the growth of the England population suggests that it is projected to increase by 4.983 million from an estimated 59.720 million in mid-2020 to reach 62.464 million by mid-2035, a 5% growth overall. In terms of local data, it shows that Calderdale's population is projected to grow from 211,000 in 2020 to 214,800 by 2035, an overall increase of 3,800, or about 1.8%. This is a significant reduction in the growth projected in the previous Sub National Projections (2016) which indicated growth of about 7,800 or 4%.

**Table 2.3 Population Projections 2014, 2016 and 2018-Based**

Year	2020	2025	2030	2033	2035	CHANGE (%)
Population (2018 based)	211,000	212,600	213,700	214,300	214,800	3,800 (1.8%)
Population (2016 based)	212,300	215,800	218,200	219,300	220,010	7,800 (4%)
Population (2014 based)	213,946	219,333	223,896	226,385	228,021	14,075 (6.6%)

Source: ONS Population projections – local authorities: SNPP Z1

**2.42** These figures are projections, but while the trend is that the population is continuing to grow, though at a significantly slower rate than was indicated in previous projections, the growth is also projected to be slower than that of England as a whole. The projections are used as the basis for the standard methodology to determine Local Housing Need. 2016-based projections were not used.<sup>(1)</sup>

### Population Change by Age Group

**2.43** The rate of growth for different age groups within the overall population is not even, as shown in the table below.

<sup>1</sup> The methodology is 2014-based but the Council also used later calculations based on the 2018 projections at the Inspector's request.



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**Table 2.4 Population change by age group**

Age	2018	2020	2025	2030	2033	% CHANGE
0-14	39,200	38,600	36,900	34,800	34,100	-13
15-24	22,100	21,700	22,000	23,400	23,200	4.9
25-44	51,500	51,400	51,400	49,900	49,600	-3.7
45-64	59,000	59,000	58,400	57,200	56,500	-4.2
65-74	22,300	22,500	22,800	25,500	26,600	19.2
75+	16,700	17,700	21,100	23,000	24,400	46.1
TOTAL	210,700	211,000	212,600	213,700	214,300	1.7

**2.44** Figures show that there is a projected decline in the under 16 age group population of about 2,200 during the 15 years to the end of the plan period, meaning that there could be less pressure on the education system as a whole across Calderdale. The largest increase is in the over-75 group, suggesting further provision for residential care homes and medical facilities may be required.

### Households

**2.45** The Local Plan Housing Requirement is based on household growth rather than population growth. The latest information on household growth available in the Government's 2018-based Household Projections, England, shows that:

- The number of households in England is projected to increase from 23.2 million in 2018 to 27.0 million in 2043;
- Annual average household growth is projected to be 150,000 per year between 2018 and 2043;
- Average household size is projected to fall from 2.37 in 2018 to 2.24 in 2043;
- One person households are projected to increase by 68,000 per year, about one third (33 per cent) of the total household growth up to 2043;
- Households headed by someone aged 65 or over are projected to increase by 155,000 per year, about three quarters (74 per cent) of total household growth up to 2043;
- Households headed by someone aged 25 to 34 are projected to decrease by 9,000 per year up to 2043;
- Changes in population account for around 94 per cent of household growth from 2018 to 2043;

**2.46** Of particular significance is the growth in one person households rising by over 50% over the projection period. This is due to a number of factors including the fact people are living longer. Between the 1991 and 2001 Censuses the average household size has decreased from 2.45 people per household to 2.39 people. This trend continued through the first part of this century. The last few years have seen a reduction in the number of new homes being provided and the ability of first time buyers in particular, to obtain mortgages. Such factors are likely to lead to a slower rate of decrease or even an increase in household size over the next few years as people wishing to set up their own home may not be able to do so.

**2.47** The ONS produces Household and Population projections at the Calderdale level every two years. These are the starting point for the consideration of growth within the Borough, which is then explored by the Strategic Housing Market Assessment (SHMA). The latest SHMA, released in 2018, used the 2014 based projections which are set out below. Updates have since been released by ONS together with a proposal contained in the Housing White Paper (March 2017) to revise the methodology to be used for Objectively Assessed Needs (OANs). The Council will consider the implications of the latest projections together with the revised Methodology for establishing OANs as the plan progresses.

**Table 2.5 ONS: Sub National Household Projections**

Year	2018	2020	2025	2030	2033
<i>Calderdale: Household Projections (Sub-National Projections 2018 Based)</i>	92,647	93,822	96,054	98,015	99,137
<b>Calderdale: Household Projections (Sub-National Projections 2014 Based)</b>	<b>94,281</b>	<b>95,915</b>	<b>99,751</b>	<b>103,323</b>	<b>105,238</b>

**2.48** In 2015, there were 10,657 people on the housing waiting list register, and 9,707 in 2022.

**2.49** At the time of the last Census there were about 92,173 dwellings (2011) in Calderdale. The Borough is dominated by a high proportion of terraced property followed by semi-detached properties and flats. Conversely there is a low representation of detached dwellings within the Borough whereas the majority of the stock has two or three bedrooms.

**2.50** The May 2018 SHMA found that there were 92,511 dwellings in Calderdale of which 2,775 were vacant, resulting in a total dwelling occupancy level of 89,736 households and a vacancy rate of approximately 3%. This figure represents dwellings defined as 'Unoccupied' and 'Empty' on the Council Tax database and represents total vacancy of which half had been empty for less than six months and half had been empty for more than six months with 1.8% of the total housing stock vacant for more than six months.

**2.51** As the previous SHMA suggested that the vacancy rate stood at approximately 3.5% in April 2014, this indicates that the vacancy level has fallen over a comparatively short period of time; the actual 'Empty' property rate is therefore lower. For the housing market to operate efficiently and effectively, meeting people's needs and giving choice of available accommodation, there should be more dwellings than households looking for them, and a recognised figure is 3%. It is also clear that housebuilding in Calderdale has been slow to recover since the recession with the annual delivery rate falling such that, over the five years up to 2018, only 505 dwellings have been delivered annually on average.

**2.52** Overall across the Borough there remain in the order of 1,637 dwellings which have been empty for more than six months despite attempts to reduce this figure. These long-term empty properties are over and above the usual 3% of the housing stock required to allow market churn and represent dwellings which have fallen out of use for a number of reasons. They provide a potential source of dwellings to add to the housing stock and the Council will continue to attempt to reduce this figure.

**2.53** Provision of housing comes from a number of sources including new build housing and conversions and the bringing back into use of empty dwellings. The number of dwelling completions during the period of 2008/9 to 2017/18 relates to a period of both high and low completions. Over this period a total of 4,967 new houses were built in Calderdale which is around 5-6% of the total housing stock. Around 45% of all new houses built over this period were flats/maisonettes/apartments, 31% terraced houses, 16% detached houses and 8% semi-detached houses. The most common size of dwelling was a 2-bedroom dwelling (41%), followed by 3-bedroom (26%) and 4-bedroom (18%).

**2.54** Pressure on the existing dwelling stock is increasing and as a result affordability is still a real issue in some areas. The latest SHMA suggests that there is a need for 3,671 affordable homes between 2016 and 2033, equating to an annual average of 193 affordable homes.

**2.55** Losses also occur through conversions from housing to other uses and demolitions. These figures have been small in recent years with no large scale clearance schemes currently planned.

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

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**2.57** Household surveys conducted during preparation of the 2011 Calderdale SHMA remains the most up-to-date assessment of property condition and quality in the Borough. This found that only 237 households considered their property to be in serious disrepair, which equates to less than 1% of the Borough's households.

**2.58** As population and household numbers increase, the need for new dwellings will rise. The Council must meet the objectively assessed housing needs of the Borough with the number and type of households being key factors determining the level and type of housing required.

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

### Deprivation and Health

**2.60** There are around 28,200 of Calderdale's residents living in neighbourhoods ranked by the Indices of Multiple Deprivation 2015 survey as being within the 10% most deprived in England. This includes 7,000 children aged 0-15 years old and 4,500 older people aged 60 years old and over. The results for IMD 2010 were 18,919 overall, of which 4,460 were children aged 0-15 years old and 3,100 older people aged 60 years old and over.

**2.61** There is some correlation between overall deprivation and health deprivation levels and geographic distribution in Calderdale. There are significant inequalities in life expectancy with males in the least deprived quintile expected to live seven years longer than those in the most deprived quintile. Females in the least deprived quintile are expected to live almost six years longer than in the most deprived quintile.

**2.62** Many of the neighbourhoods in Calderdale that record relatively high levels of deprivation in IMD 2015 also did so in 2010. Forty-six of Calderdale's neighbourhoods in IMD 2015 are ranked as within the 30% most deprived neighbourhoods nationally. Since IMD 2010, two areas (one in Ovenden and one in Warley) have dropped into the most deprived 30%, with one (in Todmorden) improving its relative deprivation to the fourth decile.

**2.63** For two neighbourhoods (one each in Todmorden and Elland wards) there was a positive improvement in their IMD ranks of over 10%. For eight neighbourhoods, their relative IMD rank reduced by over 10%:

- Calder Ward: 2 neighbourhoods;
- Greetland and Stainland Ward: 2 neighbourhoods;
- Ovenden Ward: 1 neighbourhood;
- Skircoat Ward: 2 neighbourhoods;
- Sowerby Bridge: 1 neighbourhood.

**2.64** According to the Local Authority Health Profiles 2019, 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; women in the least deprived areas can live over 7 years longer than men in the most deprived areas. The levels of physically active children (% of years 1-13 pupils spending at least 3 hours per week on high quality PE and school sport) are worse than the England average, although the percentage of children classed as obese is better than the England average.

**2.65** The main findings from this Joint Strategic Needs Assessment (JSNA) highlight some important local strategic priorities for improving well-being and health, preventing illness and reducing inequalities:

- Reducing premature mortality and improving life expectancy;
- Meeting the needs of those with long-term conditions;
- Responding to an ageing society and the needs of older people;
- Improving children and young people's life chances;
- Increasing healthy lifestyles and breaking the cycle of deprivation;
- Responding to local economic vulnerability;
- The population of Calderdale is set to increase, and this increase will be greatest in the 65+ age group;
- The proportion of children from South Asian origin will rise from 10% to 15%;
- There is projected to be a fall in the working age population in Calderdale.

**2.66** Calderdale's economy is performing well however there is a high level of vulnerability due to its dependence on the manufacturing and financial services sectors. More knowledge intensive businesses, especially creative and digital industries, need to be encouraged into the area;

- Economic growth is constrained by a lack of viable developable land and a highway network that is close to capacity;
- Life expectancy in Calderdale has improved for men in line with the rate for England;
- Life expectancy improvement for women has levelled off and is below the national and regional average;
- There is a growing health gap between the average and most deprived areas;
- Those living in Calderdale's most disadvantaged communities experience greater ill-health than elsewhere in the Borough. There are differences in life expectancy between wards within Calderdale of up to 7 years;
- By Index of Multiple Deprivation decile (most affluent 10% as compared to bottom 10%) the gap is 10.9 years for men and 8.5 years for women.

### Environment

**2.67** Despite being a metropolitan authority, the Borough of Calderdale is largely undeveloped in nature. It covers 36,280ha of which 22,260ha is designated Green Belt. The Borough also has over 24,000ha of designated "Special landscape area", recognising the quality of much of the rural areas within the Borough. The formal urban areas (contained by the Green Belt and the Area Around Todmorden) account for about 5,273ha or 14.53% of the Borough. There are over 9,600ha or 26.6% of the Borough designated as Sites of Special Scientific Interest, most of which are also covered by the Special Protection Area (SPA) and Special Areas of Conservation (SAC) designated under EU legislation. The environment has been a key priority for the Council since it was established in 1974, and remains so today.

**2.68** The Council adopted a Local Flood Risk Management Strategy in June 2016. It has been based on four principal objectives: Building a better understanding of flood risk issues; Taking steps to reduce flood risk in Calderdale; Developing schemes that will manage residual flood risk; Being better prepared for flood events.

**2.69** The strategy identifies the actions that we need to take over the coming years to bring about an improved, more sustainable approach to flood risk management that works with nature. It provides direction on what the strategic local objectives are, helps us plan for the likely impacts of climate change and further development across the Borough. The increased frequency of repeat events to our local community underlines why Calderdale has implemented a Flood Alleviation Scheme (FAS) to protect communities in Mytholmroyd, Hebden Bridge and Brighouse. The Council's lead role in safeguarding our community is clear by this strategy. Additional funds for flood action should sit with the Council and be prioritised through a real partnership that is locally accountable and to the Calderdale community.

### Education

**2.70** Overall education standards are improving in line with England. However there is still a gap between the most and least deprived areas of Calderdale. The Borough has a lower percentage of its population with NVQ3 and NVQ4 than the UK.

**2.71** Children and young people under the age of 20 years make up 24.3% of the population of Calderdale. 23.1% of school children are from a minority ethnic group. The health and wellbeing of children in the Borough is mixed compared with the England average. Infant and child mortality rates are similar to the England average. The level of child poverty is worse than the England average with 20.1% of children aged under 16 years living in poverty. The rate of family homelessness is better than the England average. Children in Calderdale have average levels of obesity: 8.4% of children aged 4-5 years and 18.2% of children aged 10-11 years are classified as obese. By the age of three years old, almost 13% of children in Calderdale have experienced tooth decay compared with almost 12% nationally. Recent hospital admission rates for dental caries in children aged under 5 years are higher than the England average.

**2.72** Rising obesity levels and poor oral health are key health priorities for children and young people. Childhood obesity increases between the ages of 5 and 11. Currently there are 20.8% of 4-5 year olds classified as overweight or obese, 32% of 10-11 year olds also classified as overweight or obese and only 53% of adults achieving 150 minutes of physical activity per week.

## 3 Vision

**3.1** Each of us has a vision of the Calderdale of the future. Change will happen, the Borough will not remain exactly as it is. Although our visions are different, they likely share common qualities and reference points. The passage of time inevitably brings changes. Calderdale today differs from the Borough of twenty or fifty years ago and is certainly different now than the Borough it will be in twenty or fifty years. The task facing us is to retain the most important characteristics of our Borough in the face of changes we cannot control, and manage as well as possible, those forces we can control.

**3.2** Calderdale Council and its partner public sector organisations are working together to ensure that:

“Calderdale is a place where you can realise your potential whoever you are, whether your voice has been heard or unheard in the past. We aspire to be a place where talent and enterprise can thrive. A place defined by our innate kindness and resilience. Also, by how our people care for each other, are able to recover from setbacks and are full of hope”.

“Calderdale will stand out, be known and be distinctive. We want it to be a great place to visit. More than anything, we want it to be a place to live a larger life”.

**3.3** This is characterised by a place where:

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

**3.4** These principles are translated into the Vision for the Local Plan:

- **Calderdale will be a safe, prosperous and attractive Borough for ourselves, our children, and for future generations ensuring well-being for all. A place where we recognise that everyone is different but that through our actions we demonstrate that everyone matters;**
- **The natural environment and biodiversity of Calderdale will be protected and improved, and new development has not spoilt the features that are treasured;**
- **Calderdale will be a place that delivers sustainable development in the right place, at the right time to meet the needs and vision of the people who live here and those wanting to invest;**
- **Calderdale will be a place that is economically healthy and diverse, providing jobs for its residents and recognising the economic opportunities deriving from our position between Leeds and Manchester, that is a good place to do business and has ensured that local people have the skills needed to work in the local economy and becoming more self-sufficient in terms of jobs;**
- **Calderdale will have responded to the causes of and adapted to the consequences of climate change, reduced our greenhouse gas emissions, become more energy conscious and efficient in its use of resources; and**
- **The profound links between development and transport demand will be managed to ensure Calderdale has a balanced transport system, providing opportunities for travel within and between our 6 main towns and other parts of the regional and national networks with reduced car usage, and increased use of public transport, walking and cycling.**

**3.5** The Council has established a mission plan for the delivery of services and transformation of the Council. The outcome of this is that Calderdale will “be the best borough in the north”. Priorities for the next few years are outlined in the Council’s mission plan below:

Figure 3.1 Council Mission Plan



3.6 The Local Plan has a role to play in delivering both policy interventions and sites to impact on these priorities.

3.7 Our actual “vision” is a synthesis of aspirations and principles, but really identifying what the Calderdale of 2032 is going to be like. Such a vision will then drive the actions of the Council, partners and communities over the next 15 to 20 years in delivering sustainable growth and development.

**Vision for 2032**

Calderdale in 2032 is a great place to live, work, invest and visit, which has capitalised on its strategic position between Leeds and Manchester within metropolitan northern England, managing growth, change and the needs of its people within its precious Pennine Environment.

### **CALDERDALE IN 2032 - a narrative description**

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

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

Investment on the road network through Halifax and Brighouse has helped reduce air pollution and congestion, whilst changes in travel behaviour have helped reduce the impact of growth too. The upgrading of the Calder Valley railway line has revitalised travel within the Borough and opened up improved opportunities, to work, shop and enjoyment as well as opening the Borough to more visitors and workers coming in from outside the Borough. New trains, an expanded service and better facilities at Halifax and other stations, including better park and ride have raised the bar for rail travel. Calderdale and its constituent towns are clearly popular places to live, and the services and facilities that cater for local residents continue to make the Borough attractive to new residents, but this attraction is managed in a way which contributes to sustainable development and an overall improvement in people's well-being.

Calderdale has ensured development takes place and meets high environmental and design standards. In the Calder Valley Towns of Todmorden, Hebden Bridge, Mytholmroyd, and Sowerby Bridge this means also ensuring the risks of flooding are significantly reduced and that new development is not exposed to this risk nor bring increased risk to other areas. In Elland and Brighouse too flood risk is a managed problem, which has improved accessibility to attractive open areas. 20mph zones have been rolled out across the Borough improving road safety and providing more sociable place to live.

New homes have been created in sustainable locations helping to produce greatly reduced carbon footprints. These new homes are well designed, meeting the needs and aspirations of their host communities, who have also been heavily involved in their creation. Innovative design solutions have been exploited and brought about development which meets needs, safeguards the environment and adds to the quality and diversity of the Borough's development.

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

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

Whilst there has been renewable energy both in the landscape and in the rivers, on new homes and businesses as they are built or retrofitted to existing properties, this does not appear out of character in such a sustainable place, and has been positioned so as not to detract from the fantastic scenery and physical setting. It is clear that reducing CO<sub>2</sub> emissions is an overarching theme that significant strides are being made to meet the Government's 80% reduction by 2050.

Employment opportunities are well founded. Investment by both indigenous companies and entrepreneurs and inward investment has ensured the local economy is more resilient and well founded. The financial services sector and manufacturing, whilst still clearly key to the local economy do not dominate to the same extent as they once did. The local economy is much more resilient to short term and long term economic pressures and

has taken advantage of super-fast broadband, not only for the development of the creative and digital industries sector, but also as a tool for education, commerce and business development.

The town centres of Halifax, Brighouse, Elland, Sowerby Bridge, Hebden Bridge and Todmorden are vibrant and vital, offering excellent facilities for visitors and residents as well as excellent investment opportunities. Each has its own distinct charms and meets the needs of the local community for day-to-day shopping as well as more specialist niches, which draw in visitors. Whilst the internet has become a major source of retailing across the Borough, supported by the super-fast broadband available across the Borough, the town centres have redefined themselves to ensure they are places where people want to be, providing services and facilities and a retail offer that people need and want to support.

Arriving by fast train at the revamped Halifax Station and passing through the new concourse building towards the town centre you are faced by a prosperous town, brimming with vitality and enthusiasm. Heading towards the landmark of Square Church spire, which has been incorporated into the Central Library you pass the expanded and innovative Square Chapel Centre for the Arts and into the Piece Hall which has been refurbished and acts as a significant focus for events, speciality retailing and pure enjoyment of the Grade 1 listed building and its enclosed space. The exceptional community facilities, museums, arts facilities, restaurants and redeveloped small scale sites, are the focus for a major cultural quarter and attracts residents and visitors in large numbers. The town centre itself has responded to these additional opportunities and become a more welcoming focus for community activity and innovative retailing.

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

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

The impact of cars and traffic has been well managed as effective use of planning and transportation policy has secured accessibility by a wide range of modes for all new development and ensured improved public transport and traffic management. This has also meant that the need to travel by car has been reduced which has also helped air quality. Parking has been provided within the towns and to meet the needs of development, but this does not dominate the streetscape. It is clear that travel choices have been embraced and has improved air pollution associated with traffic at the designated Air Quality Management Areas with significant improvements in air quality being achieved.

As the towns have grown so too have community facilities. New schools at both primary and secondary level have been provided to meet the needs of residents, and the health system has been transformed to provide great facilities. The principles of "garden cities" have been used to great effect, particularly in Brighouse, where the "Garden Suburbs" and associated infrastructure have enabled quality places to be built which respect the local characteristics of their area and provide great places for people to call home. Across the Borough improving the environment has been a continuing outcome, and opportunities for the growing of food locally have greatly increased.

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



## 3 Vision

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Neighbourhood Planning has been embraced across the Borough with people taking greater interest in the developments in their area, helping to shape policies, allocations and how new development contributes to their community through design codes and principles for local sustainable development.

**4.1** The Strategic Objectives provide the link between the high level spatial vision and the detailed policies and proposals within the Local Plan. A set of ten objectives have been identified, from which further detailed approaches have been refined.

### SO1: Sustainable Development

**4.2** The National Planning Policy Framework (NPPF) repeats previous guidance in stating "the purpose of the planning system is to contribute to the achievement of sustainable development". The NPPF does not offer a single definition of 'sustainable development'. Instead it considers that the policies taken as a whole will secure the planning system's contribution to sustainable development. Other bodies have defined sustainable development; the most commonly used definition is known as the 'Brundtland Definition', which states that sustainable development as being "development that meets the needs of the present, without compromising the ability of future generations to meet their own needs".<sup>(2)</sup> The UK government published a number of guiding principles<sup>(3)</sup> which are as follows:

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

**4.3** There are three strands to sustainable development. These are considered to be **economic, social, and environmental**. For sustainable economic development, the Local Plan needs to provide a framework to support growth and innovation, socially, the plan will need to reflect Calderdale's needs and support the population's, health and wellbeing, whilst the environmental aspect of the plan will seek to protect and enhance Calderdale's natural, built and historic environment.

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

#### Strategic Objective 1: Sustainable Development

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

### SO2: Climate Change

**4.5** Climate change, as the government states, "is one of the most serious environmental threats facing the world". The impacts resulting from a changing climate will not only be environmental, but social and economic as well. Environmental impacts are predicted to include extreme weather events, rising temperatures, changes in biodiversity, and flooding. Social impacts are predicted to include negative impacts on health, as a result of heat waves and floods. Economic impacts were highlighted in the Stern Report<sup>(4)</sup> which stated that if action were not taken, the costs of climate change would be equivalent to losing 5% global GDP each year, whilst the costs of acting in terms of reducing greenhouse gas emissions would be around 1% GDP each year.

**4.6** Climate change is caused by the release of greenhouse gas (GHG) emissions resulting from human activities into the atmosphere. GHGs include carbon dioxide (CO<sub>2</sub>), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulphur hexafluoride. The main contributors are carbon dioxide, which accounted for approximately 84% of the UK's man made greenhouse gas emissions in 2010<sup>(5)</sup> methane, and nitrous oxide. The energy supply and transport sectors are the main contributors to CO<sub>2</sub> emissions, whilst agriculture is the main contributor to both methane and nitrous oxide emissions.

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

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

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

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

## 4 Objectives

**4.7** The NPPF acknowledges that planning plays a key role in helping shape places to reduce greenhouse gas emissions and ensure places can adapt to the impacts that result from a changing climate. There are two main approaches through planning in terms of addressing climate change: **mitigation** and **adaptation**.

**4.8** The Local Plan is required to plan for 'new development in locations and ways which reduce greenhouse gas emissions'. It supports the move to improve the energy efficiency of existing buildings and be consistent with national energy efficiency policies and standards. The Plan also needs to provide a framework to accommodate an increase in renewable and low carbon energy generation, and to increase the journeys made through sustainable travel.

**4.9** In terms of adaptation, the Local Plan is required to take account of flood risk, water supply, and changes to biodiversity and landscape. As the extreme weather events of winter 2015 in the Upper Valley have shown, flooding results in damage to property and causes significant risk to people, both physically and in terms of their well-being and mental health. A changing climate is predicted to alter the biodiversity of the area, with different species existing in the area. All this means that addressing climate change is integral to the delivery of sustainable development, and although there is a specific climate change policy chapter, the issues cut across all policy topics.

**4.10** Locally, the Strategic Objective and the plan as a whole has incorporated the main elements of the [Energy Future Strategy Action Plan](#), which seeks the following:

- A Resilient Low Carbon Economy
- Improved Health and Wellbeing
- Preserved and Enhanced Natural Landscape
- Everyone Involved

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

### **Strategic Objective 2: Climate Change**

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

## **SO3: Economy and Enterprise**

**4.12** The Council and its partners identify the importance of promoting sustainable economic growth. The Sustainable Community Strategy for Calderdale established an ambition of "Safeguarding Calderdale's future and fostering economic prosperity for all". The Borough's Economy and Enterprise Strategy is focused upon achieving this ambition by strengthening our performance on, employment, enterprise, skills, innovation, business growth, economic diversity, tourism and culture, inward investment and connectivity. This is further reinforced by the aspirations that the Council has to be "The Best Borough in the North" with priorities relating to growing the economy (jobs and skills). The NPPF has many similar aims, which the Local Plan must take into account.

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

**4.14** To assist in achieving the Government's objectives and reflect the needs and aspirations of Calderdale, a Strategic Objective for the economy has been developed:

### **Strategic Objective 3: Economy and Enterprise**

*Create a resilient sustainable economy founded upon innovation and enterprise; building upon the exceptional character of Calderdale and our location within Leeds City Region and proximity to Manchester and transitioning to a low carbon future.*

### SO4: Housing

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

**4.16** There is a need to increase the amount of housing including the provision of affordable housing. New housing will also need to be sustainably located and reflect both current and future sustainable building methods if the quality of the Borough's housing stock is to be improved and the sustainability objectives of the Local Plan are to be achieved.

**4.17** To assist in achieving the Government's objectives and meet the housing needs of the Borough, a Strategic Objective for housing has been developed:

#### **Strategic Objective 4: Housing**

*To meet the Borough's housing needs through the provision of a range of good quality dwellings of varying types, sizes and prices in sustainable locations utilising sustainable building methods and maximising the use of brownfield land.*

### SO5: Green Infrastructure and the Natural Environment

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

**4.19** The NPPF recognises that green infrastructure can contribute to conserving and enhancing biodiversity and reducing flood risk and states that plan policies should minimise impacts on and provide net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

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

#### **Strategic Objective 5: Green Infrastructure and the Natural Environment**

*To protect and enhance green infrastructure and the natural environment in Calderdale for its contribution to landscape, biodiversity, sport and recreation and its value for wellbeing and health.*

### SO6: Historic Environment and Design

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

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

**4.23** With regards to design the Core Planning Principles of the NPPF 'seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings'. Aspects of the NPPF strengthen

## 4 Objectives

the focus on design, and address the connections between people and places and the integration of new development into the natural, built and historic environment as part of securing high quality and inclusive design.

**4.24** Historic England has its own vision for Calderdale, which the Council shares, that the unique quality of Calderdale's historic environment will be fully recognised and the potential contribution that it can make towards the economic well-being of the area, and to the wider recreational and educational needs of the community will be more fully exploited. Specifically:

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

**4.25** To assist in achieving government and regional objectives and reflect the needs and aspirations of Calderdale, a Strategic Objective for the historic environment and design has been developed:

### **Strategic Objective 6: Historic Environment and Design**

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

## **SO7: Transport**

**4.26** Transport and its proper planning is fundamental to connecting people with opportunities. A modern, reliable and efficient sustainable transport system helps support the economic, social and environmental development of the Borough by increasing accessibility to jobs and education; reducing lost productive time for business; supporting the delivery of housing; enhancing social inclusion; reducing accidents and minimising the impact upon the environment. The Council has adopted a [Transport Strategy](#) looking over the period to 2031. This seeks to support growth; enable connectivity and increase physical activity.

**4.27** Regionally, the West Yorkshire Transport Strategy identifies the economy, positively impacting on environments and the enhancement of quality of life in putting people first as key issues for the transport network. To assist in achieving government and regional objectives and reflect the needs and aspirations of Calderdale, a Strategic Objective for transport has been developed:

### **Strategic Objective 7: Transport**

*To ensure the provision of a sustainable, safe and efficient transport system which reduces car dependency and improves quality of life through a balance of promoting economic growth, enhancing environments and improving transport access for communities.*

## **SO8: Communities and Narrowing the Gap**

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

**4.29** The Calderdale Wellbeing Strategy has numerous outcomes around improving life chances, these include making sure Calderdale is a place where:

- Fewer children under the age of 5 live in, and are born into, poverty
- Everyone has a sense of pride and belonging based upon mutual respect
- Older people live fulfilling and independent lives
- People have good health
- Children and young people are ready for life

**4.30** The Council's aspirations to be "Best Borough in the North" includes priority outcomes to reduce inequalities looking at equality and social cohesion, financial inclusion, attainment levels, and health outcomes.

**4.31** All of these outcomes require improvements in a range of issues across the whole of the Borough but particularly in the more disadvantaged areas. To assist in achieving the aspirations and priority outcomes the following Strategic Objective has been established within the Local Plan:

### **Strategic Objective 8: Communities and Narrowing the Gap**

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

## **SO9: Minerals**

**4.32** Minerals are an important element in the national, regional, and local economy. Mineral workings can contribute significantly to the local economy but this must be done in accordance with the principles of sustainable development. As the Mineral 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 developments are 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.

**4.33** The planning framework for mineral extraction has to balance the impact on the local environment from extracting locally sourced materials, compared to the impact an increased amount of imported materials can have. Continued use of locally won minerals can reduce the Borough's CO<sub>2</sub> emissions, through a reduction in the importation of building materials, alongside providing employment opportunities. The Local Plan will need to ensure that the approach to mineral extraction is balanced with other social, environmental and economic objectives through the Sustainability Appraisal process.

**4.34** National mineral policy within the NPPF recognises that minerals are essential to support the economy and quality of life, and the Local Plan is required to incorporate policies for the extraction of locally and nationally important minerals, whilst recognising the contribution secondary or recycled minerals make to construction and infrastructure.

**4.35** The Local Plan will set the framework for future minerals development, and support the other West Yorkshire authorities in meeting the sub regional apportionment, especially in terms of crushed rock.

**4.36** To assist in achieving both the Government's objectives for minerals planning and to reflect the importance of both protecting the environment and supporting a sustainable local minerals industry, a Strategic Objective for minerals is proposed:

### **Strategic Objective 9: Minerals**

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

## 4 Objectives

### SO10: Waste

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

**4.38** The main policy driver for waste management and waste planning is the waste hierarchy. This requires waste to be considered as a resource rather than an end by product. Steps are required not only to reduce the amount of waste that is generated in the first place but to gain value from the waste that we do produce (for example by reusing, recycling, or generating energy from waste). Legislation has meant the costs of sending waste to landfill have steadily increased, and mandatory targets for reducing the amount of biodegradable municipal waste (BMW)<sup>(6)</sup> landfilled have been set, both of which support the waste hierarchy's objectives.

**4.39** The National Planning Policy for Waste (NPPW) establishes key planning principles as the delivery of the waste hierarchy, addressing waste as a resource, and viewing disposal as the last option, but one which must be adequately catered for. The Local Plan considers a number of different types of waste in order to establish the Borough's future requirements which are as follows:

- Local Authority Collected Waste (LACW)
- Commercial and Industrial Waste (C&I)
- Construction, Demolition and Excavation (CD&E)
- Hazardous Waste

**4.40** In order to achieve the national and local waste planning objectives, a Strategic Objective for waste is as follows:

#### Strategic Objective 10: Waste

*To plan for sufficient waste management facilities in sustainable locations, minimising transport impacts, and managing waste as a resource in order to minimise the amount requiring disposal.*

### Core Planning Principles

**4.41** The NPPF is clear about how planning should support sustainable development. The NPPF as a whole sets the Government's view about what constitutes "sustainable development" and this Local Plan tries to abide by the overriding planning principles that are established in the national framework. Within the overarching roles that the planning system ought to play, a set of core land-use planning principles underpins both plan-making and decision-taking.

**4.42** These twelve principles are that planning should:

- be genuinely plan-led, empowering local people to shape their surroundings, with succinct local and neighbourhood plans setting out a positive vision for the future of the area. Plans should be kept up-to-date, and be based on joint working and cooperation to address larger than local issues. They should provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency.
- Not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives
- Pro-actively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, considering the needs of the residential and business communities.

<sup>6</sup> Waste collected by the waste collection authority, including trade wastes and Civic Amenity Wastes. Material that can be broken down usually by micro-organisms into basic elements. The government has declared that municipal waste is 68% biodegradable. Calderdale MBC Waste Strategy, 2006

- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings
- Take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it
- Support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy)
- Contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework.
- Encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value
- Promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production)
- Conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling; and focus significant development in locations which are or can be made sustainable
- Take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs



## 5 Presumption in Favour of Sustainable Development

**5.1** The delivery of 'sustainable development' is central to the aims of the Local Plan. Whilst the most commonly used definition is known as the 'Brundtland Definition', which considers sustainable development as being "development that meets the needs of the present, without compromising the ability of future generations to meet their own needs"<sup>(7)</sup> the principle behind the term is to ensure a better quality of life for everyone now and in the future.

**5.2** The National Planning Policy Framework (NPPF) requires the Local Plan to reflect the presumption in favour of sustainable development, which is a "golden thread" which runs throughout the NPPF. The Planning Inspectorate (PINS) has created a 'model policy', which they suggest will be an appropriate way to meet the expectation of the NPPF. The policy reads as follows:

### Policy SD1

#### Presumption in Favour of Sustainable Development

- I. As a means of securing sustainable development the Council will:
  - a. Work pro-actively with applicants in order to find solutions so that applications can be approved wherever possible;
  - b. When considering development proposals, take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework
- II. Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.
- III. Where there are no relevant development plan policies or the policies which are the most important for determining the application are out of date, the Council will grant permission unless:
  - a. The application of policies in the National Planning Policy Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
  - b. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole.

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

## 6.1 Scale of Growth

### Growth Planned for Calderdale

**6.1** Whilst a requirement exists for a diversity of development types this section concentrates specifically on those that will require the greatest land designations. It is, however, important to note that just because a form of development is not discussed in this section it does not mean there is no requirement. The types of development to be considered in the Local Plan will be for jobs, retail and town centres and housing. Such needs are interrelated as, for example, employers require a workforce whilst a workforce requires housing.

### Planning for Housing Growth

**6.2** The report “Modelling the economic implications of the proposed housing requirement” produced by Turley in 2019<sup>(8)</sup> identified a requirement of 1,040 homes per annum to support the ‘policy-on plus transport’ economic growth forecast. Given the complexity and assumptions around modelling, for example, economic activity, commuting rates, population change, household formation and economic participation rates uncertainty exists about the extent to which these assumptions can be relied on. This uncertainty inevitably increases towards the end of the forecast period. Therefore, the housing requirement figure reflects the Turley research and modelling for the first ten years of the Plan period based on the ‘policy-on plus transport’ growth scenario but employs the Turley ‘baseline growth’ scenario for the final five years of the Plan period. Further modelling work undertaken by Turley on behalf of the Council to examine the implications of the 2018 household projections<sup>(9)</sup> confirms that the figure of 997 dwellings per annum in “Modelling the economic implications of the proposed housing requirement” is of the level necessary to provide the labour force needed to support the ‘policy-on’ job growth scenario as it demonstrated, based on the latest demographic evidence available, that 999 dwellings per annum could be needed to support the ‘policy-on’ scenario. The difference between 997 dwellings per annum and 999 dwellings per annum is of a scale judged as being within a reasonable margin of error, inevitable in any such modelling exercise, a point referenced in the relevant Planning Practice Guidance. Statutory reviews of the Local Plan will revisit the evidence. The housing requirement figure is set out in Table 6.1 below.

**Table 6.1 Housing Requirement 2018/19 - 2032/33**

	Number
Total Housing Requirement 2018/19 - 2032/33	14,950
Average Annual Housing Requirement	997 (rounded)

### Sources of Housing Supply

**6.3** Whilst the housing needs of the Borough are to be met largely from new land allocations, the Local Plan makes allowances for various aspects of housing supply that contribute to delivery, which means that the actual allocations for new land that the Plan makes are less than the overall housing requirement. The various components of housing land supply are discussed below, and set out in Table 6.2.

- **Extant Planning Permissions** – The Council’s Housing Land Availability database (HLA) demonstrates that at 31 March 2021, there were a total of 3,745 dwellings with extant planning permission remaining to be built. The delivery of these dwellings is an important source of supply and will contribute to meeting the housing requirement in the Borough. The Council has applied a cautious approach in placing reliance on the delivery of extant planning permissions and excluded those that have stalled and are unlikely to progress in the plan period. Any Local Plan allocations with extant planning permission have also been excluded to avoid double counting with the land allocations source of supply. This approach provides a figure of 2,187 dwellings which the Council considers will be delivered in the plan period. These are positioned in the housing trajectory based on the Council’s knowledge of sites (including from surveys of agents/landowners/developers) and reflecting the lead in times and delivery rates discussed below.

8 Modelling the economic implications of the proposed housing requirement, Produced by Turley for Calderdale Council, August 2019

9 Technical Note for Calderdale Council – Remodelling the housing needed to support job growth in Calderdale, Produced by Turley for Calderdale Council, August 2020

## 6 Planning for Growth

- **Windfall Sites** - Windfall sites are those which have not been specifically identified as available. The National Planning Policy Framework (NPPF) states that these may be included as a source of supply if there is compelling evidence that such sites have consistently become available in the local area and will continue to provide a reliable source of supply. The Council's justification for inclusion of a windfall allowance is set out in the Housing Technical Paper.<sup>(10)</sup> The 2020/21 housing trajectory update<sup>(11)</sup> demonstrated that a figure of approximately 880 dwellings (98pa) was justified for the remaining nine years of the trajectory. Windfalls are only included from Year 7 (2024/25) to avoid a potential double count with extant planning permissions. This equates to 6.5% of the housing supply to be delivered during the Plan period. The contribution from windfalls will continue to be monitored and reflected in the annual five-year supply assessments.
- **New Allocations** - The remaining requirement is met through new land allocations. These are set out in Policies SD5 'Allocated Mixed Use Sites' and SD6 'Allocated Housing Sites'. Some of these allocations comprise land allocated in the RCUDP.

### 6.4 The following have not been included as a source of supply:

- **Empty dwellings** - At 31 December 2021, there were 1,637 long term empty dwellings (defined as empty for six months or longer) in the Borough. In more general terms, the number of empty properties in Calderdale is falling, and the Council through its Housing Service is actively pursuing initiatives to bring these back into residential use. However, many such properties can be difficult to bring back into residential use (as documented in the Council's Housing Strategy 2021-2026 and reflected in the Strategic Housing Market Assessment) and it is therefore difficult to quantify the contribution empty properties may make to delivering housing over the plan period and therefore a figure has not been included here for this source.
- **Demolitions** - Demolitions have generally been low in the past and no significant levels of demolitions are currently planned, therefore no allowance has been made.

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10 Housing Technical Paper, Calderdale Council, March 2020.

11 Annual Update for 2020/2021 Year, Housing Trajectory and Five-Year Housing Land Supply, Calderdale Council, November 2021

**Table 6.2 Housing Requirement and Sources of Supply**

Dwellings		Notes
<b>REQUIREMENT</b>		
Housing Requirement 2018/19 - 2032/33	14,950	Stepped Trajectory: 500 x 8 years 950 x 2 years 1810 x 5 years (Annual Average 997)
<b>SOURCES OF SUPPLY</b>		
Net Completions 2018/19 - 2020/21 (Years 1 - 3)	1,169	Year 1 Gross 579/Net 577 Year 2 Gross 418/Net 348 Year 3 Gross 280/Net 264
Extant planning permissions	2,187	Analysis of Housing Land Availability Database (31 March 2021)
Windfalls	883	98 units over 9 years (rounded). Years 4 to 6 not included to avoid double counting with extant planning permissions
Brownfield Land Register	50	-
<b>Sub-total</b>	<b>4,289</b>	-
Dwellings required on new land allocations	<b>10,661</b>	Overall requirement minus sources of supply
Allocations deliverable in Plan period	9,239	Garden Suburbs add 2,105 dwellings to supply following plan period
Total supply (Plan period)	13,528	Allocations in Local Plan + other sources of supply
Difference (Plan period)	-1,422	Overall Requirement minus Total Supply in Plan Period  <b>Total Supply, including beyond Plan Period, is 15,633 dwellings (excluding windfalls beyond Plan Period)</b>

### Policy SD2

#### Housing Requirement

In order to meet the housing needs of the Borough the Council will seek to make provision to meet the housing requirement of 14,950 net additional dwellings as a minimum over the Plan period (1 April 2018 to 31 March 2033). The anticipated rate of delivery will be as follows:

- Period 1: 2018/19 – 2025/26 = 500 dwellings per annum
- Period 2: 2026/27 – 2027/28 = 950 dwellings per annum
- Period 3: 2028/29 – 2032/33 = 1,810 dwellings per annum

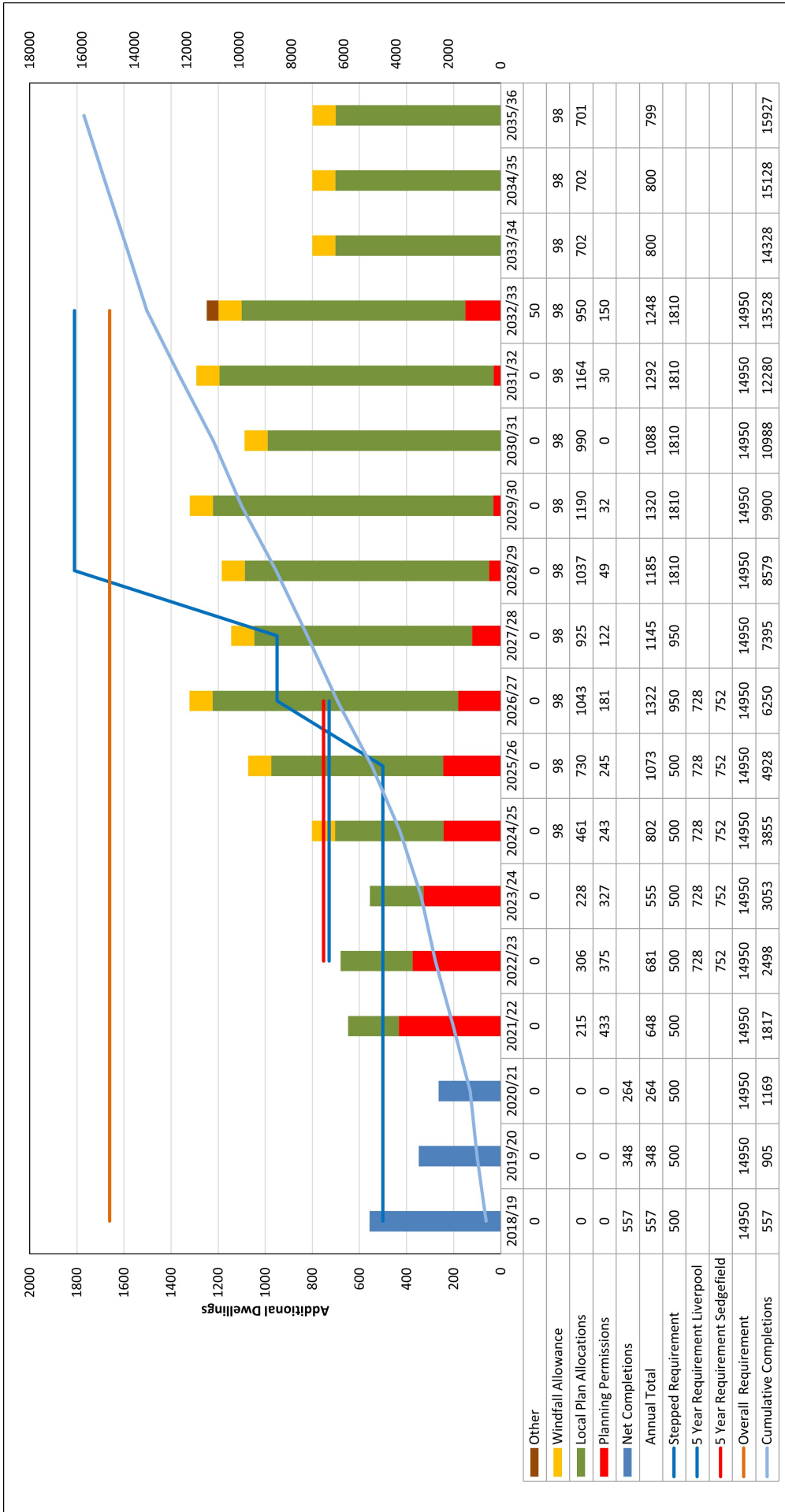
#### The Housing Trajectory

**6.5** Given that the annual housing requirement is significantly higher in the Local Plan than the RCUDP and the Regional Spatial Strategy (RSS), there exists justification for a stepped housing trajectory. This approach reflects the level of completions in recent years, averaging 440 dwellings per annum over the ten-year period 2009/10 to 2018/19. In the first 3 years of the plan period the average completion rate has been 390 dwellings net per annum. Additionally, there are a number of strategic sites which will be delivered over a number of years later in the plan period. A stepped approach is consistent with previous plans with both the RSS and the Core Strategy Preferred Options taking this approach.

**6.6** The housing trajectory is therefore divided into three periods and consists of two distinct steps. A rate of 500 dwellings per annum (dpa) is employed for the first eight years of the trajectory, followed by 950 dpa for the following two years, and 1,810 dpa for the subsequent five years. The figure of 500 dpa for the early part of the plan period is ambitious and represents a boost in housing delivery compared to general historic levels. Whilst the first year of the Local Plan (2018/19) saw a rise in completion levels to 555 dwellings net this has not been maintained in the subsequent two years. Setting the first period at the proposed level is therefore ambitious but demonstrates the Council's commitment to delivery. Positioning the first step up, to 950dpa, at Year 9 (2026/27) demonstrates the Council's ambition to increase housing delivery. It assumes sites which cannot come forward prior to adoption of the Local Plan, such as those currently in the Green Belt, will either start to deliver or increase their rate of delivery. The third step up in Year 11, to 1,810 dpa, relies on these sites, along with the strategic sites, maintaining and increasing completion levels over the latter part of the Plan period. The cumulative number of dwellings resulting from the three periods, as shown in the trajectory, equates to the housing requirement figure of 14,950 dwellings. However, given the greater amount of time required to deliver large sites such as the Garden Suburbs, their delivery will extend beyond the Plan period. Future iterations of the trajectory will reflect and refine delivery for this period once definitive annual delivery levels for the Garden Suburbs have been established.

**6.7** Sites in the housing trajectory are positioned based on the best information available, including availability, constraints, infrastructure requirements, developers' intentions, viability and build out rates. Further information on delivery rates (based on analysis of historic trends in Calderdale) can be found in the Housing Technical Paper. It is not anticipated that all sites will be delivered at the point shown, since where there are sites in proximity it is normally the market which will determine the order in which they come forward, subject to any overriding infrastructure issues. Therefore, there cannot be a direct correlation between the supply demonstrated in the trajectory and its delivery. The need to demonstrate a 20% buffer in the five-year housing land supply was also a consideration. Information relating to sites in the latter part of the Plan period cannot be as definite as that for sites expected to come forward earlier in the Plan period. The Council has however, identified sites for the full plan period as opposed to only broad locations for the later years.

Figure 6.1 Calderdale Housing Trajectory 2018/19 - 2032/33\*



\* The period beyond Year 15 (2032/33) is for indicative purposes only.

## 6 Planning for Growth

### Five-Year Supply

**6.9** National planning policy requires Local Planning Authorities to identify and maintain a five-year supply of deliverable sites. This must include a 5% buffer of sites moved forward from later in the Plan period, or if the local authority has persistently under-delivered, the buffer should be increased to 20%. This is the case in Calderdale. It does not increase the overall housing requirement but increases the supply deliverable in the five-year period resulting in more choice and competition in the market. The table below demonstrates that when employing the Sedgefield approach, the Council has a five-year housing land supply for the five-year period from the adoption date of the Local Plan.

**Table 6.3 Estimated Five Year Land Supply on Adoption of Local Plan**

<b>Estimated Five-Year Housing Land Supply on Adoption of Local Plan (2022/23 - 2026/27) (Based on Trajectory Annual Update 31 March 2021)</b>		
	Number	Notes
<b>Requirement Sedgefield Approach</b>		
Five-Year Housing Requirement	2,950	500 x 4 Years and 950 x 1 Year
Net Completions 18/19 to 21/22	1,817	Year 1 actual net completions = 557 (+57) Year 2 actual net completions = 348 (-152) Year 3 actual net completions = 264 (-236) Year 4 based on trajectory = 648 (+148)
Under-delivery years 1 to 4	183	Requirement of 4 x 500 = 2000, less net completions for Years 1 to 4
Incorporating underdelivery	183	Sedgefield: Underdelivery Years 1-4
Overall five-year requirement	3,133	Requirement + total under delivery (Sedgefield)
20% buffer	627	See Housing Technical Paper Section 7
Total five-year requirement	3,760	Requirement including underdelivery and 20% buffer
Annual five-year requirement	<b>752</b>	Total requirement divided by 5 (rounded)
<b>Supply</b>		
Planning permissions	1,371	HLA 31 March 2021
Windfalls	294	Trajectory Years 7 to 9 = 98 x 3
Land allocations	2,768	Deliverable Years 5 to 9
Total Five-Year Supply	<b>4,433</b>	<b>Sum of sources</b>
<b>Five-Year Supply Figure</b>		
Number of Years Supply	5.90	Supply/5 Year Annual Requirement

### Delivery and Monitoring

**6.10** Housing completions in Calderdale are monitored on a quarterly basis through the Housing Land Availability database, and reported in the Authority Monitoring Report, and will also be reported in any annual land supply position statements the Council may publish. The Housing Delivery Test assesses how local planning authorities are progressing in terms of meeting their housing requirements, and if it is shown that the Council is not meeting the targets in the Housing Delivery Test, then it will face the measures set out in the Government's Planning Practice Guidance. Local Plan allocations will be monitored to assess whether judgements/decisions on their suitability, availability and achievability have changed and this monitoring will inform the review of the Local Plan.

**6.11** The Council is content that the approach taken to calculating the amount of land required for the land allocations is appropriate taking into account the different sources of housing supply. The windfall allowance and discounting of planning permissions has been cautious. A significant amount of work has been undertaken with regard to the availability of the site allocations. Generally, where landowners have informed the Council that sites are unavailable, they have not been allocated. All but one of the allocations has been confirmed as available. There are also six other allocations where part of the site's availability is not known.

**Table 6.4 Monitoring: Provision of Housing**

<b>Outcomes</b>	Achieving delivery of new housing to meet identified need
<b>Indicators</b>	Annual net increase to housing stock; Housing Trajectory (completions in relation to dwelling requirements); Number of demolished dwellings; Number of vacant dwellings; Evidence of deliverable 5-year housing land supply.
<b>Targets</b>	Annual completions as per stepped Housing Requirement figure; Maintenance of deliverable 5-year housing land supply;

### Planning for Employment Growth

**6.12** The aim of achieving sustainable economic development is viewed by the Government as one of the three dimensions of the 'golden thread' running through both the plan making and decision taking aspects of the planning system.

**6.13** The NPPF states that local authorities must plan pro-actively to meet the employment and development needs of businesses, and the Local Plan for Calderdale aims to provide a framework to support the growth of a strong, competitive, diverse and resilient economy.

**6.14** An Employment Land Study was undertaken in 2016/17 to provide evidence, which meets the requirements of Planning Practice Guidance, of the business needs within the local market, the need for land or floorspace for economic development, and an assessment of the future supply of suitable land available to meet the identified need. A selective update was undertaken before the final publication of the study to include the most recent data release of the employment forecasts.<sup>(12)</sup> It should be noted that the Employment Land Study assessed the land requirements for employment uses based on the Use Classes which existed at the time of its preparation, i.e. General Industrial (B2), Storage and Distribution (B8) and Offices (B1a), Research and Development (B1b) and Light Industry (B1c). The assessment for the specific uses within this category remains valid in this context and reflects the objective of meeting the land requirements for businesses to attain the potential growth in jobs and productivity. The former B1 uses have been incorporated into the new E use class of Commercial, Business and Service, and sit within the E(g) subsection. Other uses within the E class, whilst not previously considered in the assessment of the Employment Land Requirement, are considered to be 'employment complementary' uses (e.g. retail, café/restaurant, day nurseries), and play a role in supporting the development and retention of employment premises.

**6.15** For clarification the term 'Employment use' in the policy wording refers to land, premises or floorspace which is currently used, was last used, or is proposed for future use for activities falling within the following use classes:



## 6 Planning for Growth

- E(g): Commercial, business, and services
  - E(gi) Offices
  - E(gii) Research and development
  - E(giii) Light industry appropriate in residential areas
- B2 General industrial
- B8 Storage and distribution

### Land Requirement

**6.16** On the basis of the evidence in the Study a need to provide an additional 73ha of land within the Plan period has been identified. The Local Plan seeks to achieve this growth by allocating sites for new development for E(g), B2 and B8 employment uses, and by protecting existing employment land and premises.

**6.17** This target is within a range presented in the Employment Land Study and is identified to provide the number of jobs for Calderdale anticipated through the implementation of the policies adopted by the Local Enterprise Partnership (LEP) for the Leeds City Region. There is an ambitious programme of infrastructure improvement to be delivered in Calderdale through the West Yorkshire+ Transport Fund programme. The number of jobs planned for is consistent with the assessment that takes into account the benefits of employment generated from planned schemes.

**6.18** The quantitative assessment for the amount of new employment land required during the Plan period takes into account the amount of additional land needed to accommodate growth in employment, the need to replace existing employment land that is lost to other uses and the provision of additional land to provide a margin of flexibility to allow the market to respond to demand in the short term.

**Table 6.5 Requirement for New Employment Land**

	Hectares
Additional land (net) to accommodate growth in employment (2016-2032)	26.38
Replacement of existing land/premises lost from employment uses (2016-2032)	37.47
Provision of flexibility and choice	8.70
<b>Total</b>	<b>72.54</b>

**6.19** There is also a need to acknowledge and take into account a number of qualitative factors. Due to the nature of the Borough and the characteristics of existing and potential industrial and commercial premises and sites, factors relating to the economy and local circumstances are also incorporated into the assessment of future requirement. For instance, evidence of the demand for new employment indicates that there is a range in the size of industrial sites and premises required. There is a demand from micro businesses across the Borough for small units of up to 186 square metres (2,000 square feet), from SMEs for units up to 930 sq m (10,000 sq ft), and also for larger premises of over 4,650 sq m (50,000 sq ft).

**6.20** Due to the nature of the Borough and characteristics of existing and potential industrial and commercial premises and sites, additional factors relating to the local economy and local circumstances are also incorporated into the assessment of future requirements.

### Employment Growth

**6.21** The starting point for the assessment of the future land requirement is the forecast of changes in the number of jobs in the Borough over the Plan period.

**6.22** A change in the number of jobs arises from various circumstances of growth:

- Establishment of new start-up businesses

- Expansion of existing businesses in the Borough
- Relocation of existing businesses from outside the Borough

**6.23** Forecasts for employment growth in Calderdale anticipate that the rate of change will vary across the industry sectors. There is currently an even proportion of jobs (full time equivalents) in employment (E(g), B2 and B8) sectors and in non-employment sectors. The employment forecasts indicate an overall increase of 8,295 jobs, over the Plan period, but the large majority (84%) are not in E(g), B2, and B8 sectors. Whilst the forecasts indicate an increase in E(g), B2, and B8 sector jobs, the net change comprises of a decline in manufacturing jobs, and a higher increase in offices (E(gi) and E(gii)) and distribution (B8).

**Table 6.6 Job growth (Full time equivalents) 2016 - 2032**

Sector	Jobs
Offices (E(gi/ii) <sup>(1)</sup>	+2,043
Manufacturing (E(giii)/B2) <sup>(2)</sup>	-1,657
Distribution (B8) <sup>(3)</sup>	+932
<b>Total 'Employment Use' jobs (E(g), B2, B8)</b>	<b>+1,318</b>
Non Employment Use	6,977
<b>Jobs in all sectors</b>	<b>8,295</b>

1. includes a proportion of public sector employment and administration and support services
2. includes vehicle repair and some construction activities
3. includes elements of transport and communication sectors

**6.24** In land use terms, this means that there is an inherent assumption within the assessment that land and premises vacated by manufacturing companies, and becoming available for reuse, will be suitable and able to accommodate a different type of employment use. This reduces the gross land requirement for new office and distribution uses but if this is not feasible the overall requirement will increase as the Plan period progresses.

**6.25** The overall requirement for land to meet the needs of new or growing companies is 7.52ha for new office development, and 29.01ha for new distribution. However, as the overall need for manufacturing land is reducing, and existing land will be redeveloped for use by growing sectors the net requirement is 26.38ha.

### Replacement of future losses of existing employment

**6.26** It is also important to acknowledge that there will be a future loss of existing commercial and industrial land and premises, and there has been a significant loss to housing development over the last decade. It is accepted that some existing premises do not meet the requirements of modern business and should operations cease on site in the future an alternative use may be appropriate. A need to replace the amount of land lost to other uses will be necessary in order to maintain an adequate supply of land. The assessment has included a figure of 37.47ha over the plan period, which is based on the average loss over previous years of 2.34ha per annum.

### Provision of flexibility and choice

**6.27** The final consideration included in the quantitative assessment of future land requirements is a contingency factor, which is to provide a modest buffer in the amount of land allocated. The inclusion of a margin of flexibility means that the supply of land is not too tightly matched to estimated demand and therefore a shortage of land does not arise if future demand is greater than the forecasts. Flexibility is appropriate given the uncertainties in the forecasting process and potential delays in sites coming forward for development. The assessment has included a figure of 8.7ha over the Plan period which is based on two years of the historical annual take up of new employment land.

## 6 Planning for Growth

### Other factors

**6.28** The assessment of the amount of land to be allocated in the Local Plan requires some flexibility recognising the nature of assumptions within the calculation of a net requirement, and uncertainties that exist. These factors can affect both the retention of existing land or premises, and the deliverability of new development.

**6.29** *The suitability of existing employment land and premises for continued employment use.* Although the number of jobs in industry and manufacturing is forecast to decrease over the Plan period there is still a need to provide new development opportunities for E(giii)/B2 uses. These should be of the size and scale necessary to enable existing businesses to expand, or optimise the benefits of consolidating operations on one site. The potential growth of existing businesses in the Borough is often hampered by constraints of location and limited accessibility, the poor condition and unsuitability of buildings to accommodate modern technology, and the lack of adjacent land for expansion.

**6.30** *The nature, in terms of size, type and location, of future requirements to relocate or rationalise premises into one location.* The Employment Land Study has considered the future demand for relocation of businesses, but as the majority of companies in the Borough are small, their future requirement over the plan period is difficult to forecast.

**6.31** *The suitability of current industrial land and premises for alternative development as warehousing/distribution.* In calculating a net requirement of all employment uses there is an in-built assumption that land that is no longer required for E(giii)/B2 is suitable for redevelopment for warehousing/distribution. As it is not possible to anticipate the sites where current industrial use may cease, it is difficult to assess the extent to which existing sites will be suitable in terms of size and location.

**6.32** *The rate of future loss and nature of employment land which is developed for non-employment uses, e.g. housing, leisure.* The assessment of the land requirement includes an assumption that the trends in the rate of loss of existing land will continue (i.e. 2.3ha per annum, however this will be affected by the strength of the economy over the Plan period).

**6.33** *Provision of land for B8 uses.* There is a need to provide land for B8 uses that do not require premises and have a very low employment density (i.e. few employees), e.g. storage of vehicles, caravans, building materials, plant and machinery. Such uses are not included in the quantitative assessment but the potential needs should be acknowledged.

### Land supply

**6.34** Sources of land supply comprise the allocation of new sites in the Plan, intensification of land within the Primary Employment Areas, completion of employment development since the base date of the Employment Land Study and sites with a current planning permission for employment use, but remain undeveloped. In addition 13 sites are proposed for Mixed Use development to include a proportion of employment uses. In total, there is a supply of 112 ha of land for employment use (see Table 6.7).

**6.35** Detailed site assessments of potential new sites identified 29 sites of a minimum size of 0.25ha, comprising 76ha developable land (gross area of 95ha) that are allocated for employment use.

**6.36** It has however been difficult to identify new land of any significant size, reflecting the topographical and environmental constraints of the Borough, and the majority of larger sites have been allocated previously. There are only six sites that are greater than 5ha in size. The site in Clifton which is a regional priority within the M62 corridor Enterprise Zone, is the only site greater than 10ha and will provide a third of the land requirement over the Plan period. Twelve of the 29 sites are less than 1ha in size.

**6.37** The potential supply of land that already has planning permission is limited as many of the sites are small (less than 0.25ha) and a majority are proposals to replace existing premises, or for limited expansion within the current site. This land may not in practice provide a significant contribution to meeting additional needs, but will support the retention of existing operations, and allow for a small growth in jobs.

**6.38** It is estimated that the contribution of a more intensive use of existing employment land could provide an additional 1.1ha of employment land, but similarly the majority of sites identified are less than 1ha in size, and have a limited potential except to offer small areas for expansion of existing businesses.

**6.39** Both sites allocated for new employment development, and land that has potential within existing employment areas vary in terms of quality and viability. Whilst a high proportion of land identified for potential allocation is considered 'very good' in quality most is contained within the one strategic site at Clifton. Whilst the assessment of the quality of sites includes an initial consideration of viability, and further work has been undertaken in the Viability Study, a full assessment of the viability of any employment site is only possible once an intended user has been identified and the prevailing economic conditions of the time are taken into account.

## 6 Planning for Growth

Table 6.7 Sources of Employment Land Supply

Local Plan Area	New Employment Allocations (ha)	New Employment Allocations developable area (ha)	New Mixed Use Allocations (land available for employment use)	Completions (April 2016 - March 2021)	Planning Permissions Not Commenced and Under Construction	Intensification in Primary Employment Areas	Total
Halifax	29.16	21.99	1.54	1.26	1.94	1	34.9
Brighouse	34.07	27.4	2.16	0	1.9	0	38.13
Elland	18.54	16.81	2.24	0	2.16	0	22.94
Sowerby Bridge	3.98	3.55	0	1.9	0.01	0	5.89
Hebden Bridge	0	0	0.22	0	0	0	0.22
Todmorden	0	0	0	0	0	0	0
Mytholmroyd	8.38	5.65	0	0	0.02	0	8.4
Northowram and Shelf	0	0	0	0	0	0.13	0.13
Ripponden	0.46	0.46	0	0	0.6	0	1.06
Totals	94.59	75.86	6.2	3.16	6.63	1.13	111.67

### Allocation of sites

**6.40** New Employment Sites have been allocated to provide a total of approximately 95ha of employment land for employment uses, of which 76ha is developable land. The total amount of land allocated for employment use is greater than the 73ha identified in the quantitative assessment, the allocations provide the opportunity to address some of the qualitative and unquantifiable aspects outlined above. It should also be noted that the current total supply of 112ha of employment land (shown in Table 6.7) is also higher than the amount of employment land assessed as being required to meet the Borough's need (73ha). However, as outlined above, it is important to plan for flexibility, choice and uncertainties that exist.

**6.41** The distribution of sites allocated for industrial/commercial use across the Borough is focused on areas of strongest market demand, and availability of good quality sites, and the majority of potential sites are located in South East Calderdale and in Halifax. It is essential to protect existing areas of employment use in other parts of the Borough, especially in the west, as suitable new sites have not been identified.

**6.42** Given the wider range of uses within the E use class, there is a potential for changes of the use of new development on employment sites to occur in the future and result in the loss of employment land and premises. Whilst it is accepted that alternative uses may be employment generating, the contribution to meeting the specific employment requirements may be reduced. If appropriate, the Council will use planning conditions on granting planning permission on allocated employment sites, to restrict the use of the premises without the granting of a planning permission. This will ensure that decisions regarding the potential loss of employment land can be made within the planning process.

#### Policy SD3

##### Provision of Land for Future Employment Use Requirements

Provision is made through land allocations to provide approximately 95ha of land for employment use (within Use Classes E(g), B2 and B8) in order to meet the employment needs of the Borough.

**Table 6.8 Monitoring Provision of Employment Land**

<b>Outcomes</b>	Provision of a supply of good quality employment land and premises Growth in jobs and GVA
<b>Indicators</b>	Completion of employment development - Net and Gross employment land completions on allocated New Employment Sites (ha) and premises (m <sup>2</sup> ) Amount of new land available for development - Planning permissions granted on allocated New Employment Sites (ha) and premises (m <sup>2</sup> ) Completion of employment generating uses on allocated New Employment Sites Completion of non-employment or non-employment complementary uses on allocated New Employment Sites Numbers of jobs and level of GVA
<b>Targets</b>	Provision of new employment floorspace in accordance with requirements identified in Employment Land Study and subsequent Reviews 5 year supply Review Employment Land Study

### 6.2 Distribution of Growth

**6.43** The preparation of the Local Plan has been influenced by a number of different approaches to the potential distribution of development. Initially guided by the former Regional Spatial Strategy (RSS) for Yorkshire and Humber

## 6 Planning for Growth

dating from 2008, the Core Strategy identified eastern Calderdale as the main focus for growth, building on the identification of Halifax and Brighouse as Sub-Regional Town and Principal Town in the RSS. The RSS required Halifax to be the prime focus for development, whilst Brighouse should be promoted for development to strengthen its role as a Principal Town. This was interpreted in the Core Strategy Preferred Options as Halifax taking most growth (nearly 50%) with Brighouse accommodating 20%. The assumptions within the RSS and hence the Core Strategy approach was that development land would be found to accommodate the growth.

**6.44** In 2015, the approach to the Local Plan was changed from a Core Strategy with a separate Land Allocations Plan to a single plan combining the strategic top-down and local bottom-up consideration of housing and development needs. This means that rather than the top-down distribution of growth and a settlement hierarchy, a bottom-up approach to consideration of the suitability of sites has informed the distribution of growth taking account of strategic implications.

**6.45** Whilst the principles of the RSS focusing development on Halifax and Brighouse have been a main driver for distribution, significant environmental factors and seeking sites which are sustainable have influenced the location of site allocations. These include the high moors of the South Pennines which are designated as both Special Protection Area (SPA) and Special Area of Conservation (SAC). Development should also be steered away from areas which are supporting habitats for the SPA and SAC. Topographical and flooding constraints are also important; not only are there practical issues associated with building on steep slopes but the impact on the landscape can be pronounced having a detrimental effect on the character of settlements and the Special Landscape Area. Risks associated with flooding reduce the opportunities for housing, particularly in valley bottom locations, such as Hebden Bridge, Todmorden and Mytholmroyd. Supporting growth in the valley towns remains important although extremely challenging, as these areas have a small supply of suitable and constraint-free sites. Although Neighbourhood Plans are able to propose housing on smaller sites, the lack of suitable Local Plan sites in the west of the Borough has resulted in the need to take advantage of opportunities free from such constraints. Identifying sufficient sites to meet the housing requirement in the context of the significant environmental constraints and supply of potential sites has been challenging.

**6.46** An important theme in consideration of the spatial distribution of housing development for the Local Plan has been the relative merits of a larger number of more modest allocations 'pepper-potted' throughout the district versus a smaller number of large strategic allocations, the 'Garden Suburb' approach. The Garden Suburb approach to development is unprecedented in the history of Calderdale. In relation to this, the tightly drawn Green Belt boundaries, historically plentiful supply of previously developed land, and challenging topography have resulted in developments typically being smaller in scale. This has also enabled Calderdale to focus development into existing settlements and achieve a very high proportion of development on previously developed land. Calderdale's success has however resulted in its own challenges in terms of meeting future housing requirements. In relation to this there are now relatively few deliverable and viable previously developed sites in sustainable locations that are capable of coming forward without public sector intervention.

**6.47** The Key Diagram below (Map 6.1) shows the broad locations for growth. As expected, Halifax and Brighouse have been identified as the greatest opportunities for new growth. The Council considers that allocation of the Garden Suburbs in Brighouse provides an opportunity for sustainable development as these sites are of sufficient scale to provide a planned 'garden village' layout with enhanced local facilities and infrastructure. There are also parts of the Borough which have also been identified as being able to contribute higher levels of housing growth than previously considered. Sites in the Northowram and Shelf area, particularly at Shelf, have also been identified as being some of the Borough's most suitable sites for development. This area of Calderdale is generally free from flood risk, not in close proximity to the Special Landscape Area and the South Pennine Moors, sites have no known ecological value and no issues with regards to topography.

**6.48** In addition to housing, opportunities for increasing the supply of employment land are also not evenly spread across the Borough, with the main opportunities being in/adjacent to Halifax, Brighouse and Elland in the east of the Borough. In order to reduce levels of commuting it is important that housing growth is aligned with opportunities to increase employment growth. It is recognised that not all new housing is provided for people who may be economically active, but addressing these matters also helps to understand potential distribution of development. There are also potential opportunities for employment growth in the neighbouring district of Kirklees close to the Borough boundary to which residents of new housing in the east of the Borough will have access.

**6.49** There are opportunities for reuse and redevelopment of brownfield sites within the existing Urban Area, contributing to the proportion of development on previously developed land. However, the Borough does not have the supply of land without the release of Green Belt. The Green Belt Review has been taken into account when considering sites, however, given the housing requirement and the supply of potential sites, the Council has not

been in a position to only allocate sites within weakly performing Green Belt parcels. In addition, in some parts of the Borough there have been overriding reasons which have resulted in sites being filtered even though they are within weakly performing Green Belt, because for example, they comprise sports and recreation provision, or have high ecological value.

**6.50** New development will increase demands on infrastructure in the Borough. These demands are addressed within the Infrastructure Delivery Plan, which outlines the infrastructure needs arising from the Local Plan and how these will be met. Infrastructure includes green infrastructure (open space, sport and recreation provision), social (schools, GP surgeries and other health facilities) and physical (roads and utilities). A key consideration across Calderdale is highway infrastructure and the impact of growth on the highway network. The forecast increase in car growth will place pressures on the transport network which can be better addressed around settlements in eastern Calderdale where the proposed Garden Suburbs will provide the scale of development necessary to attract funding for enhanced infrastructure provision. The latest transport evidence for the Local Plan undertaken by consultants WSP has also been influential in helping consider appropriate responses to the development pressures.

### Distribution of Housing Supply

**6.51** The table below outlines the level of new housing identified within each of the Borough's Local Plan Areas (see Map 6.2). The figures for the housing allocations reflect the full capacity of the sites (including revisions made during the examination process) and are different to monitoring figures which show the remaining capacity. Showing the full capacity provides a better indication of the distribution of the allocations over the Plan period. The planning permission figures reflect the position as at the end of the 2020/21 monitoring year whilst the windfalls reflect the trend at the same date but cover the full plan period. These figures do not therefore align with those in Table 6.2 above, which reflects the remaining capacity as at the end of the 2020/21 monitoring year. The Annual Monitoring Reports, unlike Table 6.9, will include completions and align all the sources of supply to the remaining capacity at the end of each monitoring year (31 March).

**Table 6.9 Distribution of Housing Growth by Local Plan Area**

Local Plan Area	New Housing Allocations (Full Capacity)	Planning Permissions	Windfalls	Total
Brighouse	4,945	371	157	5,473
Elland	1,556	122	198	1,876
Halifax	3,090	745	595	4,430
Hebden Bridge	61	150	25	236
Mytholmroyd	149	97	18	264
Northowram and Shelf	913	78	17	1,008
Ripponden	88	141	154	383
Sowerby Bridge	354	192	16	562
Todmorden	243	291	122	656
<b>TOTALS</b>	<b>11,399</b>	<b>2,187</b>	<b>1,302</b>	<b>14,888</b>

### Distribution of Employment Growth

**6.52** The distribution of employment sites for employment uses across the Borough is focused in areas of the strongest market demand, which are also those where the better quality, and also larger sites, are available. The majority of sites are located in the South East Calderdale and in Halifax. The availability of suitable employment land has limited the potential to allocate sites in other areas, particularly in the Upper Valley. It is therefore essential to protect existing employment areas and encourage small developments of E(gi/iii) compatible with other uses to provide increased job opportunities in such areas.



## 6 Planning for Growth

**6.53** Many of the well-established employment areas do not provide good quality larger sites, suitable for expansion and relocation, and as a consequence a high proportion of land that has been identified for its quality and size is greenfield in nature. Whilst there is a preference to redevelop brownfield sites first, the potential available land does not provide sufficient opportunities for growth in jobs and productivity.

**Table 6.10 Distribution of New Employment Allocations by Local Plan Area**

Local Plan Area	No. of sites	Gross Site Area (ha)	Brownfield	Greenfield	Mixed
Halifax	14	29.16	8.56	13.97	6.63
Brighouse	4	34.07	0	33.55	0.52
Elland	8	18.54	3.03	10.78	4.73
Sowerby Bridge	1	3.98	0	3.98	0
Hebden Bridge	0	n/a	n/a	n/a	n/a
Todmorden	0	n/a	n/a	n/a	n/a
Mytholmroyd	1	8.38	0	0	8.38
Northowram and Shelf	0	n/a	n/a	n/a	n/a
Ripponden	1	0.46	0.46	0	0
<b>Total</b>	<b>29</b>	<b>94.59</b>	<b>12.05</b>	<b>62.27</b>	<b>20.27</b>

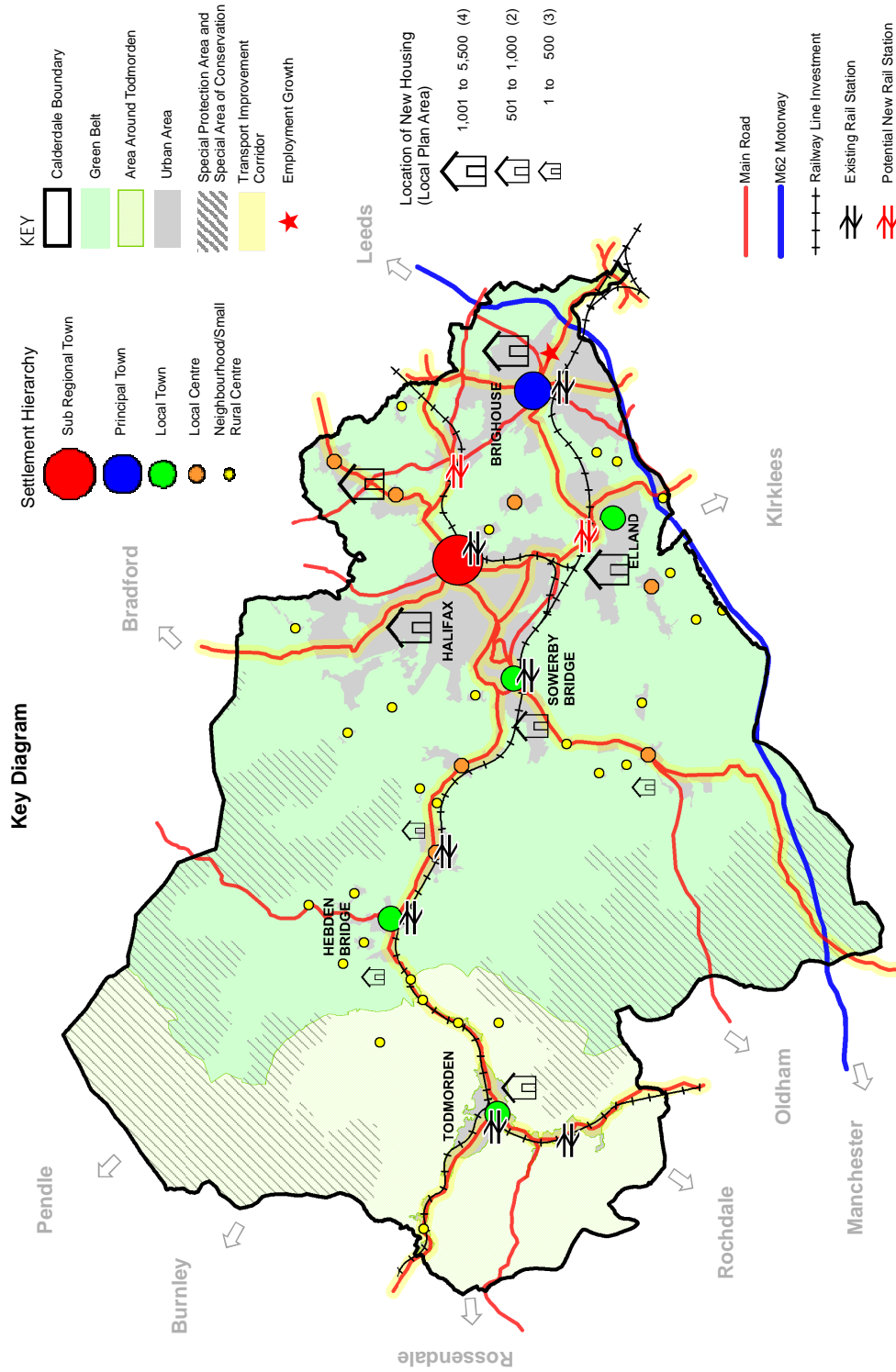
### Use of Brownfield / Greenfield Land

**6.54** Over the years Calderdale has been particularly successful in delivering new housing on brownfield sites. This success has however reduced the potential supply of brownfield land that can be demonstrated to come forward as part of the Local Plan allocations, in terms of their availability, deliverability, achievability and viability. The table below indicates the status of the allocations brought forward within the Local Plan for both housing and employment (figures may not total due to rounding).

**Table 6.11 Status of Local Plan Allocations - Greenfield/Brownfield**

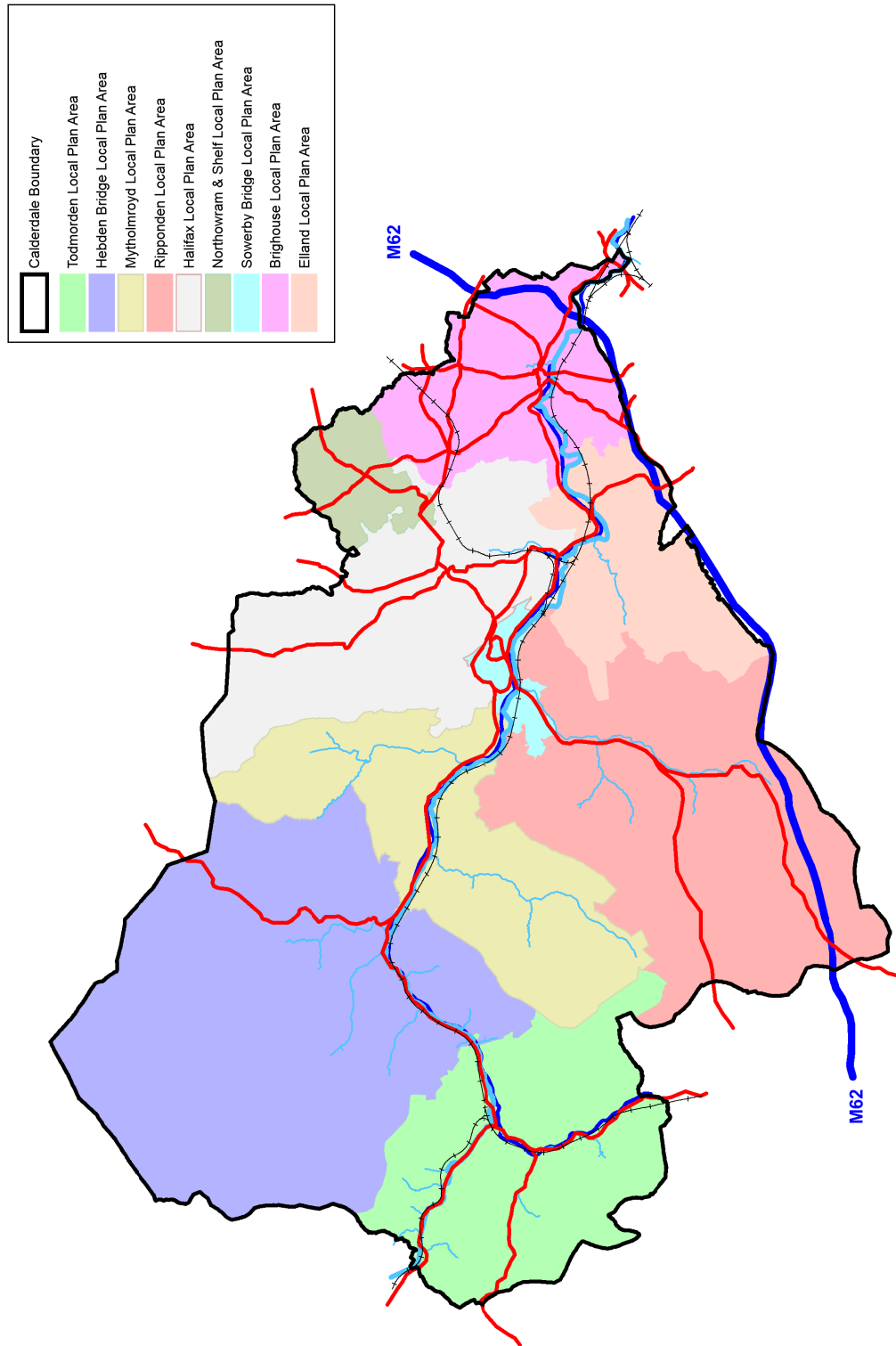
	Housing		Employment		Mixed Use		Garden Suburbs		Total	
	Ha	%	Ha	%	Ha	%	Ha	%	Ha	%
Brownfield	30.3	11.4	18.4	19.5	17.3	71.1	0	0	66	11.2
Greenfield	236.4	88.6	76.3	80.5	7.0	28.9	203.4	100	523.1	88.8
<b>TOTAL</b>	<b>266.7</b>	<b>100</b>	<b>94.7</b>	<b>100</b>	<b>24.3</b>	<b>100</b>	<b>203.4</b>	<b>100</b>	<b>589.1</b>	<b>100</b>

Map 6.1 Local Plan Key Diagram



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Map 6.2 Calderdale Local Plan Areas



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## Providing land to meet future employment requirements

**7.1** Policy SD4 below allocates approximately 95ha of land for employment purposes. The majority of prime sites are allocated in the south-east of the Borough to satisfy market demand, maximise connectivity to transport, and where there is an availability of good quality sites. Further information about individual allocations, together with maps showing their location within each of the nine Local Plan Areas, can be found in '**Appendix 1 Site Allocations - Supporting Information**'. This is a separate document accompanying the Local Plan.

### Policy SD4

#### Allocated Employment Sites

- I. Proposals for development within the specified Appropriate Uses will be permitted provided that the proposed development:
  - a. Does not create any unacceptable impacts on the environment, amenity, safety, highway, or other relevant considerations; and
  - b. Is not piecemeal development that would prejudice the comprehensive development of the site; and
  - c. Is consistent with other relevant policies in the Local Plan.
- II. Where evidence demonstrates that proposals for development within the specified Appropriate Uses are not viable, consideration will be given to alternative employment or employment complementary uses provided that the proposal complies with the criteria (Part I, a-c) listed above.
- III. Proposals for non-employment or non-employment complementary uses will be resisted and only be supported in exceptional circumstances where the proposal is justified and complementary (in terms of size and function) to employment and employment complementary uses.
- IV. Planning applications will need to address the issues identified in Appendix 1.
- V. The following sites are allocated to provide land for employment purposes within Use Classes E(g), B2 and B8 and are indicated on the [Policies Map](#). In appropriate circumstances, planning permission granted on allocated sites will be conditioned to limit future changes of use under permitted development rights.

### Policy SD4 Allocated Employment Sites - Brighouse

Local Plan site reference	Location	Gross Site area (ha)	Developable Area (ha)	Appropriate Uses	Total Employment Floorspace Indicative (sq m)
<a href="#">LP0332 Appendix 1</a>	Brow Mills Industrial Estate, Brighouse Road, Hipperholme	0.52	0.52	E(giii), B2	1,836
<a href="#">LP0585 Appendix 1</a>	Land west of Anchor Place, Brighouse	0.82	0.80	E(giii)	2,800

## 7 Sites for Employment

Local Plan site reference	Location	Gross Site area (ha)	Developable Area (ha)	Appropriate Uses	Total Employment Floorspace Indicative (sq m)
<a href="#">LP1232 Appendix 1</a>	Land at Wakefield Road/Clifton Common, Clifton	25.33	21.27	E(g), B2, B8	45,789
<a href="#">LP1618 Appendix 1</a>	Land west of Huddersfield Road, Brighouse	7.39	4.81	B2, B8	15,000

### Policy SD4 Allocated Employment Sites - Elland

Local Plan site reference	Location	Gross Site area (ha)	Developable Area (ha)	Appropriate Uses	Total Employment Floorspace Indicative (sq m)
<a href="#">LP0009 Appendix 1</a>	Land to the South of premises on Lowfields Way, Elland	3.08	2.88	E(giii), B2, B8	10,615
<a href="#">LP0021 Appendix 1</a>	Land at Ainley Top, Brighouse Road, Ainley Top, Elland	4.58	3.05	E(giii), B2	12,120
<a href="#">LP0025 Appendix 1</a>	Land to the south of Dewsbury Road, Adj Copperas Cottages, Elland	1.66	1.66	B2, B8	5,804
<a href="#">LP0059 Appendix 1</a>	Land to west of Medical Centre, Stainland Road, West Vale, Elland	0.27	0.27	E(gi)	1,080
<a href="#">LP0355 Appendix 1</a>	Ainleys Industrial Estate, Ainley Bottom, Elland	0.33	0.33	E(giii), B2	1,156
<a href="#">LP0960 Appendix 1</a>	Land off South Lane, Elland	5.86	5.86	E(giii), B2, B8	20,511
<a href="#">LP1223 Appendix 1</a>	Lowfields, Lacy Way, Elland	2.26	2.26	E(giii), B2, B8	7,911
<a href="#">LP1443 Appendix 1</a>	Land between Wistons Lane and Jubilee Way, Elland	0.50	0.50	E(giii)	1,756

### Policy SD4 Allocated Employment Sites - Halifax

Local Plan site reference	Location	Gross Site area (ha)	Developable Area (ha)	Appropriate Uses	Total Employment Floorspace Indicative (sq m)
<a href="#">LP0105 Appendix 1</a>	Land at Listers Road, Shibden, Halifax	0.29	0.29	B2	1,038
<a href="#">LP0409 Appendix 1</a>	Land off Bob Lane/Hubert Street, Highroad Well, Halifax	0.71	0.71	E(giii)	2,135
<a href="#">LP0472 Appendix 1</a>	Land off Lilly Lane, Halifax	0.78	0.62	B2	2,135
<a href="#">LP0805 Appendix 1</a>	Holmfield railway line, Holdsworth Road, Holmfield, Halifax	1.40	1.40	B2, B8	4,760
<a href="#">LP0976 Appendix 1</a>	Clarence Mill, Pellon Lane, Halifax	0.43	0.43	E(giii), B2	1,506
<a href="#">LP1018 Appendix 1</a>	West of Holmfield Industrial Estate, Riley Lane & Holdsworth Road, Holmfield, Halifax	6.08	4.30	E(giii), B2, B8	15,086
<a href="#">LP1133 Appendix 1</a>	Land off Sedbergh Road and Siddal New Road, Halifax	4.35	2.86	E(giii), B2	9,978
<a href="#">LP1134 Appendix 1</a>	Shaw Lodge Mill Complex, Shaw Lane, Halifax	1.16	1.05	E(g)	4,600
<a href="#">LP1203 Appendix 1</a>	Star Garage, Wakefield Road, Copley, Halifax	1.01	0.52	E(giii), B2, B8	1,820
<a href="#">LP1217 Appendix 1</a>	Land and Premises, Holmfield Industrial Estate, Holmfield, Halifax	1.30	1.30	E(giii), B2, B8	4,585
<a href="#">LP1218 Appendix 1</a>	Land to South east of Holmfield Industrial Estate, Holmfield, Halifax	0.51	0.41	E(giii), B2, B8	1,560
<a href="#">LP1219 Appendix 1</a>	North of Holmfield Industrial Estate, Holmfield Industrial Estate, Halifax*	6.82	6.25	E(giii), B2, B8	21,771
<a href="#">LP1231 Appendix 1</a>	Shay Lane, Ovenden, Halifax	3.93	1.61	B2, B8	5,565
<a href="#">LP1433 Appendix 1</a>	Land off Old Lane, Halifax	0.39	0.24	E(giii)	840

\* Also allocated for waste facilities (Site Reference W3 Policy WA2 'New Waste Facilities'). Part of this employment site could provide additional waste facilities.

## 7 Sites for Employment

### Policy SD4 Allocated Employment Sites - Mytholmroyd

Local Plan site reference	Location	Gross Site area (ha)	Developable Area (ha)	Appropriate Uses	Total Employment Floorspace Indicative (sq m)
<a href="#">LP1622 Appendix 1</a>	Top Land, Cragg Vale, Hebden Bridge	8.38	5.65	E(giii), B2, B8	13,944

### Policy SD4 Allocated Employment Sites - Ripponden

Local Plan site ref.	Location	Gross Site area (ha)	Developable Area (ha)	Appropriate Uses	Total Employment Floorspace Indicative (sq m)
<a href="#">LP1640 Appendix 1</a>	Zodion House, Station Road, Sowerby Bridge	0.46	0.46	E(g), B2	1,812

### Policy SD4 Allocated Employment Sites - Sowerby Bridge

Local Plan site reference	Location	Gross Site area (ha)	Developable Area (ha)	Appropriate Uses	Total Employment Floorspace Indicative (sq m)
<a href="#">LP1220 Appendix 1</a>	Adjacent Lloyds, Wakefield Road, Copley, Halifax	3.98	3.55	E(g), B8	20,413

### Mixed Use

**8.1** There is a number of sites which are appropriate for the provision of a range of compatible uses. Development will contribute to meeting the future needs for new jobs and homes as well as services and facilities. Smaller sites, often located within or close to the edge of town centres can provide a range of town centre uses, together with residential which can enhance the vitality and viability of the centre. The integration of residential, business, retail and ancillary uses can create a more sustainable community, by increasing access to work, and reducing the need to travel. A combination of different uses can also be pivotal in making a scheme viable and therefore developable.

**8.2** Appropriate uses for sites have been identified through the Site Assessment process. The proportions of different uses will be determined at the planning application stage, to allow for flexibility in developing a scheme that is viable, and also to encourage innovative design. For this reason the policy does not stipulate the split of uses for each site, but gives an indication of what may be possible.

**8.3** Whilst a range of uses have been identified for each site, it is possible that on the smaller sites in particular, not all these uses can be accommodated. Proposals to develop sites for a single use, or with a disproportionate amount of one particular use are unlikely to be acceptable, except in exceptional circumstances.

**8.4** There are a number of current regeneration projects where feasibility studies have been undertaken for potential development opportunities that have a wider regeneration or community benefit. There are several sites in Halifax Town Centre or the Eastern Corridor that are being investigated in detail but have yet to reach the stage where funding has been secured to allow implementation, and a final preference for future uses confirmed.

**8.5** Whilst the Local Plan Mixed Use policy generally precludes the development of Mixed Use sites for a predominant use, it will allow flexibility for sites which are part of a wider regeneration initiative to enable the area to benefit from a comprehensive approach.

**8.6** Policy SD5 below includes all the mixed use land allocations in the Local Plan. Further information about individual allocations, together with maps showing their location within each of the nine Local Plan Areas, can be found in '**Appendix 1 Site Allocations - Supporting Information**' This is a separate document accompanying the Local Plan.

#### Policy SD5

##### Allocated Mixed Use Sites

- I. The following sites are allocated to provide land for development of a range of mixed uses, and are indicated on the [Policies Map](#).
- II. Proposals including a mix of the Use Classes specified will be permitted provided that the proposed development:
  - a. Relates well in scale and character to the locality; and
  - b. Does not create any unacceptable impacts on the environment, amenity, safety, highway, or relevant considerations; and
  - c. Is not piecemeal development that would prejudice the comprehensive development of the site; and
  - d. Is consistent with policies for Retail and Town Centres, and other relevant policies in the Local Plan.
- III. Proposals to develop a Mixed Use site for a single use, or which include a disproportionately high amount of one particular use will only be permitted in exceptional circumstances. Such applications will need to be justified in terms of their non-suitability for mixed use development, or their contribution to the overall mix of uses in the local area, or their inclusion within a wider regeneration project where added benefits can be justified.



## 8 Sites for Mixed Use

- IV. Where evidence demonstrates that proposals for development within the specified Appropriate Uses is not viable, consideration will be given to alternative uses provided the proposal maintains a mix of uses (unless exceptional circumstances apply as above) and the proposal complies with the criteria (Part II a-d) listed above.
- V. Ancillary uses will also be acceptable providing that they are compatible with other proposed uses on site, and adjacent uses in the locality, and proposals must comply with the criteria (Part II, a-d) listed above.
- VI. Planning applications will need to address the issues identified in Appendix 1.

### Policy SD5 Allocated Mixed Use Sites - Brighouse

Local Plan site reference	Location	Gross Site area (ha)	Appropriate Uses	Total Employment Indicative Floorspace (sq m)	Total No. of dwellings
<a href="#">LP0032 Appendix 1</a>	Land at the former Crosslee PLC, Brighouse Road, Hipperholme	10.89	E(a), E(giii), B2, B8, C2, C3, F1	7,620	188
<a href="#">LP0579 Appendix 1</a>	126 - 128 Bradford Road, Brighouse	0.42	E, C3	2,000	60

### Policy SD5 Allocated Mixed Use Sites - Elland

Local Plan site reference	Location	Gross Site area (ha)	Appropriate Uses	Total Employment Indicative Floorspace (sq m)	Total No. of dwellings
<a href="#">LP0509 Appendix 1</a>	Land and Buildings opposite B&M, Dewsbury Road, Elland	1.90	E(giii), B2, C3	5,000	90
<a href="#">LP1088 Appendix 1</a>	West Vale Works, Stainland Road, West Vale, Elland	0.80	E(g), C3	1,680	8
<a href="#">LP1123 Appendix 1</a>	Kinnaird Close, Elland	1.73	E(g), C3	4,300	68

### Policy SD5 Allocated Mixed Use Sites - Halifax

Local Plan site reference	Location	Gross Site area (ha)	Appropriate Uses	Total Employment Indicative Floorspace (sq m)	Total No. of dwellings
<a href="#">LP0264 Appendix 1</a>	Car Park Between Well Lane / King Street, Halifax	0.39	E(gi), C3	1,417	40
<a href="#">LP0289 Appendix 1</a>	Land off King Cross Street, Halifax	0.41	E(a), E(gi), C3	684	26
<a href="#">LP0370 Appendix 1</a>	Land off Armitage Road, King Cross, Halifax	0.26	E(a), E(gi)	520	0
<a href="#">LP0749 Appendix 1</a>	Stoney Royd Mill Albion Mills, Bailey Hall Road, Halifax	1.51	E(gi), C3	1,699	56
<a href="#">LP1170 Appendix 1</a>	Mulcture Hall Road, Halifax	3.23	E(giii), C3	2,630	131
<a href="#">LP1431 Appendix 1</a>	Former Mayfield Garage, Queens Road, King Cross, Halifax	0.87	E(gi), B2, C3	3,480	17
<a href="#">LP1632 Appendix 1</a>	Horton Street, Halifax	1.56	E(giii), C3	2,945	97

### Policy SD5 Allocated Mixed Use Sites - Hebden Bridge

Local Plan site reference	Location	Gross Site area (ha)	Appropriate Uses	Total Employment Indicative Floorspace (sq m)	Total No. of dwellings
<a href="#">LP0922 Appendix 1</a>	Former Hebden Bridge Fire Station	0.37	E, C3	2,213	12

## 9 Sites for Housing

### Providing land to meet housing need

**9.1** The housing land allocations reflect the spatial strategy for growth set out in the Distribution of Growth section. The methodology<sup>(13)</sup> explains how sites were assessed in order to allocate the most suitable and sustainable housing sites. The housing allocations contain a mix of sites ranging from small brownfield sites within the urban areas to greenfield settlement extensions on the edges of the major settlements. This portfolio of sites will deliver the housing needs of the Borough and enable delivery by both small and large housebuilders as well as those wishing to build their own homes.

**9.2** Policy SD6 below includes all the housing land allocations in the Local Plan. An assumed density is provided for forward planning purposes and based on the density assumptions in the Strategic Housing Land Availability Assessment (SHLAA). These vary with location ranging from 60 dwellings per hectare (dph) in the most accessible urban locations to 26dph in less accessible locations. Where more detailed information exists (for example, a draft site layout), this is taken into consideration. Further information about individual allocations, together with maps showing their location within each of the nine Local Plan Areas, can be found in '**Appendix 1 Site Allocations - Supporting Information**'. This is a separate document accompanying the Local Plan.

#### Policy SD6

##### Allocated Housing Sites

The following sites are allocated to provide land for new housing, and are indicated on the [Policies Map](#). Planning applications will need to address the issues identified in Appendix 1. No other principal use will be permitted on allocated housing sites.

#### Policy SD6 Allocated Housing Sites - Brighouse

Local Plan site reference	Location	Size (ha)	Indicative Developable Area (ha)	Indicative Capacity
<a href="#">LP0174 Appendix 1</a>	End of Wilton Street, Brighouse	2.82	1.84	15
<a href="#">LP0338 Appendix 1</a>	Land adjacent Whinney Hill Park, Whinney Hill, Brighouse	0.60	0.60	22
<a href="#">LP0548 Appendix 1</a>	Land at junction of Granny Hall Lane & Blackburn Rd, Brighouse	0.54	0.54	16
<a href="#">LP0565 Appendix 1</a>	Land at Bowling Alley/Scholey Avenue, Rastrick	0.52	0.28	10
<a href="#">LP0568 Appendix 1</a>	Land south of Clough Lane, Rear of New Hey Road, Rastrick	4.33	2.37	78
<a href="#">LP0571 Appendix 1</a>	Site to the rear of 9A Birds Royd Lane, Brighouse	0.50	0.39	100
<a href="#">LP0771 Appendix 1</a>	Firth's Carpets, 432 Bradford Road, Bailiff Bridge	0.60	0.60	41
<a href="#">LP0846 Appendix 1</a>	The Bramble Inn, Field Lane, Rastrick	0.3	0.3	12

13 Methodology for Assessing Housing Land Allocations, Calderdale MBC, 2015

## 9 Sites for Housing

Local Plan site reference	Location	Size (ha)	Indicative Developable Area (ha)	Indicative Capacity
<a href="#">LP0945 Appendix 1</a>	Pond Quarry, Lightcliffe Road, Brighouse	1.82	1.82	75
<a href="#">LP1000 Appendix 1</a>	Land off Woodhouse Lane, Rastrick	0.46	0.46	10
<a href="#">LP1032 Appendix 1</a>	Southages Quarry, Ogden Lane & Toothill Bank, Rastrick	1.65	1.05	42
<a href="#">LP1033 Appendix 1</a>	Land off Toothill Bank, Rastrick	3.23	3.23	97
<a href="#">LP1053 Appendix 1</a>	Squire Hill Quarry, Brighouse	3.75	2.26	68
<a href="#">LP1054 Appendix 1</a>	Land off Brookfoot Lane, Brighouse	1.23	0.90	32
<a href="#">LP1060 Appendix 1</a>	Land at Shirley Grove, Lightcliffe, Brighouse	0.64	0.64	23
<a href="#">LP1077 Appendix 1</a>	Southedge Quarry, Brighouse Road, Hipperholme	13.04	6.66	174
<a href="#">LP1078 Appendix 1</a>	Land between Dewsbury Road and New Hey Road, Rastrick	10.57	5.12	267
<a href="#">LP1093 Appendix 1</a>	Former Hill Crest Quarry, Halifax Road, Hove Edge, Brighouse	1.23	0.97	35
<a href="#">LP1095 Appendix 1</a>	Halifax Road, Hove Edge, Brighouse	4.81	4.04	149
<a href="#">LP1116 Appendix 1</a>	Brighouse Road, Hipperholme	1.83	1.04	50
<a href="#">LP1322 Appendix 1</a>	George Street, Rastrick	0.48	0.36	65
<a href="#">LP1469 Appendix 1</a>	Land at Stoney Hill, Lillands Lane, Brighouse	0.46	0.46	20
<a href="#">LP1648 Appendix 1</a>	Land north of Crosslee, Brighouse Road, Hipperholme	0.85	0.85	41

### Policy SD6 Allocated Garden Suburbs - Brighouse

Local Plan site reference	Location	Size (ha)	Indicative Developable Area (ha)	Indicative Capacity
<a href="#">LP1451 Appendix 1</a>	Land between Bradley Wood & Woodhouse Lane, Rastrick, Brighouse	63.00	44.76	1,257

## 9 Sites for Housing

Local Plan site reference	Location	Size (ha)	Indicative Developable Area (ha)	Indicative Capacity
<a href="#">LP1463 Appendix 1</a>	Land between Highmoor Lane and Bradford Road, Brighouse	140.44	105.15	1,998

### Policy SD6 Allocated Housing Sites - Elland

Local Plan site reference	Location	Size (ha)	Indicative Developable Area (ha)	Indicative Capacity
<a href="#">LP0037 Appendix 1</a>	Long Heys Farm, Long Heys, Greetland	0.95	0.80	29
<a href="#">LP0065 Appendix 1</a>	Land north-west of Nab End Lane, West Vale, Elland	1.00	0.65	23
<a href="#">LP0146 Appendix 1</a>	Land to the west of West View, Church Lane, Stainland	0.86	0.86	31
<a href="#">LP0177 Appendix 1</a>	Land adjacent Ellistones Place, Saddleworth Road, Greetland	6.03	5.83	175
<a href="#">LP0952 Appendix 1</a>	Land at New Gate Farm, Saddleworth Road, Greetland	10.63	8.70	286
<a href="#">LP0964 Appendix 1</a>	Land off Rochdale Road, West Vale, Elland	0.63	0.49	15
<a href="#">LP0978 Appendix 1</a>	Land off Lower Edge Road/Shaw Lane, Elland	8.28	8.28	248
<a href="#">LP1030 Appendix 1</a>	Land adjoining South Parade, Adj Maple Fold, Elland	0.54	0.39	14
<a href="#">LP1283 Appendix 1</a>	Glenholme, Green Lane, Greetland	0.51	0.30	11
<a href="#">LP1567 Appendix 1</a>	Land adjacent Exley Lane, North of Elland	20.54	15.46	450
<a href="#">LP1616 Appendix 1</a>	Land at Ainley Top, South West of the Junction of the A643/New Hey Rd, Ainley Top, Elland	2.19	1.60	48
<a href="#">LP1625 Appendix 1</a>	Land to the west of Silverdale Terrace, Greetland	1.01	1.01	30
<a href="#">LP1657 Appendix 1</a>	Land at Whitwell Green Lane, Elland	0.75	0.75	30

## Policy SD6 Allocated Housing Sites - Halifax

Local Plan site reference	Location	Size (ha)	Indicative Developable Area (ha)	Indicative Capacity
<a href="#">LP0046 Appendix 1</a>	Goosegate Farm, Heathy Lane, Holmfield	0.74	0.69	25
<a href="#">LP0103 Appendix 1</a>	Land at Horley Green Road, Claremount	1.25	0.25	14
<a href="#">LP0164 Appendix 1</a>	Site of High Level Works, Pellon Lane, Pellon	0.38	0.38	34
<a href="#">LP0234 Appendix 1</a>	Swinton, Hays Lane, Mixenden	3.32	2.51	98
<a href="#">LP0238 Appendix 1</a>	Land at rear of former St Bernadette's Church, Clough Lane, Mixenden	0.31	0.31	12
<a href="#">LP0242 Appendix 1</a>	Land opposite 109-119, Mixenden Road, Mixenden	0.40	0.40	14
<a href="#">LP0261 Appendix 1</a>	Land at Turner Avenue South, Ovenden	2.68	2.68	77
<a href="#">LP0353 Appendix 1</a>	Land to the rear 109 Fairfax Crescent, Southowram	0.32	0.32	9
<a href="#">LP0400 Appendix 1</a>	Land off Birdcage Lane, Savile Park	0.29	0.29	6
<a href="#">LP0407 Appendix 1</a>	Spring Hall Mills, Mile Cross Road, Halifax	0.47	0.47	16
<a href="#">LP0452 Appendix 1</a>	Land at Ovenden Green, Ovenden	2.44	2.44	98
<a href="#">LP0454 Appendix 1</a>	Land off Wheatley Road, Lee Mount, Halifax	1.06	0.66	14
<a href="#">LP0478 Appendix 1</a>	Hartwell Ford garage, Skircoat Road, Halifax	0.28	0.28	11
<a href="#">LP0523 Appendix 1</a>	Land at Furness Avenue, Illingworth	3.45	3.45	158
<a href="#">LP0531 Appendix 1</a>	Land off Whitehill Road, Keighley Road, Illingworth	7.16	4.33	127
<a href="#">LP0683 Appendix 1</a>	Land at Bank Top/Common Lane, Halifax	0.32	0.32	12
<a href="#">LP0814 Appendix 1</a>	Land at Richmond Street, Stannary Place, Halifax	0.98	0.98	54
<a href="#">LP0815 Appendix 1</a>	Works Depot, Stannary Place, Halifax	1.33	1.33	51

## 9 Sites for Housing

Local Plan site reference	Location	Size (ha)	Indicative Developable Area (ha)	Indicative Capacity
<a href="#">LP0950 Appendix 1</a>	Beacon Lodge Quarry, Long Lane, Halifax	2.16	2.16	64
<a href="#">LP0968 Appendix 1</a>	Land at West End Golf Club, Paddock Lane, Highroad Well, Halifax	2.70	2.70	81
<a href="#">LP0983 Appendix 1</a>	Land at Maltings Road, Wheatley	1.35	0.86	30
<a href="#">LP0990 Appendix 1</a>	Land off Denfield Lane, Wheatley	1.06	0.85	31
<a href="#">LP1004 Appendix 1</a>	Land off Burnley Road, Warley, Halifax	0.79	0.73	26
<a href="#">LP1009 Appendix 1</a>	Site of demolished School, Clough Lane / Brow Bottom Lane, Mixenden	1.52	1.52	38
<a href="#">LP1019 Appendix 1</a>	Land adjacent to White House Farm, Riley Lane, Holmfield	1.27	1.09	27
<a href="#">LP1128 Appendix 1</a>	Land off Park Lane, Siddal	1.06	1.06	38
<a href="#">LP1137 Appendix 1</a>	Horley Green Works, Horley Green Road, Claremount	0.78	0.78	27
<a href="#">LP1180 Appendix 1</a>	Old Lane Dyeworks, Old Lane, Halifax	2.60	0.38	63
<a href="#">LP1194 Appendix 1</a>	Barn Cottage, 5 Lower Exley, Siddal	1.18	1.10	35
<a href="#">LP1196 Appendix 1</a>	Land off Park Lane, Siddal	0.79	0.57	21
<a href="#">LP1197 Appendix 1</a>	Park Lane, Siddal	1.08	1.08	39
<a href="#">LP1215 Appendix 1</a>	Land adjacent Boothtown Road, Boothtown, Halifax	0.27	0.27	11
<a href="#">LP1216 Appendix 1</a>	Land off Mill Lane and Old Lane, Boothtown, Halifax	4.71	3.20	94
<a href="#">LP1229 Appendix 1</a>	Near Royd, Ovenden	16.62	15.74	562
<a href="#">LP1292 Appendix 1</a>	Cow Green Car Park, Halifax	0.34	0.34	90
<a href="#">LP1368 Appendix 1</a>	Furness Drive/Turner Avenue South, Illingworth	0.26	0.26	6
<a href="#">LP1379 Appendix 1</a>	Heathmoor Park Road/Field Head Lane, Illingworth	1.14	1.14	43

## 9 Sites for Housing

Local Plan site reference	Location	Size (ha)	Indicative Developable Area (ha)	Indicative Capacity
<a href="#">LP1409 Appendix 1</a>	Wood Lane, Off Ovenden Wood Road, Wheatley	4.31	3.62	109
<a href="#">LP1425 Appendix 1</a>	Land South of Phoebe Lane, Siddal	3.29	2.28	105
<a href="#">LP1429 Appendix 1</a>	Former St Catherine's High School, Holdsworth Road, Holmfield	2.75	2.75	108
<a href="#">LP1481 Appendix 1</a>	Former St Catherine's High School Grounds, Holdsworth Road	1.05	0.90	32
<a href="#">LP1486 Appendix 1</a>	Land off Hambleton Drive, Mixenden	0.76	0.76	27
<a href="#">LP1488 Appendix 1</a>	Land off Hambleton Crescent, Mixenden	0.27	0.27	11
<a href="#">LP1489 Appendix 1</a>	Land south of Hambleton Crescent, Mixenden	0.34	0.34	14
<a href="#">LP1547 Appendix 1</a>	Land at Abbey Park, Illingworth	2.47	2.47	83
<a href="#">LP1590 Appendix 1</a>	Land adjacent to the Wells, Stock Lane, Highroad Well, Halifax	0.61	0.40	16
<a href="#">LP1603 Appendix 1</a>	Land rear of 115 Claremount Road, Halifax	0.44	0.44	16
<a href="#">LP1609 Appendix 1</a>	Land at Titan Works, Claremount Road, Boothtown, Halifax	1.01	1.01	46

### Policy SD6 Allocated Housing Sites - Hebden Bridge

Local Plan site reference	Location	Size (ha)	Indicative Developable Area (ha)	Indicative Capacity
<a href="#">LP1501 Appendix 1</a>	Land east of Manor Drive, Hebden Bridge	0.65	0.65	29
<a href="#">LP1503 Appendix 1</a>	Land at Stoney Lane, Hebden Bridge	0.43	0.29	20



## 9 Sites for Housing

### Policy SD6 Allocated Housing Sites - Mytholmroyd

Local Plan site reference	Location	Size (ha)	Indicative Developable Area (ha)	Indicative Capacity
<a href="#">LP0011 Appendix 1</a>	Tenterfields, Burnley Road, Luddenden Foot	2.62	2.10	63
<a href="#">LP0253 Appendix 1</a>	Junction of Grosvenor Place, Burnley Road, Luddenden Foot	0.28	0.28	11
<a href="#">LP0931 Appendix 1</a>	Land at Greave House Fields, Luddenden	1.21	1.21	44
<a href="#">LP1372 Appendix 1</a>	Kershaw Drive, Luddenden Foot	3.23	1.57	31

### Policy SD6 Allocated Housing Sites - Northowram and Shelf

Local Plan site reference	Location	Size (ha)	Indicative Developable Area (ha)	Indicative Capacity
<a href="#">LP0221 Appendix 1</a>	Land at Spring Head, Northowram	1.83	1.27	46
<a href="#">LP0589 Appendix 1</a>	Land Adjacent to & Rear of 8 Back Clough, Northowram	0.38	0.38	10
<a href="#">LP0759 Appendix 1</a>	Land off Belle Vue Rise, Shelf	0.55	0.44	10
<a href="#">LP0766 Appendix 1</a>	Land off Hall Lane, Northowram	5.81	3.83	149
<a href="#">LP0782 Appendix 1</a>	Land off Cock Hill Lane, Shelf	5.85	4.67	141
<a href="#">LP1034 Appendix 1</a>	Land off Soaper Lane, Shelf	2.92	2.92	100
<a href="#">LP1036 Appendix 1</a>	Land north of Shelf Cricket Ground, Carr House Lane, Shelf	0.89	0.89	27
<a href="#">LP1037 Appendix 1</a>	Land off Burned Road, Shelf	0.98	0.98	31
<a href="#">LP1041 Appendix 1</a>	Land at West Street & Halifax Road, Shelf	1.61	0.91	32
<a href="#">LP1044 Appendix 1</a>	Hud Hill Farm, Northowram	2.11	1.51	45
<a href="#">LP1523 Appendix 1</a>	Land at Westercroft Lane, Northowram	1.42	0.89	32

Local Plan site reference	Location	Size (ha)	Indicative Developable Area (ha)	Indicative Capacity
<a href="#">LP1543 Appendix 1</a>	Land North and North West of Wade House Road, Shelf	11.15	11.01	290

### Policy SD6 Allocated Housing Sites - Ripponden

Local Plan site reference	Location	Size (ha)	Indicative Developable Area (ha)	Indicative Capacity
<a href="#">LP0938 Appendix 1</a>	Holme House, Holme House Lane, Rishworth	0.38	0.27	11
<a href="#">LP1023 Appendix 1</a>	Land off Halifax Road, Triangle, Sowerby Bridge	1.40	1.06	17
<a href="#">LP1027 Appendix 1</a>	Land north of Stonelea, Barkisland	0.55	0.33	12
<a href="#">LP1224 Appendix 1</a>	Land north of Meadowcroft Lane, Halifax Road, Ripponden	1.84	1.02	24
<a href="#">LP1602 Appendix 1</a>	Barkisland Cross, Jackson Lane, Barkisland	0.76	0.76	24

### Policy SD6 Allocated Housing Sites - Sowerby Bridge

Local Plan site reference	Location	Size (ha)	Indicative Developable Area (ha)	Indicative Capacity
<a href="#">LP0044 Appendix 1</a>	Cemetery Lane, Lower Bentley Royd, Sowerby Bridge	2.94	2.94	112
<a href="#">LP0287 Appendix 1</a>	Land rear of 287 Willowfield Road, Halifax	0.84	0.84	10
<a href="#">LP0435 Appendix 1</a>	Land off Haugh End Lane, Sowerby, Sowerby Bridge	0.30	0.30	14
<a href="#">LP0438 Appendix 1</a>	Land off Dean Lane, Sowerby, Sowerby Bridge	0.63	0.37	13
<a href="#">LP1356 Appendix 1</a>	Hollins Park, Cemetery Lane, Sowerby Bridge	1.20	0.86	32
<a href="#">LP1398 Appendix 1</a>	Land on the west side of Brockwell Lane, Triangle, Sowerby Bridge	4.10	2.89	87

## 9 Sites for Housing

Local Plan site reference	Location	Size (ha)	Indicative Developable Area (ha)	Indicative Capacity
<a href="#">LP1412 Appendix 1</a>	Land north of Lower Brockwell Lane, Sowerby Bridge	0.61	0.28	18
<a href="#">LP1415 Appendix 1</a>	Wakefield Road, Sowerby Bridge	0.24	0.24	12
<a href="#">LP1654 Appendix 1</a>	Politt Fields, 8 Ripon House, Sowerby Bridge	1.22	1.22	26
<a href="#">LP1655 Appendix 1</a>	Rawson Wood, Wood Croft, Sowerby, Sowerby Bridge	1.45	0.72	30

### Policy SD6 Allocated Housing Sites - Todmorden

Local Plan site reference	Location	Size (ha)	Indicative Developable Area (ha)	Indicative Capacity
<a href="#">LP0053 Appendix 1</a>	Land off Key Syke Lane, Kilnhurst, Todmorden	0.37	0.24	11
<a href="#">LP0635 Appendix 1</a>	Land off Fir Street, Walsden	0.93	0.83	37
<a href="#">LP0640 Appendix 1</a>	Land off The Hollins, Stansfield Hall Road, Todmorden	1.32	1.09	33
<a href="#">LP0651 Appendix 1</a>	Land off Stoney Royd Lane, Todmorden	1.98	1.72	62
<a href="#">LP0658 Appendix 1</a>	Cinderhill Mills, Halifax Road, Todmorden	0.50	0.50	22
<a href="#">LP0659 Appendix 1</a>	Land rear of 302 Halifax Road, Todmorden	0.61	0.51	17
<a href="#">LP0914 Appendix 1</a>	Land opposite 46-48 Hollins Road, Walsden	1.31	1.03	43
<a href="#">LP1534 Appendix 1</a>	Birks Mill, Birks Lane, Walsden	0.71	0.40	18

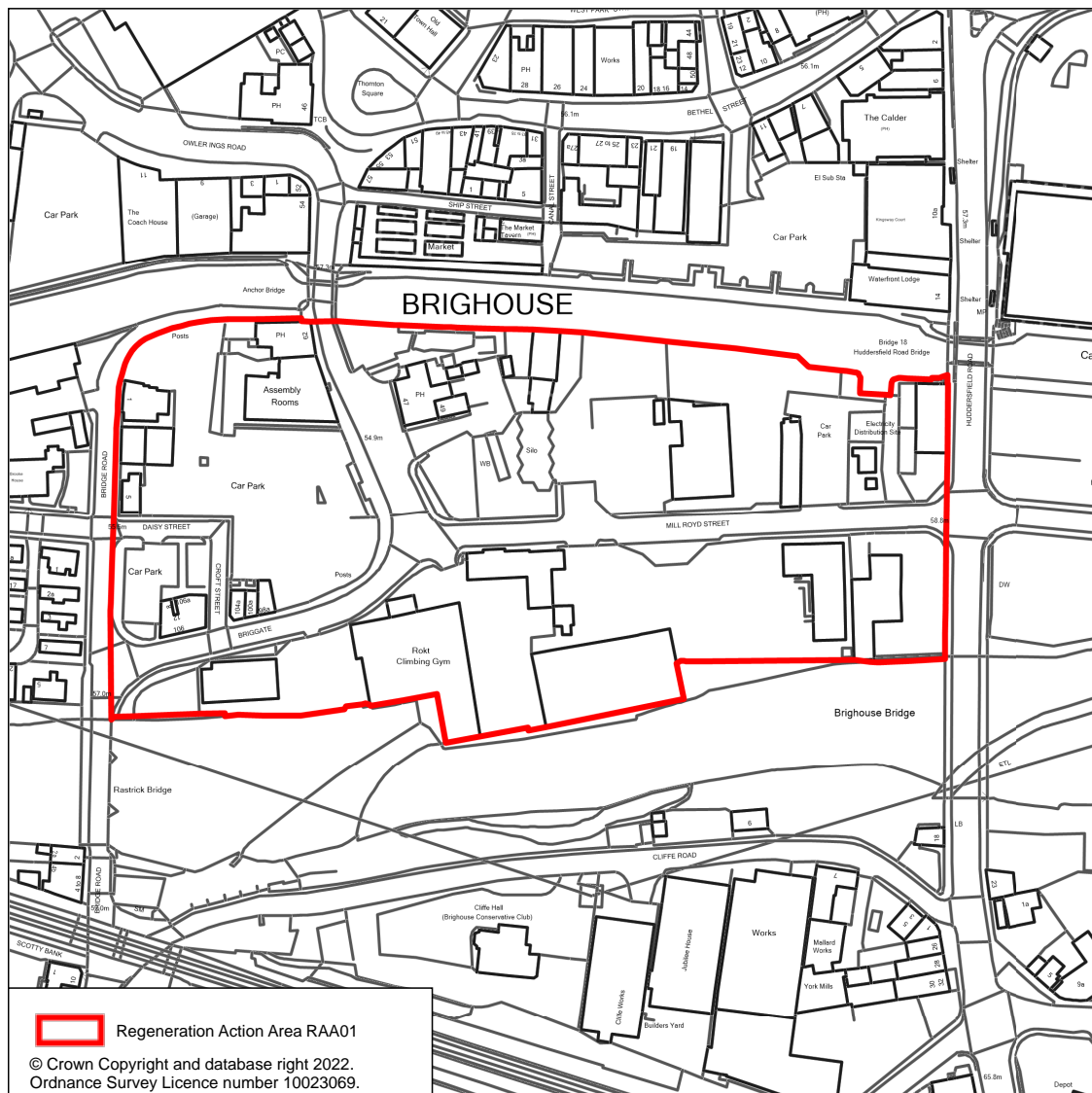
**10.1** Two areas of land are designated Regeneration Action Areas and identified on the [Policies Map](#). These are:

**RAA01 - Land adjacent Mill Royd Street, Brighouse**

**RAA02 - Land off Halifax Road, Todmorden**

**10.2** The Regeneration Action Area designation presents a significant opportunity to contribute to the regeneration of the town centres of Brighouse and Todmorden. The land contained in both designations is predominantly brownfield, a frequent characteristic of which is the presence of constraints which affect viability and developability, and make delivery a complex process. The designation of Regeneration Action Area endorses the corporate and joint commitment to enable and promote regeneration and development of the identified areas and supports organisations seeking the additional funding that is often required to ensure the delivery of schemes.

**RAA01 - Brighouse Regeneration Action Area**



**10.3** The area of land centring on Mill Royd Street and bounded by the river and the canal, and Huddersfield Road (A641) and Bridge Road, is designated the Brighouse Regeneration Action Area, and subject to the policy requirements as indicated below in Policy SD7.

**10.4** The vision is for the regeneration of Brighouse as encapsulated in the [Brighouse Vision Masterplan](#) (2020) which identifies its key aims as the following:

- Support the vitality of the independent retail offer of the town and access to these and wider leisure facilities

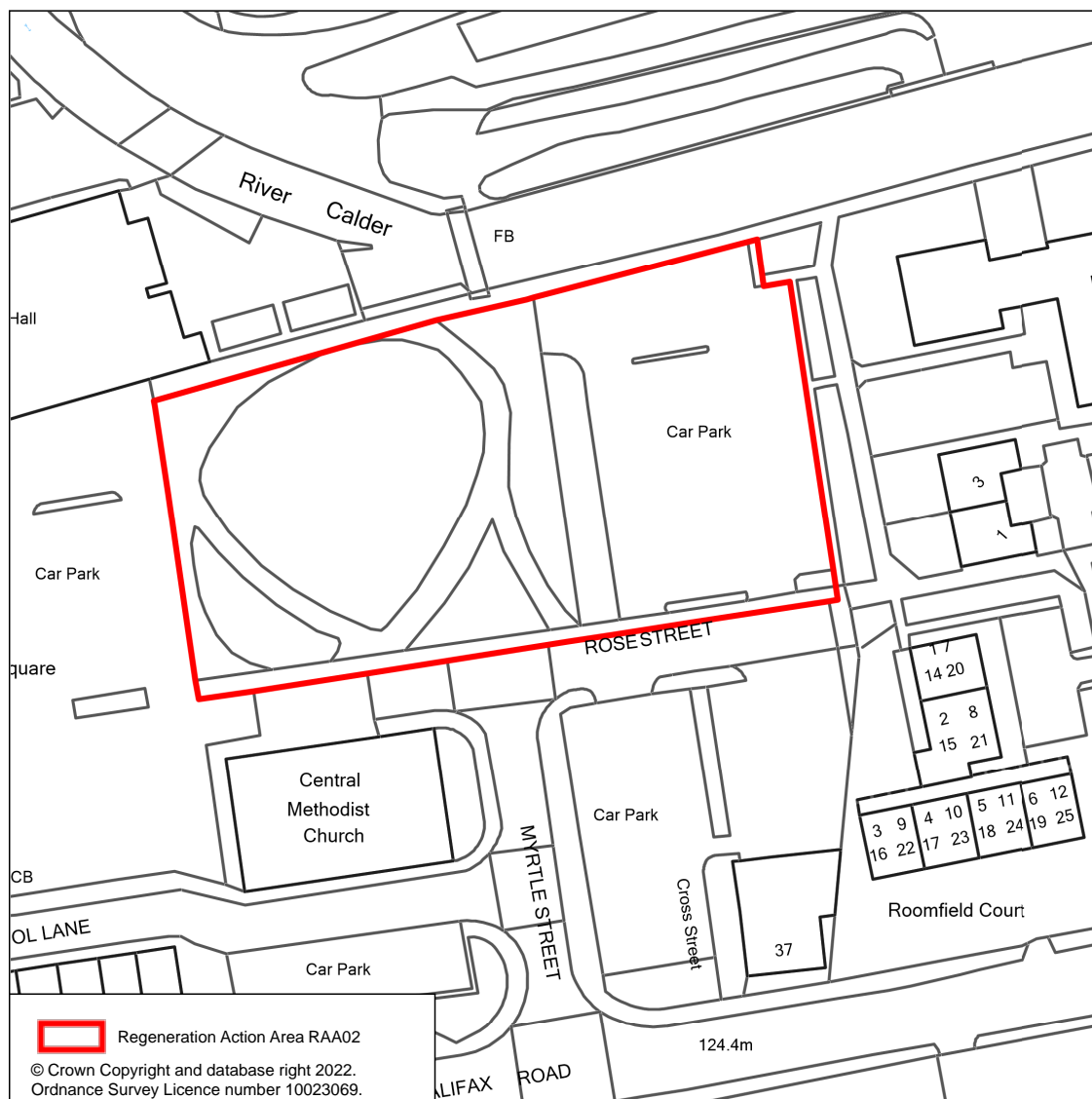
## 10 Regeneration Action Areas

- Reduce traffic dominance in the town centre and improve the provision and accessibility of more sustainable transport modes
- Improve public spaces to make them more welcoming and to give recreational opportunities and encourage people to stay longer
- Increase take up of residential living in the town centre
- Celebrate the distinct heritage of Brighouse's waterside and its historic centre
- Support greater 'presence' of civic institutions
- Significantly improve the green feel of the town centre
- Address the poor quality and lack of character in some parts of the town centre

**10.5** The Brighouse Town Deal Board was established in 2020, with the purpose of driving forward proposals. The objectives of the Brighouse Town Investment Plan, which secured £19m from the Government's Town Deal initiative, centre around four themes:

- **Place:** Reinvigorate Brighouse town centre as a distinctive destination offering a special leisure, retail, and cultural experience of independent shops, events and facilities for both the community and wider regional visitors.
- **Health, Wellbeing and Sustainability:** Maximise opportunities for low carbon and active transport to contribute towards a net zero-carbon future and improve links to, and connectivity between, green spaces to increase access to nature for local residents and visitors and improve health and well-being.
- **Enterprise:** Build on Brighouse's reputation as a key manufacturing hub, catalysing on advanced manufacturing opportunities and fostering improved links across Leeds City Region's supply chains and research institutions.
- **Inclusive Growth:** Provide greater access to skills and employment opportunities locally with a focus on the provision of apprenticeships and vocational learning for young people, reskilling, up-skilling and creating employment opportunities and pathways to support a just transition to clean growth and inclusive recovery to Covid-19.

## RAA02 - Todmorden Regeneration Action Area



**10.6** The area of land north of Rose Street, and bounded by the river to the north, is designated the Todmorden Regeneration Action Area, and subject to the policy requirements as indicated below in Policy SD7.

**10.7** The vision for the regeneration of Todmorden is encapsulated in the [Todmorden Town Investment Plan](#), as the following:

- Our vision is a thriving market town which capitalises on its unique landscape, its environment, and its renowned community activism and enterprising spirit. Todmorden will have a strong visitor economy and be a beacon for social and environmental enterprise, creative industries and healthy living.

Nine Strategic Objectives have been identified:

- Redevelop the heart of the town centre to create a vibrant destination which is attractive to visitors and residents alike. It will have high quality public spaces and facilities, and a more diverse range of uses and activity
- To improve the town centre experience and be friendly for walkers, cyclists and people with limited mobility
- To maximise the potential of our cultural and heritage assets
- Build on the strength of the town's arts, music and cultural sectors
- Provide opportunities and modern workspaces for small and medium-sized businesses, particularly in the creative sector

## 10 Regeneration Action Areas

- Provide high quality opportunities in education and training as a foundation for a creative, prosperous and more sustainable future
- Grow the visitor economy to become the gateway to the Calder Valley, and to Leeds and Manchester conurbations, with excellent transport links, exceptional outdoor pursuits, outstanding recreational spaces and commercial opportunities
- Deliver environmentally sustainable projects and reduce carbon emissions
- Contribute towards post Covid-19 recovery

**10.8** The Todmorden Town Deal Board was established in 2020, with the purpose of driving forward proposals and the objectives of the Todmorden Town Investment Plan, which secured £17.5m from the Government's Town Deal initiative.

**10.9** The area occupies a central location in the town and provides a unique opportunity to provide development to meet the purposes of the regeneration initiative.

### Policy SD7

#### Regeneration Action Areas

- I. The following sites are designated Regeneration Action Areas and identified on the [Policies Map](#):  
**RAA01** – Land adjacent Mill Royd Street, Brighouse  
**RAA02** – Land off Halifax Road, Todmorden
- II. The designation identifies each area as a priority for development which must contribute to meeting the objectives of the following:
  - a. Brighouse Vision Masterplan, Brighouse Town Investment Plan, or
  - b. Todmorden Town Investment Plan, and
  - c. Any other regeneration initiatives with the purpose of improving the economic, social and environmental wellbeing of residents, visitors and businesses, current at the time of submission of a planning application.
- III. A Masterplan for each Regeneration Action Area will be prepared in accordance with the requirements of Policy IM7 'Masterplanning'.
- IV. Development must include a mix of uses appropriate to the area's location, which is either bordering on, or within the town centre. Such uses could include retail, business, light industry, leisure, hospitality, residential and community.
- V. Regeneration Action Areas RAA01 and RAA02 are located in areas of high flood risk. Development must have regard to and compliance with Local Plan Policy CC2 'Flood Risk Management (Managing Flood Risk in New Development)', the advice of the Environment Agency (or equivalent agency), the objectives and priorities for flood risk management set out in the Local Flood Risk Management Strategy and the published evidence of local flood risk and its significance as included in Strategic Flood Risk Assessments, Surface Water Management Plans and other recognised sources of flood risk data.
- VI. Regeneration Action Area RAA01 is located in close proximity to a number of Grade II listed buildings. Regeneration Action Area RAA02 adjoins the boundary of the Todmorden Conservation Area. The Council has a statutory duty under the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay "special attention" to "the desirability of preserving or enhancing the character or appearance" of its conservation areas and to ensure that the elements which contribute to the significance of heritage assets such as listed buildings are not harmed. Proposals for development in both Regeneration Action Areas must have regard to and compliance with Local Plan Policy HE1 'Historic Environment', the advice of Historic England (or equivalent agency) and the recommendations provided within a relevant Heritage Impact Assessment.

VII. Regeneration Action Area RAA01 adjoins the Calder and Hebble Navigation. Proposals for development should ensure that the distinct heritage of Brighouse's waterside is taken into consideration by engaging with the canal through the promotion of surveillance, biodiversity enhancements, and through ensuring the development does not overshadow the water space.



# 11 Addressing Climate Change

**11.1** Climate change "is one of the most serious environmental threats facing the world". The impacts arising will not only be environmental, but social and economic as well. Environmental impacts are predicted to include extreme weather events, rising temperatures, changes in biodiversity and flooding. Social impacts are predicted to include negative impacts on health, as a result of heat waves and floods. Economic impacts were highlighted in the Stern Report<sup>(14)</sup> which stated that if action were not taken, the costs of climate change would be equivalent to losing 5% global GDP each year, whilst the costs of acting in terms of reducing greenhouse gas emissions would be around 1% GDP each year.

**11.2** In 2021, an updated interim national target of achieving a 78% cut in carbon emissions by 2035 was set by the UK's Sixth Carbon Budget and enshrined in law. Calderdale Council, working with partners through the Climate Change Working Party, has adopted a specific science-based target for the Borough of net zero by 2038, with significant progress by 2030. This equates to a carbon reduction 'in the order of 85%' by the end of the Plan period based on the following calculation. The UK total GVA is compared to that of Calderdale from 2011 to 2016. The carbon budget (2018 to 2100) for Calderdale is then apportioned based on Calderdale's average proportion of UK GVA for the period 2011 to 2016. This can be used as an economic metric to apportion carbon budgets. This provides a carbon budget of 7,960 ktCO<sub>2</sub> for 2018 to 2100. To remain within this Carbon Budget and provide a net zero transitional period emissions have to be cut by 14% year on year and become net zero by 2038. Starting from a 2018 Calderdale annual emissions value of 1,039 ktCO<sub>2</sub> a reduction of 14% year on year will mean emissions have to fall to a residual 127 ktCO<sub>2</sub> by 2032 equating to an 87% cut in emissions.

**11.3** In order to address the substantial global human health and environmental threat of climate change, Policy CC1 (Climate Change) provides a broad strategic framework to guide all aspects of development. This approach seeks to reduce greenhouse gases and assist in achieving the level of reduction set out in paragraph 11.2 above and in order to contribute to Government targets. Not only must the Local Plan address the causes of climate change but it must also address its effects. This holistic approach where all policies in the Local Plan reinforce each other in this major objective will deliver a sustainable future for the Borough. In doing so it reflects Government initiatives such as for reducing greenhouse gas emissions, supporting energy efficiency improvements to existing buildings and reducing carbon emissions in new development as well as supporting the emerging regional Climate Change Strategy led by the West Yorkshire Combined Authority. A key aspect of this emerging work is the Emission Reduction Pathways Project that seeks to demonstrate how West Yorkshire will comply with emission reduction targets; produce an implementation roadmap and provide policy recommendations and an action plan for the region.

## Policy CC1

### Climate Change

Development proposals should aim to be net zero emitters of greenhouse gases such as carbon dioxide and must demonstrate appropriate mitigation and adaptation measures to address the predicted impacts of climate change by:

- a. Ensuring energy efficiency is maximised and regarded as a priority outcome in development planning;
- b. Using Sustainable Design and Construction methods, meeting national standards as a minimum;
- c. Increasing levels of Renewable and Low Carbon Energy Generation, through both a range of technologies and domestic, community and commercial scale schemes, whilst taking account of cumulative and environmental impacts; wherever possible energy demand should be met by onsite renewable energy or a low carbon energy distribution network;
- d. Supporting Active and Sustainable Transport through travel planning and providing facilities for active low carbon travel contributing to a reduction in travel demand, traffic growth and congestion;
- e. Locating development in areas accessible by public transport, and safe, attractive well linked cycling and walking routes, whilst recognising the different needs of rural areas
- f. Protecting and enhancing Green and Blue Infrastructure Networks, acknowledging the benefits these can bring;

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

- g. Minimising flood risk, limiting surface water run off;
- h. Creating, protecting and enhancing biodiversity habitats, including the wildlife habitat network, taking care not to create barriers to the movement of wildlife over the wider landscape;
- i. Reducing the amount of waste produced through a reduction in the consumption of materials and resources and maximising the recycling/reuse of waste whilst minimising that going to landfill.

**Table 11.1 Monitoring: Policy CC1 - Climate Change**

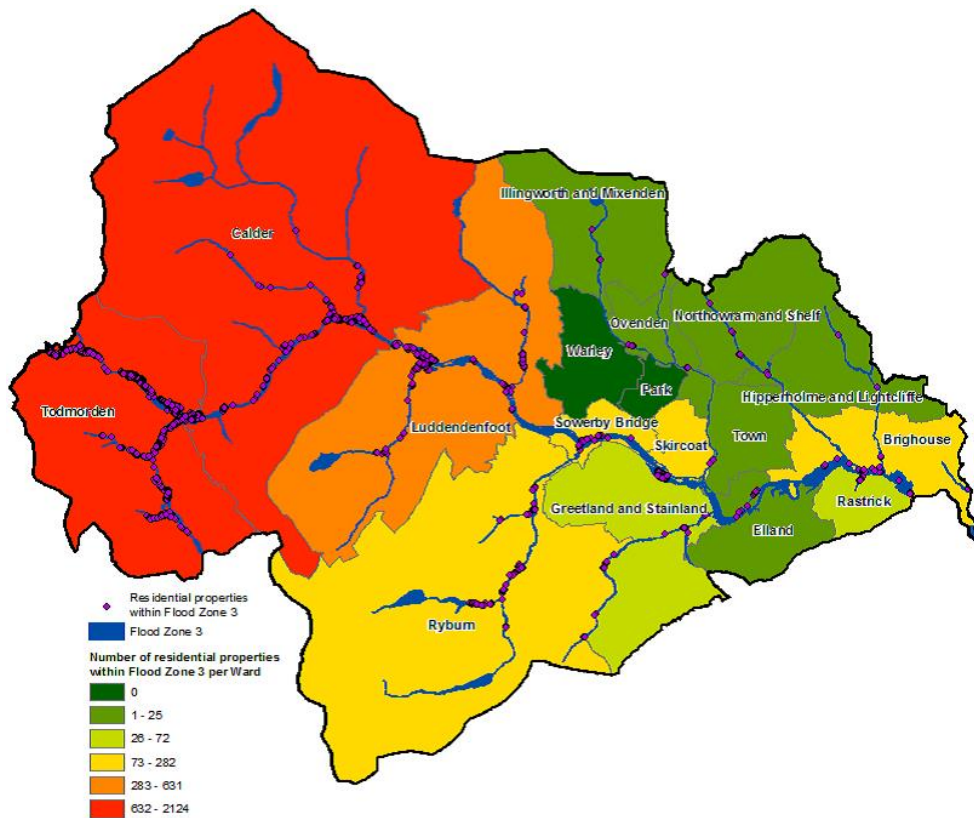
<b>Outcomes</b>	As per relevant policy topics
<b>Indicators</b>	Sustainable Travel - As per Policy IM4 Energy Efficiency and Design - As per Policy BT1 Renewable and Low Carbon (RLC) Energy - As per Policies CC5 and CC6 Flood Risk - As per Policies CC2, CC3 and CC4 Biodiversity - As per Policy GN3
<b>Targets</b>	Sustainable Travel - As per Policy IM4 Energy Efficiency and Design - As per Policy BT1 Renewable and Low Carbon (RLC) Energy - As Per Policies CC5 and CC6 Flood Risk - As per Policies CC2, CC3 and CC4 Biodiversity - As per Policy GN3

# 12 Flooding and Water Resource Management

## Flood Risk Management

**12.1** The National Planning Policy Framework (NPPF) makes it clear that 'inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere'. Supported by the Calder Catchment Strategic Flood Risk Assessment 2016 (SFRA), the Local Plan is focused upon managing flood risk from all sources and applying a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change.

**Map 12.1 Flood Risk in Calderdale**



Source: Calder Catchment SFRA - Volume II, 2016

**12.2** Historically, the River Calder and its tributaries have experienced serious flooding, which has strongly impacted on life and property, not least in the Upper Valley settlements, particularly Hebden Bridge, Mytholmroyd and Todmorden. Overall, there are approximately 13,300 properties at risk of flooding in the Calder, Colne, Holme, Spen and Ings Beck catchments. Calderdale, Kirklees and Wakefield jointly commissioned a Strategic Flood Risk Assessment (SFRA) in 2005. The SFRA was refreshed in 2016 and provides a detailed assessment of flood risk areas throughout the Borough, to reflect the policies set out in the NPPF and to provide more up-to-date flood risk mapping.

**12.3** The 2016 SFRA uses the Environment Agency Flood Map for Planning issued in August 2015 to assess fluvial risk. The Environment Agency Flood Map identifies the following flood risk zones:

- Flood Zone 1 (lowest risk)
- Flood Zone 2 (medium risk)
- Flood Zone 3 (high risk)

**12.4** In Calderdale, the SFRA identifies 4,648 residential properties to be within Flood Zone 3 and therefore at risk from a 1 in 100 year or greater fluvial flood event. The wards with the most properties at risk include Todmorden, Calder and Luddendenfoot with 2,124, 805 and 631 residential properties at risk respectively. As the Environment Agency Flood Map for Planning is updated regularly, this should be used as the starting point when considering flood risk through the planning system, with further detail provided by the SFRA.

## 12 Flooding and Water Resource Management

**12.5** The SFRA identifies which parts of Flood Zone 3 are within the functional floodplain (Flood Zone 3b) and also some land within the functional floodplain already contains buildings and therefore cannot perform a functional floodplain role. These areas have been identified as Flood Zone 3ai to highlight the similar risks associated with functional flood plain but to reflect the loss of a functional floodplain role. The designation also indicates a higher risk than associated with 3a.

**12.6** Proposals for development within Flood Zone 3ai will be assessed using criteria in national policy for Flood Zone 3a but with additional restrictions to reflect the higher flood risk. The probability of flooding in Flood Zone 3ai remains the same as the functional floodplain (Flood Zone 3b) therefore highly vulnerable or more vulnerable developments would not be appropriate within this zone. In certain circumstances proposals for less vulnerable development could be justified, subject to a sequential test, such as an operationally linked extension to an established business or redevelopment of a site with the same or smaller footprint. Compensatory storage will be required for all schemes in Flood Zone 3ai and areas shown to be acting as functional floodplain by a site specific flood risk assessment should be retained as undeveloped areas.

**12.7** Rivers are not the only source of flooding; other sources include failure of infrastructure, for example a burst water main, groundwater flooding and pluvial/surface water flooding caused by periods of intense or prolonged rainfall. Surface water flooding can occur anywhere in Calderdale where ground levels and terrain profiles tend to cause surface water to flow and accumulate. Whilst the main cause of surface water flooding in Calderdale is the steep topography surrounding towns and villages, other contributing factors include poor land management, canal breaching/overtopping, new developments and blocked ditches, gullies and culverts.

**12.8** New development must not adversely impact on river catchment areas, functional flood plains and flood storage areas or increase the risk of flooding elsewhere, and this must be taken into account in the Local Plan and when considering planning applications. When assessing development proposals, evidence will need to be provided to show that measures to manage flood risk have been incorporated into the proposal's design.

**12.9** Flood management should assist development in Calderdale where there is little development land available outside higher flood risk zones, provided that the sequential approach required by the NPPF has been followed. The sequential approach requires local planning authorities to demonstrate there are no reasonably available sites in areas with a lower probability of flooding that would be appropriate to the type of development or land use proposed. Preference should be given to locating new development in Zone 1 (areas of lowest flood risk), before locating development in the higher flood risk zones, Zone 2 (medium risk) and Zone 3a and 3ai (high probability). Zone 3b is the functional floodplain. Where it is not possible to locate development in lower flood risk zones following a sequential test, the Exception Test can be used.

**12.10** The Exception Test should only be applied when the sequential test alone cannot deliver acceptable sites. The test provides a method of managing flood risk while still allowing necessary development to occur, allowing the wider aims of sustainable development to be met. Even where suitable development sites lie within Zone 1, the impact on areas downstream needs to be taken into account in order to avoid increasing flood risk elsewhere.

**12.11** The SFRA indicates that the majority of areas where development is proposed are located within Flood Zone 1. However, certain locations are particularly sensitive to an increase in the rate and volume of surface water runoff from new development and are generally known to have local flooding issues. These are areas with complex surface water flooding problems that would benefit from a site-specific Flood Risk Assessment (FRA) and ultimately a drainage strategy. These areas have been designated as Critical Drainage Areas (CDAs) on the [Policies Map](#).

**12.12** Site-specific FRAs will be required for development proposals over 1 hectare in Flood Zone 1 and for development proposals in Flood Zones 2 and 3. Site-specific FRAs will also be required for development proposals which fall within CDAs, regardless of which Flood Zone applies. Prospective developers required to submit a site-specific FRA must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall. In CDAs, a site-specific FRA should also demonstrate that new development is not at risk from flooding from existing drainage systems or potential overflow routes.

**12.13** Flood risk is predicted to increase as a result of climate change and the associated extreme weather events. However, climate change is not the sole factor to take into account, other factors include the capacity of existing infrastructure. The role of Natural Flood Management is an important consideration in reducing flood risk. Sustainable drainage systems and other forms of green infrastructure such as green spaces and increased tree cover can assist existing infrastructure in accommodating heavy rainfall and can free up water storage capacity.

## Policy CC2

### Flood Risk Management (Managing Flood Risk in New Development)

- I. The Council will require new development to follow a sequential risk based approach and be directed away from Flood Zones 2 and 3 in accordance with the principles of the National Planning Policy Framework. Proposals for development will only be permitted if it can be demonstrated that:
  - a. Development cannot be accommodated in a lower flood risk zone;
  - b. It would not give rise to the loss of flood plain storage;
  - c. It would not impede the flow of flood water, surface water or obstruct the run-off of water due to high levels of groundwater;
  - d. Measures required to manage any flood risk can be implemented;
  - e. The management of surface water is done in a sustainable way. Development should enable/replicate natural water flows and decrease surface water runoff, particularly in Critical Drainage Areas, through Sustainable Drainage Systems, utilising green infrastructure and as directed by local standards and guidance. When installing Sustainable Drainage Systems, water quality should be enhanced and habitat creation facilitated where possible;
  - f. Provision is made for the long term maintenance and management of any flood protection and/or mitigation measures;
  - g. It will take into account climate change;
  - h. The benefits of it to the community outweigh the risk;
  - i. Development is resilient to the risks of flooding and positive design processes have been used to reduce any risks.
- II. Proposals within Flood Zone 3ai will be assessed in accordance with national policies relating to Flood Zone 3a but with all of the following additional restrictions:
  - a. No new highly vulnerable or more vulnerable uses will be permitted with less vulnerable uses only being permitted provided that the sequential test has been passed;
  - b. Extensions should be linked operationally to an existing business;
  - c. Redevelopment of a site should only provide buildings that occupy an equivalent or smaller footprint than the buildings they replace;
  - d. Proposals should include flood mitigation measures (such as compensatory storage) as identified and considered through a site-specific Flood Risk Assessment; and
  - e. Development will not be permitted on any part of the site identified through a site specific Flood Risk Assessment as performing a functional floodplain role.
- III. Site-specific FRAs will be required for development proposals over 1 hectare in Flood Zone 1 and for development proposals in Flood Zones 2 and 3. Site-specific FRAs will also be required for development proposals which fall within CDAs, regardless of which Flood Zone applies. Prospective developers required to submit a site-specific Flood Risk Assessment must demonstrate that the development will be safe for its lifetime, taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall. In Critical Drainage Areas, a site-specific Flood Risk

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Assessment should also demonstrate that new development is not at risk from flooding from existing drainage systems or potential overflow routes.

- IV. Development should have full regard to and compliance with the advice of the Environment Agency (or equivalent agency), the objectives and priorities for flood risk management set out in the Local Flood Risk Management Strategy and the published evidence of local flood risk and its significance as included in Strategic Flood Risk Assessments, Surface Water Management Plans and other recognised sources of flood risk data.

**Table 12.1 Monitoring: Policy CC2 - Flood Risk Management**

<b>Outcomes</b>	New development is directed away from Flood Zones 2 and 3
<b>Indicators</b>	<p>Number and proportion of planning permissions granted contrary to Environment Agency advice on flooding and water quality issues;</p> <p>Number and proportion of planning permissions granted contrary to the recommendations of Calderdale's flood/drainage section;</p> <p>Number and proportion of applications where planning conditions relating to flooding requested by either the Environment Agency or Calderdale's flood/drainage section have not been included in planning approvals;</p> <p>Number and proportion of planning permissions granted contrary to policy and advice contained in NPPF and PPG;</p> <p>Proportion of applications passing versus failing the flood risk Sequential Test and part one of the Exception Test (as relevant);</p> <p>Number of flood mitigation and sustainable drainage schemes;</p> <p>Permeable versus impermeable surfaces;</p> <p>Percentage of watercourses that meet designated standards;</p> <p>Properties at risk of flooding as defined by the Environment Agency;</p> <p>Proportion of new developments incorporating a sustainable drainage system and/or other relevant forms of green infrastructure.</p>
<b>Targets</b>	<p>NIL planning permissions granted contrary to Environment Agency advice on flooding and water quality advice</p> <p>NIL planning permissions granted contrary to the recommendations of Calderdale's flood/drainage section;</p> <p>NIL planning permissions granted contrary to policy and advice contained in NPPF and PPG;</p> <p>NIL planning permissions granted without conditions recommended by the Environment Agency.</p>

### Water Resource Management

**12.14** The Humber River Basin Management Plan requires that all water bodies meet good or, for heavily modified water bodies and artificial water bodies, good ecological potential and good surface water chemical status by 2027. In reaching this target, it is important that no deterioration to the current quality status of water bodies occurs in terms of their water quality, ecological quality and geomorphological quality. The Environment Agency is responsible for the management plan's implementation, working with relevant partners including the water industry and local authorities.

**12.15** Development has the potential to cause water pollution and to harm aquatic environments including both surface and groundwater. Harm to water quality can derive from construction activities, from the load placed on the sewage system by occupied development and how people use/manage a site. Aquatic environments are precious not only due to their biodiversity characteristics but also for their amenity and recreational value.

**12.16** The main ways in which local authorities can influence water quality are by:

- Encouraging the use of Sustainable Drainage Systems (SuDS) and other forms of green and blue infrastructure as a way to reduce water run-off;

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- Working wherever possible to deliver Water Framework Directive objectives through partnership working with the Environment Agency and other organisations, S106 funding and encouraging developers to consider multi-benefit projects;
- Encouraging people to engage with water bodies by delivering developments that face, incorporate and embrace water bodies and habitats. This engagement will help to reduce water pollution through increased care and value; and
- Ensuring that development adjacent to water resources is carefully controlled to prevent water pollution from land contaminants, waste water, industrial and construction processes and litter/fly tipping.

**12.17** SuDS involve a range of attenuation techniques to manage surface water and reduce the need for sewer and emergency overflows by mimicking the way that rainfall drains in natural systems. This avoids any increase in flood risk and reduces the negative impacts on water quality associated with new development. The key objectives in the use of SuDS are to:

- reduce flood risk and mitigate the impacts of climate change;
- maintain and restore natural flow routes together with the rate and volume of surface runoff to reduce the risk of flooding;
- improve the quality of the water environment, habitats and biodiversity;
- minimise pollution;
- reduce pressure on the sewerage network; and
- harness opportunities to incorporate multi-functional green infrastructure and to improve local amenity.

**12.18** Where infiltration type SuDS are inappropriate due to ground conditions (soil type, contaminated land issues etc.), non-infiltration type SuDS such as green roofs and rainwater harvesting may be appropriate. Therefore the Council will only regard SuDS as inappropriate in exceptional circumstances, where it can be demonstrated.

**12.19** When incorporating SuDS in new development, regard should be had to the Leeds City Region Sustainable Drainage Systems Guidance produced by WYCA in February 2020. This guidance does not set new policy but strategically signposts developers to existing national and local policy and best practice. The document also provides developers with a brief introduction to SuDS, provides guidance on the information that should be included with a planning application in order to promote the use of the SuDS in new developments and provides guidance on the hydraulic and other technical standards required to implement SuDS.

**12.20** New development can place increased pressure on water quality. Avoiding adverse effects is largely in the hands of the water companies through the provision of sewage treatment infrastructure and the Environment Agency who issue consent to discharge effluent. However, development in the Borough should take into account the capacity of existing water resource and sewerage treatment infrastructure in order to avoid placing excessive demands upon an overburdened system. Any additional provision or improvement of infrastructure that is required as a result of new development must be funded in advance of that development taking place.

### Policy CC3

#### Water Resource Management

- I. The Council will work with key stakeholders to protect the quality and quantity of water resources; encourage their efficient use and ensure that they are provided where necessary. Priority will be given to:
  - a. Protecting and enhancing ground and surface water features and preventing aquatic pollution;
  - b. Ensuring new development has an adequate means of water supply, sufficient foul and surface water drainage and sewage treatment capacity;
  - c. Only permitting development if there is no adverse impact to the quality or use of surface or ground water resources; and
  - d. Only permitting development if there is no adverse impact on habitats and species dependent on the aquatic environment.

## 12 Flooding and Water Resource Management

- II. Proposals for development within a Groundwater Source Protection Zone should be supported by a hydrogeological (groundwater) risk assessment that identifies potential risks to groundwater from the development and identifies mitigation measures that will be implemented to reduce unacceptable risks.
- III. Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:
  - a. Take account of advice from the lead local flood authority;
  - b. Have appropriate proposed minimum operational standards;
  - c. Have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and
  - d. Where possible, provide multifunctional benefits.
- IV. Development will only be permitted if it can be demonstrated that the water supply and waste water infrastructure required is available or can be improved to meet the additional demand generated by the new development. Improvements that are necessitated by new development should be funded in advance of development commencing.

**Table 12.2 Monitoring: Policy CC3 - Water Resource Management**

<b>Outcomes</b>	The quality and quantity of water resources are protected and their efficient use is encouraged
<b>Indicators</b>	Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality issues; Number of flood mitigation and sustainable drainage schemes; Permeable versus impermeable surfaces; Percentage of watercourses that meet designated standards; Proportion of new developments incorporating a sustainable drainage system and/or other relevant forms of green infrastructure.
<b>Targets</b>	NIL planning permissions granted contrary to Environment Agency advice on flooding and water quality advice; NIL planning permissions granted without conditions recommended by the Environment Agency; 100% of water bodies meet good status or, for heavily modified water bodies and artificial water bodies, good ecological potential and good surface water chemical status by 2027 (Humber River Basin Management Plan)

### Catchment Management - Slowing the Flow

**12.21** The Council recognises that not only people and development need protecting from flood risk, but that there is a role for the management of the catchment of the River Calder to reduce runoff, river flow and hence flood risk. The Flood Commission for Calderdale which was set up after the Boxing Day Floods of 2015 showed that helping to slow the runoff from the moors and catchment could assist in reducing risks. The Council will work with stakeholders to manage runoff and "Slow the Flow" through proposals for natural flood management such as targeted land and vegetation management and planting in upper catchments and along river and canal banks. This will contribute to the protection of watercourse banks by improving stability, improvement of water quality and also increase the lag time between rainfall events and water entering watercourses which should help to contribute to a reduction in flood risk. Parts of the catchment area of the River Calder lie within sites designated and protected for their biodiversity and geodiversity importance. Whilst managing the catchment and slowing the flow is important this must be balanced with regard to the protected sites.



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### Policy CC4

#### Catchment Management

Proposals for natural flood management such as targeted land and vegetation management and planting in upper catchments and along watercourses will be supported in appropriate locations where they are consistent with national and Local Plan policies and relevant water catchment management plans to reduce flood risk and improve water quality. Proposals should aim to deliver multi benefit projects enhancing water quality, habitat and biodiversity. Proposals should have regard to sites designated and protected for their biodiversity and geodiversity importance and ensure that these are enhanced rather than damaged by the proposals.

**Table 12.3 Monitoring: Policy CC4 - Catchment Management**

<b>Outcomes</b>	Increased lag time between rainfall events and water entering watercourses; Improved watercourse bank stability; and Improved water quality.
<b>Indicators</b>	Percentage of watercourses that meet designated standards; Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality issues; Lower instance and severity of flood events; Proportion of new developments incorporating a sustainable drainage system and/or other relevant forms of Green Infrastructure.
<b>Targets</b>	NIL planning permissions granted contrary to Environment Agency advice on flooding and water quality advice; 100% of water bodies meet good status or, for heavily modified water bodies and artificial water bodies, good ecological potential and good surface water chemical status by 2027 (Humber River Basin Management Plan)

### Background

**13.1** The National Planning Policy Framework (NPPF) recognises the role of planning in supporting the delivery of renewable and low carbon energy and associated infrastructure. To facilitate this, Local Planning Authorities should have a positive strategy to promote energy from renewable and low carbon sources. This includes maximising renewable and low carbon energy development whilst ensuring any adverse effects are addressed. The RCUDP contains a number of criteria based policies relating to the consideration of proposals for renewable energy developments and these are carried forward and updated to reflect technological changes and other more recent evidence along with more stringent requirements in the current Building Regulations regarding the energy efficiency and carbon emissions of buildings.

**13.2** The majority of developments contributing to the generation of renewable and low carbon energy in Calderdale have largely been associated with wind power in the form of either individual wind turbines or wind farms of varying sizes across the Borough. The new Ovenden Moor wind farm has a small number of turbines generating 22.5 MW electricity. Wind farms have been developed on Todmorden Moor (5 turbines) and at Crook Hill (five turbines within Calderdale and seven within Rochdale Borough). There has also been some take-up of solar power with more limited interest in other technologies such as hydro power and energy from waste.

**13.3** Two studies examining the potential for renewable energy, one by AECOM for Yorkshire and the Humber Region<sup>(15)</sup> and one by Maslen Environmental on behalf of several South Pennine local authorities<sup>(16)</sup> exploring the potential for renewable and low carbon energy in the South Pennines, concluded that by far the most significant potential for renewable electricity is commercial scale wind along with small scale wind energy. The studies also recognised the potential for solar electricity generation particularly as the technology improves in the future. Regarding heat generation, ground source heating was recognised to have potential, as was solar energy with biomass and hydro power having more limited potential.

**13.4** There is a wide range of renewable and low carbon energy technologies available such as:

- Wind turbines
- Solar photovoltaics
- Solar water heating
- Hydropower
- Heat pumps
- Biomass
- Combined Heat and Power plants
- District heat networks
- Landfill gas
- Energy from waste
- Anaerobic digestion

### Strategy for Renewable and Low Carbon Energy

**13.5** The Council supports the aim of increasing the amount of energy generated from renewable and low carbon sources. The positive support of proposals for renewable and low carbon energy infrastructure where there are no unacceptable environmental effects is key and therefore the Local Plan includes a criteria based policy for the consideration of renewable and low carbon energy.

**13.6** Initiatives such as the implementation of the Council's Energy Futures Strategy<sup>(17)</sup> will also assist in maximising energy from renewable and low carbon sources. This strategy includes large scale renewable energy infrastructure compatible with the local landscape producing local energy and contributing to the decarbonisation of the national grid in its vision to produce a resilient low carbon economy. Neighbourhood Plans will also have a role in delivering these initiatives.

**13.7** Active solar technology (photovoltaic and solar water heating) on or related to a particular building is often permitted development. It is not sufficiently clear at present where there may be viable opportunities for other technologies but over the Plan period these technologies will develop further with the potential to affect their siting.

15 Low Carbon and Renewable Energy Capacity in Yorkshire and Humber, AECOM, 2011

16 Renewable and Low carbon Energy Study, Maslen, 2010

17 Calderdale Energy Futures Strategy, Calderdale MBC, 2011

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The contribution from micro-generation is generally more building specific and will largely be implemented through the building regulations.

**13.8** Through its site allocation strategy for various forms of development the Local Plan provides opportunities both in terms of scale of development and co-location for the use of combined heat and power plants and/or district heat networks.

### Policy CC5

#### Supporting Renewable and Low Carbon Energy

The contribution from renewable and low carbon energy generation will be increased over the period of the Local Plan through:

- a. Positive consideration of proposals for renewable and low carbon developments, including proposals for community led and micro-generation schemes, subject to there being no unacceptable adverse environmental effects, including to areas of biodiversity importance;
- b. Maximising opportunities for and resulting from the co-location of energy producers with energy users;
- c. The implementation of the Council's Energy Futures Strategy and its Carbon Action Management Plan (or other agreed strategy) where this relates to buildings.

#### Consideration of Proposals

**13.9** Notwithstanding the significance the Council places on the role of renewable and low carbon energy in addressing climate change, any environmental and landscape (including cumulative) implications need to be considered. To date the main technologies taken up are wind and solar, and are likely to remain so over the Plan period. In order to provide more detailed technical guidance on all technologies, particularly given technological advances during the Plan period, the Council will give consideration to the preparation of a Supplementary Planning Document (SPD) on renewable and low carbon energy.

**13.10** Renewable and low carbon energy, particularly at the small scale, is often generated close to the point of use feeding directly into a local user or the local distribution network and is a more efficient means of delivery than via the national grid. Larger renewable and low carbon developments need to feed into the electricity network if they are to serve a wider area including supplying the national grid. However, this can be challenging since the capacity of the local electricity network cannot always accommodate new generation; whilst in remote areas, where the best wind resources often exist, there may be no existing electricity distribution infrastructure at all and no houses or businesses to serve directly. Where distribution infrastructure such as power lines is required the effects on the environment and amenity will form part of the consideration of developments for renewable and low carbon generation.

#### Wind Energy

**13.11** A study by Julie Martin Associates (2014)<sup>(18)</sup> examined the effects on the landscape of the increasing number of wind turbines in the South Pennines and provided guidance in relation to turbines in the different landscape character types. The study provides information at a strategic level on the relative levels of landscape sensitivity to wind turbine development across the study area. These key strategic priorities in relation to Calderdale are:

- Prevent any significant harm to the landscapes of the South Pennines Heritage area which is highly valued at a regional level for its many special landscape qualities, including wildness and tranquillity, and its important recreational role;
- Conserve significant areas of open, less modified moorland and moorland fringe landscape, especially in the parts of the South Pennine Moors that lie north and south of the scenic Calder Valley and are presently untouched by wind energy development;

18 South Pennines Wind Energy Landscape Study, Julie Martin Associates, 2014

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- In the medium to longer term reinstate open moorland skylines on the Crook Hill to Heald Moor ridge line which is important for the continuity of the Pennine backbone and also fulfils a strategic visual role at the head of the Calder Valley;
- Limit any further visual intrusion by large scale wind energy developments on adjacent settled valley landscapes especially those of the upper Calder valley whose settings are already significantly affected by 'large' turbines;
- Promote clear patterns of turbines of different heights in the landscape;
- Avoid the close juxtaposition in the landscape of turbines of different heights and designs.

**13.12** A further study by Julie Martin Associates<sup>(19)</sup> examined the impacts of turbines up to 60 metres in height and provided guidance for their consideration. Both studies by Julie Martin Associates provide detailed guidance on the siting, layout and design of wind energy developments including guidance on assessing the landscape, visual and cumulative impacts of wind energy developments. These should be referred to both by those submitting proposals for wind energy developments and decision makers. While the studies provide greater detail regarding the assessment of wind energy proposals the essential criteria which must be met are set out in Policy CC6. The current situation regarding the number and location of turbines 18m or greater in height can be found on the map and database prepared as part of the 2014 Julie Martin study.

**13.13** On 18 June 2015 the Secretary of State for Communities and Local Government published an update to the approach to be taken to wind energy developments and subsequently amended the PPG. This essentially states that Local Planning Authorities should only grant planning permission for wind energy developments if:

- The development site is in an area identified as suitable for wind energy development in a Local or Neighbourhood Plan; and
- Following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.

**13.14** To formally address the implications of the Written Ministerial Statement, work was undertaken by Land Use Consultants (LUC) to identify those areas suitable for wind energy development based on technical considerations.<sup>(20)</sup> The assessment was undertaken for five different size categories of wind turbine and found that there are a number of very small areas which could be appropriate for wind energy development at the various scales. However, when the study considered these areas with the findings of the Julie Martin study, most fall within the 'Moderate to High' and 'High' landscape sensitivity categories, particularly for the larger categories of turbine. Whilst it is impossible to assess the suitability of the identified areas definitively without specific schemes, given the high value of much of the landscape the probability is that only a limited number of the identified areas will be found suitable for wind turbines. Showing all identified areas in the Local Plan is not considered to be within the spirit of the Ministerial Statement, although this does not actually provide any information regarding the definition of a suitable area. Therefore, the approach taken in the Local Plan is to only show those areas where the impact on landscape sensitivity is between 'Low' and 'Moderate', which has the effect of only showing areas suitable for turbines in the small (25–59m to blade tip) and very small (18–24m to blade tip) categories. These areas are shown on the [Policies Map](#). In those areas depicted as 'Wind Energy Areas - Small Turbines' the maximum height of turbine permitted will be 59m to blade tip. In those areas depicted as 'Wind Energy Areas – Very Small Turbines' the maximum height permitted will be 24m to blade tip. As demonstrated on the Policies Map, areas for the small category of turbine overlap with those for the very small category, with the latter being suitable over a more extensive area due to their lower impact on the landscape.

**13.15** A further matter of particular significance is the fact that a large part of the South Pennine Moors SSSI/SPA/SAC lies within Calderdale. Wind energy developments have the potential for nature conservation and biodiversity impacts, particularly regarding key species such as bird and bat populations. These can occur both within and beyond designated nature conservation sites. There is therefore a potential threat to South Pennine Moors SPA birds due to displacement and bird strike from wind turbines as well as loss of functionally connected land such as that providing feeding grounds. Whilst the study excluded the officially protected area, it did identify suitable areas for wind turbines in proximity to it. However, to protect functionally connected land, no suitable areas for wind turbines within a 2.5 kilometre buffer area are identified in the Local Plan.

**13.16** The study employed a threshold of 18m height to blade tip and therefore no assessment was made for turbines below this size. However, such turbines can provide and/or contribute to the energy needs of farmsteads and other small businesses as well as being part of community-led schemes. Such turbines have a more limited impact and will also be permitted in those areas identified on the [Policies Map](#) as suitable for small and very small

19 Landscape Guidance for Wind Turbines up to 60m high in the South and West Pennines, Julie Martin Associates, 2013

20 Assessment of Areas of Suitability for Wind Development in Calderdale, Land Use Consultants, January 2017

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turbines (the two smallest categories in the LUC study), subject to compliance with the relevant criteria in Policy CC6. The reference to sites of nature conservation or biodiversity value in Part 1 of the Policy includes both areas which have been officially designated and ones where this is not the case.

**13.17** Castle Hill, in the Metropolitan Borough of Kirklees, is one of the most distinctive and prominent landscape features in the region. It is visible from a wide area and is a familiar and valued landmark. Victoria Tower, which lies on the south-western end of the hilltop, accentuates this dramatic location and has become a key feature of the area's skyline. The visual connections between the site and the rural and urban areas around it are a fundamental aspect of its setting. In order to better understand the contribution which the area around the monument makes to its setting, in 2016 Kirklees Council commissioned a study to examine the extent to which the significance of Castle Hill is derived from its setting. The 'Castle Hill Setting Study' makes it clear that the extensive wide-ranging views from the hilltops across the surrounding landscape are a critical component of Castle Hill's setting, and notes in particular the potential harm which tall structures, such as wind turbines, could have upon the setting of the monument. Wind turbine proposals, therefore, will also be expected to take into account their potential impacts upon Castle Hill.

**13.18** In addressing the wide range of wind energy proposals which could come forward, together with their potential impact on the landscape as set out above, the Local Plan takes a positive approach to wind energy but one which is tempered by the Written Ministerial Statement. Additionally, interest currently exists in progressing several Neighbourhood Plans across the Borough and these also have the potential to allocate areas for wind energy development.

### Solar Energy

The take up of solar energy technologies has increased, particularly as the technology has become more efficient and costs have reduced. Solar power can be harnessed in a number of ways:

- Solar photovoltaic (PV) panels – convert solar radiation into electricity. They have traditionally been found on the roofs of buildings, but more recently interest has increased in solar farms with a number developed nationally, although none in Calderdale as yet;
- Solar thermal panels – convert solar radiation into hot water through a heat transfer system;
- Passive Solar Design – buildings are designed to make optimal use of the energy from the sun.

**13.19** Over the period of the Local Plan the number of properties installing solar PV and solar thermal panels, both on existing and new build properties, will increase both as a response to reducing energy costs and meeting increasingly stringent requirements for lower carbon emissions. The Council supports such an increase in the use of solar power but this approach has to reflect amenity concerns, particularly in sensitive locations such as within the curtilage of a listed building or within a conservation area. As the technology progresses this may become less of a concern as already there are panels designed which are almost indistinguishable from normal roof tiles or slates.

**13.20** While proposals for ground-mounted solar PV installations may come forward during the Plan period, the levels of solar energy received in Calderdale mean that it is unlikely that proposals for large scale solar farms will be received. The approach to assessing the cumulative landscape and visual impact of large scale solar farms is broadly the same as assessing the impact of wind turbines. They should also be sited on previously developed and non-agricultural land but where they are sited on agricultural land poorer quality land is preferred to higher quality land. As solar farms are usually temporary structures they should be removed when no longer in use.

**13.21** Energy costs and consumption (and thereby carbon emissions) can be reduced dramatically through the use of passive solar design. Key factors are the location, orientation and design of buildings together with landscaping. As part of the drive towards reducing carbon emissions the Council will encourage the use of passive solar design in new developments over the Plan period.

### Combined Heat and Power

**13.22** The use of Combined Heat and Power (CHP) systems can reduce emissions into the atmosphere by reducing the total fuel consumed in on-site boilers and therefore has a role to play in carbon reduction. This technology is suitable for buildings simultaneously requiring hot water and electricity, such as swimming pools, hotels, leisure centres and mixed developments. However, the boilers tend to create more noise than traditional boilers and can, therefore, create local environmental concerns. In most cases, these problems can be overcome by good design

and correct operation. An example of this form of technology in Calderdale is Todmorden Sports Centre. The Council will support proposals for and investigate the feasibility of further CHP schemes across the Borough.

### District Heat Networks

**13.23** Heat networks differ from other technologies producing renewable and low carbon energy since they are primarily a form of distribution, although they may also include generation (including from renewable and low carbon sources). Increasing the number of district heat networks is an important part of the Plan for achieving the United Kingdom's commitment to reducing emissions to net zero by 2050. Significant policy and funding support exists nationally for heat networks as part of the Government's identification of the technology as the most cost-effective way to decarbonise heat in urban areas.

**13.24** National heat mapping by the Department of Energy Security and Net Zero (DESNZ) has identified the locations with the most potential for supporting heat networks whilst further work by Leeds City Region (LCR) has identified the areas within the city region with heat loads sufficient to support district heat networks, with an opportunity identified in Halifax. The Council's Energy Futures Strategy supports this form of development and the Council wishes to encourage developers to both investigate and bring forward heat networks and connect to any existing networks. A number of organisations have expressed interest in doing so. The Council is currently undertaking technical work in relation to a proposed district heating scheme covering central Halifax with support from the Government's Heat Network Delivery Unit. Given that the Plan looks forward to 2033, there is the distinct possibility that opportunities for connections to heat networks will arise during this period and the Council will support these.

**13.25** Where networks are feasible and viable future developments will need to either connect to an existing heat network or demonstrate how sites have been designed to allow for connection to a future district heating network. As a guide to identifying developments with sufficient existing or potential heat density, the linear heat density demand served per metre of network of 3.1 MWh/m or above (non bulked) provides a useful reference point. Viability should be considered on a lifetime basis and consider a wide range of technology options and include quantification compared to an appropriate counterfactual of:

- Capital cost;
- Operation and maintenance cost;
- Energy cost to consumer; and
- Carbon emissions

**13.26** Part 3 of Policy CC6 below demonstrates the Council's support for heat networks over the Plan period. Possible means of achieving the necessary infrastructure could be through Local Development Orders and/or the Community Infrastructure Levy, or in association with other infrastructure projects such as road improvements.

**13.27** Given both the detailed technical nature of district heat networks and their requirements, together with the expectation that this technology will become more widely available later in the Plan period, the Council will give consideration to a specific Supplementary Planning Document (SPD) on District Heat Networks. This document will be a more appropriate place to accommodate technical detail (including benchmark heat densities) and technological advances than the Local Plan. It will also provide a useful source of information for both developers and planning officers in Development Management when assessing development proposals. The SPD will also consider a heat zoning network to show where a local heat network is operational, soon to be operational, or still in the development stages. Should there be certainty that a heat network will be operational by a specific year the planning requirements relating to development in the defined zone(s) will reflect this fact.

### Assessment of Renewable and Low Carbon Energy Development Proposals

#### Policy CC6 Part 1 - Assessment of Proposals for Renewable and Low Carbon Energy

- I. Proposals for the generation of energy from renewable and low carbon sources (including distribution infrastructure, Combined Heat and Power, and District Heat Networks) will be assessed for their contribution to reducing carbon emissions and to the overall supply of renewable energy along with any identified harm the proposal would cause including:
  - a. Any significant harm to the visual quality or character of the landscape including cumulative issues, to the local environment, recipient building or the recreational/tourist use of the area and measures to mitigate these and enhance the landscape;

## 13 Renewable and Low Carbon Energy

- b. Any adverse effects on neighbouring uses including the amenity of local residents;
- c. Any significant harm to sites of nature conservation or biodiversity value and protected species;
- d. Any significant harm to surface water, drainage, groundwater or water supply;
- e. Any adverse effects on heritage assets including views important to their settings;
- f. Inefficient use of land by using land not previously developed and higher quality agricultural land in preference to previously developed land and poorer quality agricultural land;
- g. Access for construction traffic leading to highway danger or permanent damage to the environment;
- h. Any adverse effects on aviation navigation and radar systems and/or meteorological radar systems (based on the most recent evidence); and
- i. Commitment from the developer to remove structures and fully restore the site, to the satisfaction of the Council, should the whole, or part of the site become inoperative for power generation purposes.

### Policy CC6 Part 2 - Assessment of Wind Energy Developments

- II. Additionally for wind energy the proposed development scheme should:
  - a. Be within an area identified as suitable for the proposed size category of wind turbine as defined either on the Local Plan [Policies Map](#) or in an adopted Neighborhood Plan; and
  - b. Following consultation it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.

### Policy CC6 Part 3 - Connecting to District Heat Networks

- III. All larger scale development should consider the opportunities to provide different and innovative low carbon heating to occupiers. Where viable, (see reasoned justification) and appropriate for the development, developments with sufficient existing or potential heat density should seek low carbon district heating systems according to the following hierarchy:
  - a. Connection to existing district heating networks;
  - b. Construction of a site wide district heating network served by a new low carbon heat source;
  - c. Collaboration with neighbouring development sites or existing heat loads/sources to develop a viable shared district heating network;
  - d. In areas where district heating is currently not viable, but there is potential for future district heating networks, all development proposals will need to demonstrate how sites have been designed to allow for connection to a future district heating network such as the inclusion of low temperature heating systems.

## 13 Renewable and Low Carbon Energy

**Table 13.1 Monitoring: Policy CC6 - Renewable and Low Carbon Energy**

<b>Outcomes</b>	Increase in RLC generation; Associated reduction in CO <sub>2</sub> emissions.
<b>Indicators</b>	Renewable Energy Generation by installed capacity and type; Number of community led RLC energy generation schemes; Levels of CHP generated. Development of heat networks.
<b>Targets</b>	No specific plan target but maximisation of renewable and low carbon energy; Targets in Council's Energy Futures Strategy and any future Council documents on carbon reduction.



## 14 Managing Growth

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**14.1** Managing growth is a key part of the purpose of the Local Plan. By establishing policies that support and facilitate sustainable development the overall sustainability of the Borough will be enhanced. This part of the Local Plan provides policy guidance across a wide range of matters identified within each section.

**15.1** The Health and Social Care Act 2012 sets out a duty for the local authority and the Clinical Commissioning Group to prepare a Joint Strategic Needs Assessment (JSNA) and to use the findings on needs to develop a Joint Health and Wellbeing Strategy. Calderdale's Joint Wellbeing Strategy 2012-22 (March 2013) sets out six priority outcomes:

- People have good health;
- A balanced and dynamic local economy;
- Children and young people are ready for learning and ready for life;
- Fewer children under the age of 5 live in, and are born into, poverty;
- Older people live fulfilling and independent lives;
- Everyone has a sense of pride and belonging based on mutual respect.

**15.2** Currently some of the key challenges facing Calderdale are:

- That the population is set to increase - greatest in the over 65s and the 0 to 15 year-old age group;
- Local economic growth has historically been constrained by a lack of viable land for development and a highway network close to capacity;
- High dependence on the manufacturing, public and financial services sectors;
- 20% of children living in poverty;
- A growing health gap between the average and most deprived areas, with those living in Calderdale's most disadvantaged communities experiencing greater ill-health than elsewhere in the Borough; and,
- A similar gap in educational attainment between the most and least deprived areas.

**15.3** The Health and Social Care Act also gave local authorities new duties and responsibilities for health improvement and health protection. The Act requires every local authority to use all the powers at its disposal to improve health and wellbeing.

**15.4** The built and natural environments are major determinants of physical and mental health and wellbeing. The planning system can therefore play an important role in facilitating healthy housing; active travel; a healthy environment; and vibrant neighbourhoods. Health, well-being and safety are major issues on the local and national agenda, and are closely interrelated. Health is about more than access to medical treatment and services. It is about lifestyle, including routine exercise and fitness for all ages and interests. It is also about living in a safe environment, feeling part of the community and being economically secure. The Joint Strategic Needs Assessment approach to addressing health issues includes these wider determinants of health and should be used to inform planning.

**15.5** The planning system can play an important role in facilitating social interaction and creating safe, healthy and inclusive communities.

**15.6** A Health Impact Assessment helps ensure that health and wellbeing are being properly considered in planning policies and proposals. The policies and proposals of the Local Plan have been subject to Health Impact Assessment through the Sustainability Appraisal that was undertaken prior to its publication. Where relevant individual applications for new development will be expected to provide a proportionate Health Impact Assessment.

### Health Impacts of Development

**15.7** The environment is known to have a major impact on health and wellbeing. The National Planning Policy Framework (NPPF) highlights the role of the planning system in supporting health, social and cultural wellbeing and creating healthy, inclusive communities. One of the objectives of the Local Plan is to "Work to ensure that the differences in health, quality of life and economic prosperity between different communities in Calderdale are reduced" Thus facilitating the delivery of a safe and healthy Borough where development can contribute to addressing and reducing the causes of ill health, improving the health and wellbeing of the local population and reducing health inequalities.

**15.8** Ensuring that the impact on health is taken into account from the outset in considering proposals, requires systematic health impact assessments to be undertaken for larger proposals. The policy ensures that health and wellbeing, including health inequalities, is considered in the determination of planning applications with the goal of creating healthy places to grow up and grow old in, that support people in making healthy choices, that make these choices easier, that enable ageing people to remain active and to address health inequalities as a priority. The Council encourages applicants to seek to minimise adverse health and health inequality impacts, and to promote

# 15 Health and Wellbeing

population health and wellbeing. Scoping for potential impacts early in the design processes is encouraged and will give a development the best chance of meeting the objectives of this policy.

## Policy HW1

### Health Impacts of Development

Development should contribute to reducing the causes of ill health, improving health and reducing health inequalities by:

- a. Addressing any adverse health impacts; and
- b. Providing a healthy living environment; and
- c. Promoting and enabling healthy lifestyles as the normal, easy choice; and
- d. Providing good access to health facilities and services.

## Policy HW2

### Health Impact Assessment

- I. A Health Impact Assessment should be provided for residential developments of 30 or more units, non-residential developments of 3,000 sq m or more, hot food takeaways and other developments where the proposal is likely to have a significant impact on health and wellbeing.
- II. Where significant health impacts are identified, measures to mitigate the adverse impact of the development should be identified and will be secured by appropriate planning conditions or obligations. Expected measures include:
  - a. Health impacts have been properly considered when preparing the proposals;
  - b. The development contributes to the creation of a strong, healthy and just society;
  - c. The applicants have worked closely with those directly affected by their proposals to evolve designs that take account of the views of the community;
  - d. Any beneficial impacts on health and wellbeing of a particular development are clearly identified;
  - e. Any negative impacts on health and wellbeing of a particular development scheme are minimised.
- III. The HIA will be expected to address the following themes in a manner that is appropriate to the scale and type of development proposal:
  - a. Healthy, accessible and affordable housing;
  - b. Physical activity;
  - c. Availability of green space and play areas;
  - d. Diet and nutrition;
  - e. Air quality and noise;

- f. Active travel, public transport and accessibility;
  - g. Crime and community safety;
  - h. Alcohol and drug use;
  - i. Equality, social cohesion and community;
  - j. Access to public services and facilities, including primary care.
- IV. Applications will not be approved where the balance of considerations demonstrates that the benefits of the development are outweighed by any adverse impacts on health and wellbeing.

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

**15.10** Community facilities include, but are not restricted to, public services, community centres, public halls, emergency services, youth centres, libraries, open spaces, cultural facilities, the voluntary sector, public houses, post offices, health and educational facilities. Some of these issues such as open spaces are dealt with elsewhere within the Plan (Policy GN6 'Protection and Provision of Open Space, Sport and Recreation Facilities' Green Infrastructure and Natural Environment), and health and social care and educational facilities are dealt with later in this chapter.

**15.11** The NPPF identifies the delivery of sufficient community and cultural facilities and services to meet local needs as a core planning principle. Major new development should seek to enhance cultural provision in the Borough per Policy RT6 'Cultural and Leisure Provision'. It also advocates the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship, particularly in rural areas where access to services can be limited. Community facilities are in a concentration within and around the main urban areas, with limited facilities elsewhere.

**15.12** Community facilities, such as public houses, village/community halls, nurseries and places of worship all contribute to the vitality and vibrancy of settlements, particularly in rural areas. The continued reduction in the number of local pubs, shops and services is of particular concern and the Council will seek to ensure the retention of such facilities wherever possible to ensure the continued vibrancy of settlements and wellbeing of residents.

### Policy HW3

#### Wellbeing

The Council and its partners will seek to work together to create and safeguard opportunities for safe, healthy, fulfilling and active lifestyles by:

- I. Ensuring new developments provide opportunities for healthy living and improve physical and mental health and well-being through the encouragement of walking and cycling, good design (including the minimisation of social isolation and creation of inclusive communities), sound safety standards, access to services, sufficient open space and other green infrastructure, sports facilities and opportunity for recreation;
- II. Improving education and skills training and encouraging life-long learning;
- III. Protecting existing community infrastructure and ensuring the provision of a network of community facilities, providing essential public services together with private and voluntary sector facilities, to meet the needs of the local community;
- IV. Ensuring that all development is designed to create safe environments by:

## 15 Health and Wellbeing

- a. Ensuring the natural surveillance of streets and public spaces;
  - b. Providing convenient, well designed, all weather, safe access and movement routes for all;
  - c. Promoting activity that is appropriate to the area, by encouraging a diversity of uses (where appropriate) to extend activity to ensure the safe use of spaces during the day and night;
  - d. Encouraging green spaces and play areas to be located away from main roads;
  - e. Creating a sense of ownership by providing a clear definition between public and private realm;
  - f. Ensuring security measures are sympathetically incorporated into the design;
  - g. Ensuring the layout and use of new developments are appropriate and compatible with an area and in particular facilitating the introduction of 20mph zones;
- V. Strongly encouraging the reuse of vacant and derelict buildings and spaces (brownfield land);
- VI. Promoting the role of communal growing spaces including allotments, garden plots within developments, small scale agriculture and farmers' markets in providing access to healthy, affordable, locally produced food options.

### Policy HW4

#### Safeguarding Community Facilities and Services

- I. Development proposals which would lead to the loss of community facilities, including but not limited to public houses, village shops or post offices, will not be supported unless:
  - a. An appropriate alternative is provided; or
  - b. It can be demonstrated that the facility is no longer required within the local area or is no longer viable; and all reasonable efforts have been made to retain the facility and other alternative community uses and community ownership and designation as an Asset of Community Value have been considered; or
  - c. The closure of a health or educational facility is required due to an identified operational requirement.
- II. The Council will support the co-location of services where opportunities arise providing such co-location can be demonstrated to improve access to services and more efficient use of land and resources.
- III. New developments will, where appropriate, be expected to work with communities to identify community needs and contribute towards the provision of such community facilities in accordance with infrastructure provision.

### Sustainable Local Food Production

**15.13** Community growing schemes can help people to access sustainable, affordable diets. These also offer a range of other benefits – they provide people with the opportunity to enjoy regular physical exercise, meet new people in their neighbourhood and benefit from a healthier diet, regardless of income. Growing food locally also increases biodiversity, helps to manage rainwater and creates a greener urban landscape.

**15.14** There are a wide range of ways to incorporate food production into development. This could range from small scale landscaping with herbs, and planting fruit trees, to providing gardens and allotment space in residential developments.

## Policy HW5

### Sustainable Local Food Production

- I. All new residential developments shall include gardens or communal areas of adequate size, commensurate in scale with the development, to support household food production.
- II. Where practical, developments of apartments or specialist accommodation should have some or all of pot/trough space, window box facilities, communal gardens at ground or roof level, pre-built raised beds and sensory gardens.
- III. Furthermore, all developers are encouraged to explore ways to incorporate food growing into landscaping schemes and the spaces around their developments.

**Table 15.1 Monitoring: Policy HW5 - Local Food Production**

<b>Outcomes</b>	Provision of growing space for Local Food production
<b>Indicators</b>	Area of dedicated space for Local Food Production
<b>Targets</b>	All larger residential development have Local Food growing space

### Hot Food Takeaways

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

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

**15.17** Obesity levels for both adults and children have shown significant increases and obesity is predicted to affect more than half of adults and a quarter of children by 2050. Obesity has significant implications for health, social care, the economy and is also associated with educational attainment. Being obese or overweight increases the risk of developing a range of serious diseases, including heart disease and cancers. The impact of obesity on the health of adults has long been established but rising levels of childhood obesity has consequences for the health of children and young people in both the short and the longer term. In 2012 the adult prevalence of obesity in Calderdale was 27% as compared with England at 24.2%. Among children, 8.7% of 4-5 year olds (9.5% in England) and 19.2% of 10-11 year olds (19.2% in England) were classified as obese.

## 15 Health and Wellbeing

**15.18** Research into the link between food availability and obesity is still relatively undeveloped, although a US study has found evidence of elevated levels of obesity in communities with high concentrations of fast food outlets.<sup>(21)</sup> There is also strong evidence linking the availability of fast food outlets and increasing levels of area deprivation.<sup>(22)</sup>

**15.19** There is evidence that the type of food on sale nearest to schools influences the diet of schoolchildren,<sup>(23)</sup> and that the availability of “unhealthy” foodstuffs makes healthier choices less easy.<sup>(24)</sup> Continuing to permit schoolchildren access to food sold in hot food takeaways, often high in fat, salt and sugar, will perpetuate poor food choices. Managing the development of hot food takeaways within a 400m walking distance of secondary schools will help limit children’s exposure to food choices that could be associated with obesity.

**15.20** According to Public Health England the density of fast food outlets in local authorities ranges from 24 to 199 per 100,000 population, with an average of 88 per 100,000 population across England as whole. At October 2016 Calderdale had a total of 218 fast food outlets which is an average of 105.1 per 100,000 population (Public Health England, 2016). Calderdale therefore has a higher than average density of fast food outlets.

**15.21** One of the ten recommendations of the Academy of Medical Royal College’s 2013 report on obesity was that “Public Health England should, in its first 18 months of operation, undertake an audit of local authority licensing and catering arrangements with the intention of developing formal recommendations on reducing the proximity of fast food outlets to schools, colleges, leisure centres and other places where children gather”

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

The following policy will therefore apply:

### Policy HW6

#### Hot Food Takeaways

- I. Proposals for hot food takeaways and other sui generis uses such as drive-thru premises will be permitted where they meet the following criteria:
  - a. The proposed development is not within 400m walking distance of the principal entry point to a secondary school except where the application site is within the designated town centres of Halifax, Sowerby Bridge, Brighouse, Elland, Hebden Bridge or Todmorden;
  - b. No unacceptable environmental, safety or other problems are created (including measures to limit litter generation, through the provision of on site bins or the provision of a litter management plan);
  - c. The proposed development would not increase the level of disturbance or nuisance to a level that would be unduly detrimental to the amenities of anyone living in the area;
  - d. The proposals would not generate traffic movements or demand for parking that would be unduly detrimental to highway safety or residential amenities;
  - e. The proposals make adequate and satisfactory arrangements for the discharge of cooking fumes and smells;

21 (Zenk SN, Schulz AJ, Odoms-Young AM. How neighbourhood environments contribute to obesity. The American journal of nursing. 2009 Jul;109(7):61-4)

22 (L K Fraser, K L Edwards, J Cade and G P Clarke. The Geography of Fast Food Outlets: A Review. Int. J. Environ. Res. Public Health 2010, 7, 2290-2308)

23 Engler-Stringer, R., Le, H., Gerrard, A. et al. The community and consumer food environment and children’s diet: a systematic review. BMC Public Health 14, 522 (2014).

24 (Sinclair, 2008; BMJ Open, 2012; Howard P et al, 2011)

- f. The proposals comply with shopping frontage Policy RT2 'Primary Shopping Areas and Shopping Frontages';
  - g. The development preserves or enhances conservation areas and does not adversely affect listed buildings or their settings where these are material considerations;
- II. Where proposals are acceptable, restrictions may be imposed on hours of opening in order to protect the amenity and character of the areas within which the development is located.

**Table 15.2 Monitoring HW6: Hot Food Takeaways**

<b>Outcomes</b>	Management of distribution of hot food takeaways
<b>Indicators</b>	Numbers of planning applications received for hot food takeaway use Number of applications implemented Number of outlets in the designated centres
<b>Targets</b>	No hot food takeaway to be provided within 400m of a secondary school



# 16 Infrastructure and Masterplanning

## Infrastructure

**16.1** The orchestration of infrastructure is a key part of the planning process. The Local Plan is supported by an Infrastructure Delivery Plan (IDP) which sets out what infrastructure is being provided across the timeline of the Local Plan to support the growth that is identified. Infrastructure in all its forms from sewerage and utilities, community facilities and sports pitches, to transport, health and education facilities and other interventions will be reflected in the revised IDP as it is developed. Safeguarding of infrastructure proposals is also a key role of the planning system, and is supported by the Local Plan.

## Transport

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

**16.3** In being largely constrained by the hilly nature of the Borough, the transport network is quite simple as compared to other population centres in the West Yorkshire region. There are two main east/west highway corridors: the M62 and A58/A646; and two north/south corridors (A629 and A641). The M62 runs along the southern boundary of the Borough where it meets Kirklees. Confined by the steep sides of the Calder Valley, the A58/A646 forms the key east/west artery of the local highway network. Through the western part of the Borough this route is paralleled by the Calder Valley railway line which branches at Todmorden with arms heading towards Burnley/Preston and Manchester. East of Sowerby Bridge the Calder Valley line splits with links running through Halifax/Bradford and to Brighouse/Leeds with a further arm towards Huddersfield. Running north to south, both the A629 and A641 corridors are also critical routes of the local highway network, most particularly because of their links to the M62 corridor. In providing walking and cycling routes the emerging network of greenways is also critical to the transport network of the Borough (see Map 16.1). The Hebble Trail and Rochdale Canal towpath are examples that have long been established as important walking routes but both, as well as a range of other routes, are of increasing focus for investment to provide improved active travel connectivity in the borough.

**16.4** With the bulk of Calderdale's population being in the eastern third of the Borough, there are issues of congestion and air pollution concentrated around a number of places in the east. The movement of people, goods and raw materials all contribute to congested traffic conditions. There are however significant problems associated with air pollution in the west too. Air Quality Management Areas (AQMAS) are a requirement from national government for the Council to develop plans to reduce air pollution in specific locations where people live and pollutants harmful to human health are above a nationally agreed maximum level. The main contributors to these emissions are motor vehicles and as such the AQMAS of the Borough are focused around key sections of the highway network where standing traffic and in turn the pollutants are at their highest. These locations are:

- A646 in Hebden Bridge town centre
- A646 at Luddenden Foot
- A58 and a section of the A6026 at Sowerby Bridge
- A58 / A6036 at Stump Cross junction
- A58 / A644 at Hipperholme junction
- A629 at Salterhebble Hill
- a significant area of Brighouse town centre including sections of the A641, A643, A644 and A6025

**16.5** To help tackle issues of air quality, reduce congestion, reduce casualties, lessen the Borough's carbon impact and improve social inclusion the Council prioritises transport strategic work as according to a hierarchy of transport users as below:

- I. Pedestrians, people with disabilities and emergency services
- II. Cyclists and horse riders
- III. Public transport passengers including taxis and private hire
- IV. Motorcyclists

- V. Freight movements including deliveries to local areas
- VI. Private cars

**16.6** Developments and investments with any impact on transport should always consider this hierarchy to support the most vulnerable users of the transport network, positively impact the above priorities and deliver a sustainable, safe and efficient transport system.

### Delivering a Sustainable, Safe and Efficient Transport System

**16.7** The policies within this section, combined with the core policies, support the achievement of the Local Plan transport Objective ***'To ensure the provision of a sustainable, safe and efficient transport system which reduces car dependency and improves quality of life through a balance of promoting economic growth, enhancing environments and improving transport access for communities'***.

**16.8** The Council's Transport Strategy 2016-2031 was adopted in November 2016. The aim is to secure a sustainable, safe and efficient transport system that;

- I. Promotes economic growth by ensuring access to employment, education and good homes;
- II. Improves connectivity by addressing gaps and weaknesses in transport networks, capitalising on investment opportunities, improving public transport and catering for cross border movements in and out of the Borough;
- III. Benefits quality of life through helping to increase physical activity, improve air quality, evolving to the changing needs of the Borough's varied demographics and making Calderdale a more desirable place to live, work and visit by enhancing urban and rural environments.

**16.9** To achieve these objectives the Council is developing a range of strategies and interventions, and the Local Plan has a role to play in supporting these, but also ensuring development proposals meet these objectives and contribute more widely to an integrated 'active mode' network. Our work is also driven by a need to look to the future and encourage 'Mobility as a Service' where the need to own a car becomes less of a necessity because the physical environment and public transport system meets people's needs.

**16.10** As the Local Highway Authority (LHA), Calderdale Council is responsible for the vast majority of roads in the Borough. Of the adopted highway network, only the M62 motorway is the responsibility of another party - National Highways. Calderdale Council works with National Highways to understand inter-dependencies of these respective network responsibilities and how improvements might ease congestion and lesser negative impacts. Calderdale Council also works with Network Rail and train operating companies to work towards improvements to the Calder Valley railway line as well as with active travel related organisations such as the Canal and River Trust which is responsible for the canal towpaths of the borough; and Sport England which works to help people live active lifestyles.

**16.11** The Council works in partnership with the other LHAs of West Yorkshire as a member of the West Yorkshire Combined Authority (WYCA). The members of WYCA have developed the West Yorkshire Transport Strategy (2017 - 2040) which has a collective vision: ***'To enhance business success and people's lives by providing modern, world-class, well-connected transport that makes travel around West Yorkshire easy and reliable'***. This vision is supported by the Local Plan. The West Yorkshire Transport Strategy identifies that a well connected transport system will enable economic prosperity via improvements to the road network, provision of public and active transport options and the use of improved technology. At the same time, both the built and natural environments should be positively impacted by changes to transport infrastructure, as in turn should the quality of lives and the sense of place for residents and workers in the West Yorkshire region. These priorities are reflected by the Calderdale Local Plan and Transport Strategy and the Borough is specifically identified in the West Yorkshire Transport Strategy as a key locale in the regional network of transport priorities. The majority of the transport interventions identified in the IDP have been developed in partnership with other West Yorkshire local authorities and WYCA. Funding for the programme of transport interventions is managed by WYCA in partnership with the Council and major works will be delivered across the life of the plan with key sources being the West Yorkshire+ Transport Fund, the Corridor Improvement Programme, Cycle Cities Ambition Grant and other smaller sources from the Local Transport Plan as well as other bid based funding opportunities.

**16.12** National Highways is responsible for the safe and efficient operation of the the Strategic Road Network (SRN). In Calderdale the one SRN corridor under the care of National Highways is the M62 motorway. The agency is clear that the M62 is not operated to cater for unconstrained growth and therefore wishes to see mitigation and demand management measures incorporated into plans. National Highways notes that the M62 is currently showing stress at several locations which will be exacerbated by additional growth in West Yorkshire. To assist in combating this, a managed motorway scheme between Junctions 25 and 30 is being progressed to minimise congestion and

## 16 Infrastructure and Masterplanning

delay. However in the longer term the benefits of this scheme are likely to be slowly eroded, and delays may become inevitable later in the Plan period. National Highways notes a number of junctions both within and serving Calderdale will require improvement as a result of underlying growth and development proposals within Calderdale and other boroughs.

**16.13** The Council is working in partnership with National Highways, WYCA and other neighbouring LHAs as well as public transport operators and other agencies to develop a suit of strategic transport interventions which will improve the operation of the transport network. Whilst demand on the network is expected to remain high, and in turn some issues will continue to be difficult to resolve, it is only with this coordinated approach that interventions can be delivered and the requirements of the Local Plan can be delivered upon.

### Strategic Transport Interventions

**16.14** Over the Plan period it is very likely that traffic conditions will become more challenging; this has been shown by the transport evidence prepared by WSP. To assist in dealing with these challenges, the Council has developed a full list of Strategic Transport Interventions which can be found in the body of the IDP. Interventions are at various stages in their development and level of prioritisation as listed in the IDP. Strategic transport interventions come in a number of forms. Whilst some schemes carry benefits across a range of transport modes, these interventions have been generally categorised in the IDP into schemes to improve:

- Walking and cycling
- Public transport (bus)
- Public transport (rail)
- The local road network
- The strategic road network (SRN)

**16.15** Interventions are judged on their individual merits. Schemes which are taken forward to delivery carry a number of priorities, which combine protecting environments and quality of life with economic and congestion related concerns. All schemes will be assessed through their preparation using criteria designed to promote those that will carry the best possible combination of economic and strategic benefit for the residents and workers of Calderdale.

**16.16** Of some of the most strategically significant schemes, WYCA is supporting new highway interventions with funding sourced from the West Yorkshire+ Transport Fund. Of these projects, work on the A629 route between Halifax and Huddersfield is the most advanced, and elements focusing on the Salterhebble and Halifax town centre areas will be delivered during the early stages of the Plan period. Other elements of the A629 package will follow later, although are still programmed for construction completion within the first five years of the life of the Local Plan. These include works at Ainley Top, in West Vale, and in the Kirklees section of the A629. Only the northern section of the A629 from Halifax to the boundary with Bradford district is yet to have an agreed completion date.

**16.17** The A641 scheme connects the Spatial Priority Areas of Bradford, Brighouse and Huddersfield and is of strategic significance to the major growth planned in the South East Calderdale area. The scheme, which is currently at the detailed design stage, is being developed by Calderdale Council working collaboratively with Kirklees and Bradford Councils and the West Yorkshire Combined Authority. The three councils have worked to develop an integrated package of forty-one interventions that will also complement other investments across the area. The scheme will support the delivery of transformational change for communities, the environment and the economy by providing connectivity and equality for all; clean growth and carbon mitigation; and inclusive growth and regeneration. To achieve this, a network of improvements will be delivered for people walking, wheeling, and cycling to provide safe and high-quality facilities; improvements for all users at key junctions to improve crossings, safety and operation; enhanced circulation and access around and into Brighouse for all users; bus lanes, bus priority gates and improved bus stop facilities and access to the bus station to facilitate journey times, reliability and user experience; improved gateway and accessibility for all modes to Brighouse rail station; Streets for People / Low Traffic Neighbourhood improvements to local centres through better access and streetscape enhancements to reduce traffic flow and traffic speed; improved public realm including hard and soft landscaping and a net increase in SuDs and trees; and new access arrangements with provision for all modes supporting the proposed garden communities.

**16.18** Also of key strategic importance are schemes to improve the A646/A6033 and A58/A672 corridors as funded from the Corridor Improvement Programme (CIP). Being the western part of the Borough and as such limited by the hilly nature of the area this programme will not be of the same scale as work on the A629 and A641 but will however, as a smaller undertaking, be delivered to an accelerated timeframe. As such completion is expected early in the Plan period.

**16.19** The Council is also working with WYCA to deliver walking and cycling related interventions. The success of the CityConnect programme has provided quality walking and cycling upgrades along the towpaths of the Rochdale Canal and Calder and Hebble Navigation, forming part of a trunk route following the Calder Valley between Todmorden and Brighouse. Future ambitions to extend these routes to the Lancashire and Kirklees boundaries are currently ongoing. Further, the Council is working with WYCA to develop a Cycling and Walking Infrastructure Plan (LCWIP) to identify the key walking and cycling routes of the district that will be the focus of active travel investment in the future.

**16.20** To ensure that development proposals only enhance and do not negatively impact upon Strategic Transport Interventions the following policies will apply. The schemes identified in the IDP are at a variety of stages in this assessment process. Those highlighted in Policy IM1 are a combination of some of the most strategically significant. As such, over the life of the plan, some schemes will reach completion whilst others advance through preparation stages. It should be noted that as proposal documentation for the schemes listed in Policy IM1 and IM2 comes forward, it may be considered a material consideration in policy decisions.

### Policy IM1

#### Strategic Transport Interventions

- I. The following **strategic transport infrastructure interventions** are expected to be delivered through the Plan period:
  - a. A629 Corridor (M62 to Halifax, including Halifax town centre)
  - b. A641 Corridor / Brighouse Area Schemes
  - c. Cooper Bridge / A644 Highway Scheme (Kirklees led)
  - d. A646 / A6033
  - e. A58 / A672 Corridor (West of Halifax)
  - f. M62 Junctions 20 (Rochdale) to 25 (Brighouse) Smart Motorway
  - g. Calder Valley railway electrification
  - h. Calder Valley railway improvements (track and service infrastructure)
  - i. Elland Station
  - j. Elland Access Package
  - k. Halifax Station Gateway
  - l. West Vale and Ainley Top Improvements
  - m. Rochdale Canal Towpath Improvements
  - n. Ryburn Valley Cycleway
  - o. Hebble Trail Extension
  - p. M62 Junction 26 Capacity Improvement
  - q. Urban Traffic Control system upgrade
  - r. Halifax Bus Station
  - s. West Halifax Bus Improvements
  - t. North Halifax Walking and Cycling (Transforming Cities Fund)
  - u. Park Ward Streets for People
  - v. Hebden Bridge station car park extension
  - w. Mytholmroyd station car park extension
  - x. Integrated Ticketing Programme
  - y. Bradley to Brighouse Cycle Route
- II. **Potential interventions:**
  - a. A58 / A6036 Corridor (East of Halifax)
  - b. A629 (Halifax to Bradford boundary)
  - c. Hipperholme Station
  - d. North Halifax Greenway
  - e. High Speed 2
  - f. Northern Powerhouse Rail
  - g. Mass Transit Vision (West Yorkshire Combined Authority)

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- h. M62 Junction 23 – signalisation of roundabout
  - i. M62 Junction 24 – additional lane on entry to Ainley Top roundabout from J24
- III. It is likely that many among the schemes listed above will come forward to delivery across the life of the plan. All are considered priorities by the Council.
- IV. Favourable consideration will be given to applications that support the delivery of these schemes.

**Table 16.1 Monitoring: Policy IM1 - Strategic Transport Interventions**

<b>Outcomes</b>	To improve accessibility and journey times to services and facilities
<b>Indicators</b>	Number of transport interventions delivered
<b>Targets</b>	All potential interventions delivered or programmed during the Plan period

## Policy IM2

### Transport Investment Decisions

- I. **Investment decisions** across the local highway network, Calder Valley Line and canal towpath networks should consider the following objectives:
- a. Unlocking economic development potential;
  - b. Minimising congestion and improving journey times;
  - c. Improving opportunities for walking/cycling and use of public transport;
  - d. Managing travel demand;
  - e. Reducing casualties;
  - f. Improving air quality;
  - g. Contribution to reducing carbon emissions;
  - h. Improving social inclusion.
- II. Applications for transport investment will be considered favourably where a balanced approach to meeting this list of important yet potentially competing objectives is struck.

**Table 16.2 Monitoring: Policy IM2 - Transport Investment Decisions**

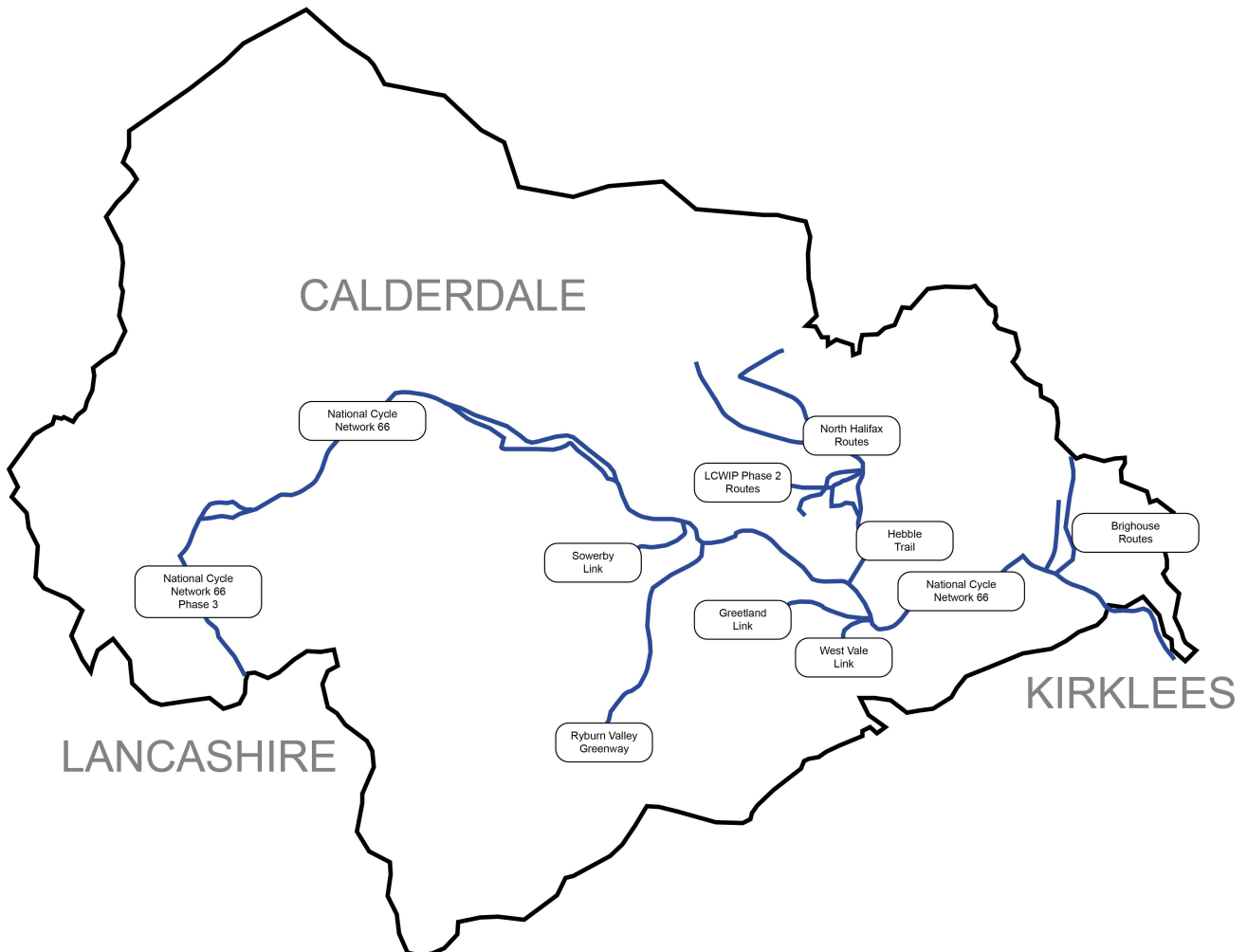
<b>Outcomes</b>	Transport investment has a positive impact on economic growth, safety and air quality
<b>Indicators</b>	Congestion levels; Cycle/footpath creation and improvement; % journeys made by different modes; Road accidents.
<b>Targets</b>	Year on year reduction in % of journeys using private car/ congestion Reduced road accidents

### Safeguarding Transport Investment and Infrastructure

**16.21** Transport infrastructure is an important part of public investments which have taken place over many years and is still programmed to be delivered over the Plan period. To ensure the public investment is effectively safeguarded from inappropriate development or decisions, and has the potential to contribute to new transport

interventions, it is appropriate to safeguard the investment from inappropriate decisions. The IDP 2018 identifies many of the proposed transport interventions that will be brought forward during the life of the Local Plan. In addition, the Council is developing an LCWIP to identify the walking and cycling infrastructure development priorities for the Borough. This Plan will be a further development from the emerging Greenway network as defined in Map 16.1 below.

**Map 16.1 Developing Cycle Network**



**16.22** Further, the Council is in the process of updating the Urban Traffic Management and Control (UTMC) system for the Borough which allows for technology solutions to manage the network more efficiently. In order to ensure that programmed or potential schemes are not prejudiced, applicants and decision-takers should be aware of the potential schemes and seek to ensure that proposals take into account the latest published information about the proposed schemes.

### Policy IM3

#### Safeguarding Transport Investment

- I. Where necessary, land will be safeguarded to ensure the transport schemes can be successfully implemented, in particular:

#### Safeguarding Along the A629 Corridor

- II. Planning permission will not be granted for development that would prejudice the construction of the A629 transport scheme(s).

### **Safeguarding Along the A641 Corridor**

- III. The A641 Corridor between Huddersfield and Bradford is being considered for interventions to improve the highway and transport services through the West Yorkshire+Transport Fund. Applicants and decision-takers should be aware of the potential schemes and seek to ensure that proposals take into account the latest published information about the proposed scheme. Where there are uncertainties or concerns about the relationship between a proposed development and the transport corridor scheme, permission is likely to be refused, or conditions placed upon any approval to ensure that the scheme is not prejudiced.

### **Safeguarding in the Corridor Improvement Programme (CIP) Area**

- IV. CIP is designed to bring a series of schemes to the environment of the A646/A6033 and A58/A672 highway corridors as well as in the environs of some of the key settlements along these routes. Planning permission will not be granted for development that would prejudice the construction of the CIP transport scheme(s).

### **Safeguarding the Cooper Bridge / A644 / Bradley Link**

- V. Whilst this scheme is predominantly in Kirklees, a critical section on the A644 is in Calderdale. Planning permission will not be granted for development that would prejudice the construction of the Cooper Bridge / A644 / Bradley Link transport scheme(s).

### **Safeguarding Rail Development Schemes**

- VI. There are a number of rail related schemes at various stages of development and proximity to Local Plan decision making. These scheme types and their relationship to the necessities of safeguarding within this Policy IM3 are set out in their approximate order of importance and relation to the Local Plan below:
- a. New station development - where an entirely new station is planned for development and the land it and related facilities will occupy is required to be safeguarded;
  - b. Station redevelopment - where land relating to the improvement of station facilities (e.g. station buildings, parking, access arrangements, and platforms) is required to be safeguarded;
  - c. Rail infrastructure improvements - relating to route improvements.

### **Safeguarding the Elland Access Package Scheme**

- VII. In association with other transport improvements planned for the Elland area a number of walking and cycling specific improvements are in development. Planning permission will not be granted for development that would prejudice the construction of the Elland Access Package scheme.

### **Safeguarding for Urban Traffic Management Control (UTMC) System Upgrades**

- VIII. Whilst improvements to UTMC are often on highway land controlled by the Council there are some instances where the necessities of upgrading this system require use of private land. Therefore, as the UTMC upgrade plan emerges applicants and decision-takers should be aware of the potential schemes and seek to ensure that proposals take into account the latest published information about the proposed scheme. Where there are uncertainties or concerns about the relationship between a proposed development and the transport corridor scheme, permission is likely to be refused, or conditions placed upon any approval to ensure that the scheme is not prejudiced.

### **Safeguarding the Local Cycling and Walking Infrastructure Plan (LCWIP)**

- IX. Calderdale Council is in the process of developing the LCWIP to identify the walking and cycling infrastructure development priorities for the Borough. Applicants and decision-takers should be aware of the potential schemes and seek to ensure that proposals take into account the latest published information about the proposed scheme. Where there are uncertainties or concerns about the relationship between a proposed development and the transport corridor scheme, permission is likely to be refused,

or conditions placed upon any approval to ensure that the delivery of any identified scheme is not prejudiced. *(Note that the priorities to emerge from this process are a separate safeguarding requirement of the Local Plan from the NPPF defined direction for the protection and enhancement of Rights of Way).*

## Safeguarding Disused Railway Lines

- X. Development on the sites of former railway lines, shown on the [Policies Map](#) will not be supported if it would:
  - a. Prejudice the creation of appropriate rights of way;
  - b. Prejudice the ability to keep the integrity of a linear route, including potential reinstatement of a railway line;
  - c. Harm the functioning of the land as a part of a biodiversity network or linear open space.

## Safeguarding for Mass Transit

- XI. Calderdale Council is working in partnership with the West Yorkshire Combined Authority on the development of a new mass transit system to serve the region. Mass Transit includes solutions such as trams, tram/train, very light rail vehicles and bus rapid transit vehicles. The technology in this market is constantly evolving, essentially providing a public transport option with capacity greater than buses, but less than heavy rail.
- XII. In the coming years, the routes of and phasing of that network will be established and the need for routes to be protected will emerge. Calderdale is likely to be in the later phasing of that network and as such it will be important to ensure that both route protection and the need to avoid planning blight are carefully balanced in the development of an appropriate route protection strategy. The Combined Authority is currently undertaking engagement on the West Yorkshire Mass Transit Vision 2040, which sets out the ambition for the region, and those key places to connect by Mass Transit within Calderdale.

**Table 16.3 Monitoring: Policy IM3 - Safeguarding Transport Investment**

<b>Outcomes</b>	Proposed transport investment is not inhibited by new development
<b>Indicators</b>	Percentage of applications permitted against the safeguarding advice
<b>Targets</b>	No reduction in ability to provide transport investment

## Local Transport Interventions

**16.23** The overall impact of growth across Calderdale on the highway network has been assessed as part of the Local Plan transport evidence prepared by WSP. The transport evidence also identified interventions at the local level that would facilitate development. Some of these interventions would be requirements associated with the allocation of the site and others will come forward as part of the Transport Assessment or masterplanning process that will help progress the allocations from the Local Plan.

**16.24** The Council will work with developers, infrastructure providers, local communities and other stakeholders to facilitate local transport interventions needed to support growth across the Borough. Where appropriate, s106 Planning Obligations, s278 Highways Agreements and conditions attached to planning permissions will be used to ensure delivery of the needed infrastructure. Transport related contributions to the Community Infrastructure Levy will also be required of the appropriate applications.

## Sustainable Travel

**16.25** In the future demand for travel is predicted to continue to increase across the UK, which could lead to more congestion in Calderdale irrespective of any growth identified through the Local Plan. The 'Junction Delay' maps



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show the effects on current junctions based upon forecast growth rates in car usage within Calderdale. To combat these future problems it is important not only to prioritise investment but also to manage the demand for travel and encourage more sustainable modes of travel. To achieve this will require an integrated approach to transport improvements.

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

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

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

**16.29** The Council is keen to see the expansion of technologies which reduce emissions of carbon dioxide. The expansion of charging points for electric cars is seen as a key way to supporting the growth and use of electric cars within the Borough.

### Policy IM4

#### Sustainable Travel

- I. Decision makers will aim to reduce travel demand, traffic growth and congestion through the promotion of sustainable development and travel modes. This will be achieved by a range of mechanisms that mitigate the impacts of car use and promote the use of other forms of transport with lower environmental impacts.
- II. The requirement to include mechanisms to promote sustainable travel in development proposals will depend on the scale, type and form of development proposed and will be assessed on a case-by-case basis. Mechanisms could include:
  - a. Effective management of the existing road, rail and waterways network to address congestion;
  - b. The rolling out of 20mph zones across the Borough;
  - c. Reallocation of road space to support movement by travel modes other than the private car;
  - d. Managing demand through the implementation of the Council's parking and transport strategy;
  - e. Managing demand so as to reduce the need to travel through, for example, measures to encourage home working;
  - f. Enhancement and expansion of the footpath, bridleways and cycle networks within Calderdale and the continued creation of links with neighbouring authorities;

- g. Measures to encourage and facilitate cycle usage such as provision of adequate space in homes and garages for cycle storage and provision of facilities at employment sites for secure cycle storage, showers and locker space;
  - h. Improved access and facilities for rail users including enhanced public transport interchange and parking provision at stations;
  - i. Improved access and facilities for bus users including the provision of new bus stops, shelters and real time information;
  - j. Provision of electric vehicle charging points in line with Part S of the Building Regulations and any subsequent updates;
  - k. Provision of park and ride facilities will be appropriate where this supports the use of public transport and/or reduces congestion;
  - l. Provision of car club facilities;
  - m. All new developments which are likely to generate significant levels of traffic generation will be required to provide a travel plan highlighting how they will minimise use of the private car.
- III. Applications which demonstrate a commitment to the principle of sustainable travel and implement the specific types of intervention set out in this policy will be viewed favourably. Applications relating to the Garden Suburbs and those that require the development of a masterplan will be expected to demonstrate this commitment.

**Table 16.4 Monitoring: Policy IM4 - Sustainable Travel**

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

## Ensuring Development Supports Sustainable Travel

**16.30** New developments will inevitably generate vehicle movements. To counter this people need to be encouraged to make greater use of more sustainable forms of transport. It is therefore important new development is located where these travel choices are available. If people live within convenient walking distance of the core public transport network, which connects with the main centres within and beyond Calderdale, they have the choice to use sustainable transport for journeys to work, school and for shopping and leisure trips. The Local Plan proposes to focus new employment, shopping and leisure development in town centres, wherever possible, in order to ensure that they are accessible using the public transport network.

**16.31** Locating developments within a convenient walking distance to existing and proposed services and facilities such as local shops, primary schools and doctors surgeries is likely to encourage walking. A convenient walking distance will vary with personal circumstances, however the Calderdale settlement hierarchy suggests an upper limit of 750m within Calderdale. This distance equates to an average 10 minute walk taking account of the hilly nature of the Borough.

**16.32** Higher order facilities and services are generally located in the main town centres. Within Calderdale, whilst many other centres play important local roles, Halifax and Brighouse provide the majority of the services, facilities

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and jobs, therefore access to these centres by public transport is key to encouraging more sustainable travel. Access to other higher order settlements outside of Calderdale including Huddersfield, Bradford, Leeds, Burnley, Rochdale and Manchester are equally as important as Halifax and Brighouse. To encourage sustainable transport this access should be easily achieved by public transport. Therefore, in most cases allocations and development proposals should be located either within walking distance of such a centre or within 400m walk of a bus route and stop with a 30 minute service to a main town or 750m walk of a railway station which provides direct access to such services.

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

**16.34** It should be noted by applicants and decision makers that the Council is in the process of developing detailed guidance on the implementation of travel plan requirements. Upon completion this guidance will become a key consideration for all applications for development with a significant level of anticipated traffic generation.

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

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

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

**16.38** The West Yorkshire Transport Strategy states a strategic requirement for 'the creation of healthy and safer streets'. This underlines the important principles for new developments in terms of ensuring that the needs and safety of each group of road users are considered in a common sequence, with the most vulnerable generally being the primary consideration. The consideration of users does not mean that users at the top of the hierarchy of road users will always receive the most beneficial treatment as this will need to be determined by the location of the proposed improvement or works. However, in relation to most site allocations and development proposals, the consideration of users outlined below should be given significant weight by decision makers.

## Policy IM5

### Ensuring Development Supports Sustainable Travel

All new development will be required to comply with the following:

#### Public Transport Accessibility

- I. Proposals will take account of the public transport network and ideally:
  - a. Be located where public transport services gives at least a 30 minute direct day time service to Halifax and/or Brighouse town centres or higher order centres outside Calderdale (such as Bradford, Huddersfield, Rochdale, Burnley, Dewsbury or Leeds) which is accessed from a bus stop within 400m walking distance or a railway station that is up to 750m walking distance away;
  - b. Provide scope and scale of development which would support new public transport services to directly link the development to Halifax and/or Brighouse or equivalent higher order settlement outside of Calderdale.

#### Mobility and Accessibility

- II. Proposals should provide adequate means for those with disabilities and mobility impairments to access all modes of transport as noted in the National Planning Policy Framework. This would include access provision into and within the built form as well as in the provision of highway facilities, in particular pavements, to a quality acceptable for all users.

#### Car Parking

- III. New development should manage the travel demand generated through the appropriate application of parking provision not in excess of that demonstrated to meet the anticipated needs of the development. The Council's Parking Standards contained in Annex 1 are provided as guidance to developers in considering the level of parking to seek. In addition:
  - a. In determining the appropriate level of parking for any given development, consideration will be given to the accessibility of the site, the type, mix and use of development, opportunities to use alternative modes of transport and relevant parking or traffic management strategies;
  - b. Parking for those with physical disabilities will be for 1 disabled space per 10 spaces provided and this shall be in addition to the maximum allowances indicated in Annex 1 'Car & Bicycle Parking Standards'.

#### Cycle Parking

- IV. New development should provide adequate cycle parking to a quantity as specified in the Council's Parking Standards contained in Annex 1 'Car & Bicycle Parking Standards'.

#### Hierarchy of Road Users

- V. All development proposals will take account of the hierarchy of road users and consider how the proposed development will support modal choice and facilitate reductions in carbon emissions. The hierarchy of road users is:
  - a. Pedestrians, people with disabilities and emergency services;
  - b. Cyclists and horse riders;

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- c. Public transport passengers including taxis and private hire;
- d. Motorcyclists;
- e. Freight movements including deliveries to local areas;
- f. Private cars.

## Transport Assessments

VI. Development that is likely to generate a significant amount of movement will require the submission of a transport statement or a transport assessment, and a travel plan, depending on the scale of development and its location. These should address the requirements of the NPPF and the advice of the Planning Practice Guidance (PPG) or the latest policy statements and requirements set at a national level, or as established by local guidance. Consultations with the Council’s Highways Department will ensure that applicants are aware of the specific information required.

## Strategic Road Network

VII. Developments that have the potential for a significant impact on the Strategic Road Network and its related junctions will be required to make provision for measures that will reduce and mitigate that impact. A transport assessment will need to demonstrate that any committed schemes are sufficient to deal with the additional demand generated by the site. Where committed schemes will not provide sufficient capacity or where National Highways does not have committed investment, development may need to contribute to additional schemes identified by National Highways and included in the Infrastructure Delivery Plan (IDP) or other appropriate schemes. If development is dependent upon construction of a committed scheme, then development will need to be phased to take place following scheme opening.

**Table 16.5 Monitoring: Policy IM5 - Ensuring Development Supports Sustainable Travel**

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

## Telecommunications and Broadband

**16.39** The benefits of having a modern and accessible system of telecommunications will be significant for Calderdale. A digitally accessible borough will allow people an enhanced freedom of choice about where and how they work, how they interact with services and facilities and how they promote and operate their businesses. A connected community is a more sustainable one, as it represents the opportunity for a reduction in car based commuting and a commensurate reduction in carbon outputs and traffic congestion. It also promotes Calderdale as a suitable location for high technology activities and employment to take place.

**16.40** The Government is committed to securing a world-class communication system. The NPPF recognises the role of advanced, high quality communications infrastructure in enabling sustainable economic growth. The

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development of high speed broadband technology and other communications networks will also play a vital role in enhancing the provision of local community facilities and services.

**16.41** The Council recognises the importance of electronic communications networks, including telecommunications and high speed broadband and subsequently adopts a positive approach to its provision. Developments can by their very nature potentially have a considerable impact upon the visual amenity of the surrounding area and in particular on high quality landscapes. It is therefore the responsibility of the Council to facilitate the growth of new and existing systems whilst ensuring that developments are appropriately designed and sited in order to keep environmental impacts to a minimum.

**16.42** As such, proposals for telecommunications development will be required to demonstrate that siting and design considerations have been fully explored, along with appropriate measures, including landscaping and screening, to avoid adverse impact. The Council will oppose telecommunication installations that would be unduly visually obtrusive in either the street scene or the wider landscape and would detract from amenity (including that of local residents), unless it can be demonstrated that there is an overriding need and technical constraints prevent a more favourable proposal being chosen. Industrial and commercial areas are often locations within which telecommunications installations are most suitable.

**16.43** Telecommunication installations will present particular problems when proposed in environmentally sensitive areas and within historic environments. These include: Scheduled Ancient Monuments; the Special Area of Conservation; the Special Protection Area and in land around it; Sites of Special Scientific Interest; Special Landscape Areas; Sites of Ecological or Geological Interest; Priority Habitats and Species identified in the UK Biodiversity Action Plan; and the Green Belt as shown on the [Policies Map](#) . In such areas, the Council will apply more stringent control over the siting and design of telecommunications installations, refusing proposals likely to demonstrably harm interests of acknowledged importance unless there are overriding circumstances that justify approval.

**16.44** Telecommunications installations will also need to be carefully considered to ensure the protection of the historic environment. Telecommunications installations on listed buildings can be obtrusive and affect their character as buildings of architectural or historic interest. Siting on or within the curtilage of a listed building will only be acceptable where great care is taken to minimise the inherently adverse effect of the apparatus on the listed building and its setting. Similarly, it should be ensured that telecommunications development does not unacceptably harm the character, appearance, setting or features of designated historic parks and gardens and that the character and appearance of conservation areas is preserved or enhanced. Telecommunications equipment that would significantly affect the special interests and character of environmentally sensitive areas or the historic environment should preferably be sited elsewhere. Where this would not be technically possible, proposals will need to show that no more environmentally acceptable alternatives or sites exist and that every attempt has been made to minimise obtrusiveness by siting and design, including disguising or concealing the equipment.

**16.45** During the course of the Plan period, some telecommunications installations may become redundant, due to rationalisation of the industry or advances in technology. When such cases arise the particular installation (such as a mast) will be required to be removed and the site either landscaped or returned to its previous condition. This will have been secured either through a planning condition or planning obligation.

**16.46** The NPPF advises that Local Planning Authorities should aim to keep the numbers of radio and telecommunications masts and sites for such installations to a minimum consistent with the efficient operation of the network. Existing masts, buildings and other structures should be used, unless the need for a new site has been justified. Where new sites are required, equipment should be sympathetically designed and camouflaged where appropriate.

**16.47** It is important to ensure that developments are well laid out and designed to be future-proof, in order to enable upgrades and expansions to the networks without negative impacts such as road works, or the expense associated with retrofitting. Developers will need to liaise with service providers to ensure the provision of infrastructure to support high speed broadband.

**16.48** Development is required to have regard to the latest guidelines of the International Commission for Non-Ionising Radiation Protection. These guidelines are for the protection of humans exposed to electric and magnetic fields in the low-frequency range of the electromagnetic spectrum. They are intended to provide protection against all established adverse health effects.

**16.49** Certain telecommunications developments do not require express planning permission by virtue of the Town and Country Planning (General Permitted Development) Order 2015 (as amended). However, local authorities

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are able to exercise some control over the siting and appearance of these developments. In these cases and in the case of telecommunication developments subject to full planning control, the Council will apply the following policy:

### Policy IM6

#### Telecommunications and Broadband

- I. The Policy does not establish any quantum or spatial distribution of telecommunications development across the Borough. Any telecommunications development proposals coming forward will be appropriately assessed and consider the following matters:
  - a. The siting and design of the equipment will not cause unacceptable harm to the character or appearance of the area (including considerations relating to the South Pennine Moors SPA and SAC) or building on which it is located and will not have an unacceptable effect on the amenity of adjoining residential areas;
  - b. The special character and appearance of all heritage assets are preserved or enhanced;
  - c. The quality or special interest of any environmentally sensitive areas (including considerations relating to the South Pennine Moors SPA and SAC) are not detrimentally or adversely affected;
  - d. It can be demonstrated that the equipment will meet the International Commission on Non-Ionising Radiation Protection (ICNIRP) guidelines on the limitation of exposure of the general public to electromagnetic fields;
  - e. It has been demonstrated that mast or site sharing is not feasible and that the equipment cannot be sited on an existing building or other appropriate structure that would provide a preferable environmental solution; and
  - f. Consideration has been given to the future demands of network development, including that of other operators.
  
- II. All new development will facilitate the provision of high speed broadband where feasible.

**Table 16.6 Monitoring: Policy IM6 - Telecommunications and Broadband**

<b>Outcomes</b>	Broadband is available across all new development
<b>Indicators</b>	Numbers of properties connected to broadband in new development
<b>Targets</b>	All new development has broadband

## Masterplanning

**16.50** The Local Plan identifies a number of key sites and locations which are essential to the delivery of the strategy. These include the identified Garden Suburbs at Brighouse and Rastrick and larger development sites.

**16.51** The Local Plan expects high quality design for all types of development in order to respect and enhance the character of local areas. Masterplanning is a useful tool to assist in achieving this objective on larger and more complex sites. Masterplanning ensures that new development is properly integrated with existing settlements, with the focus on sustainable mixed communities. A comprehensive masterplanning process also ensures that new development is planned in a coordinated manner.

**16.52** Where larger sites are in multiple ownership, masterplanning should inform the processes of collaboration and equalisation between landowners by resolving the extent and location of development, infrastructure, and open space; and also, the phasing of the site.

**16.53** In broad terms, masterplans provide design guidance for areas that are likely to undergo some form of change. They will describe and map the overall vision and concept for the proposed development including proposed land uses, urban design, landscaping, built form, movement, access, infrastructure and service provision providing a clear and cohesive framework for development. They will also set out the intended implementation and phasing of development.

**16.54** The Government's Garden Communities Toolkit<sup>(25)</sup> provides detailed advice on masterplanning and design for schemes of varying scales. The advice sets out guidance in terms of preparation, typical stages of the process and ways in which a masterplan can be tested.

**16.55** The Council will require a masterplan to be submitted in the following circumstances:

- Areas of Significant Change – where a structured and integrated framework for urban growth is required such as the Garden Suburbs; where a strategy is required for the regeneration of an area; or where cohesive and comprehensive delivery is required involving multiple landowners or developers.
- Highly Sensitive Areas – where important built and natural environmental assets need to be protected, where there are complex issues such as differing objectives between developers or landowners or where there are significant ecological and green network considerations.
- Cumulative effect – where the cumulative effect of multiple developments may be significant.

**16.56** The various criteria listed in the Policy IM7 will not apply to all developments requiring masterplanning. The requirements will depend on the scale, type and form of development proposed and will be assessed on a case-by-case basis.

### Policy IM7

#### Masterplanning

- I. Masterplanning is required for the Garden Suburbs and Mixed-Use allocations. Where specified in Appendix 1, a masterplan will also be required on other housing and employment allocations.
- II. Where Appendix 1 does not indicate a requirement for a masterplan, the Council will expect the Design and Access Statement to include evidence that the criteria set out under the bullet points in this policy have been considered in preparing the application where applicable.
- III. For non-allocated sites that may come forward during the Plan period, a requirement for the site to be masterplanned will be assessed on a case-by-case basis.
- IV. The preparation of masterplans for strategic housing sites should involve relevant stakeholders, including the Council, infrastructure providers, landowners, developers, the local community, service providers and other interested parties. Masterplans should cover the whole of the allocation and be developed in consultation with and endorsed where appropriate by the Council prior to the approval of a planning application for any part of the site.



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- V. In relation to the Garden Suburbs, it is essential that development is brought forward in a high-quality, comprehensive, phased, and coordinated manner. Collaboration and equalisation will need to be informed by a shared design vision that has been prepared transparently. The Council will therefore commission masterplans for the Garden Suburb allocations. The approved masterplans will be adopted through a Supplementary Planning Document.
- VI. Masterplans are expected to achieve the following (dependent on the scale, type and form of development):
- a. Demonstrate how the proposal adheres to the principles set out in the National Design Guide and any local design guides or design codes;
  - b. An indicative development layout and phasing and implementation plan;
  - c. High quality, inclusive design that respects the character of the landscape, heritage, adjacent and nearby settlements and built development, reflecting the urban to countryside transition through sensitive design;
  - d. Make effective use of the site through the application of appropriate densities considering the character of the site (and its individual phases), including topography and environmental constraints and the character of the surrounding area. Consideration will be given to scale, height and massing, and the relationship to local services and transport infrastructure;
  - e. Create a strong sense of place, ensuring the proposed development makes a positive contribution to local character and distinctiveness;
  - f. Plan for integrated development, providing for a mix of housing that addresses the range of local housing needs, and encourages community cohesion;
  - g. Reduce the need for car use and encourage sustainable modes of travel, including provision for public transport, cycle routes, footpaths and bridleways, including the roll-out of 20mph zones across the Borough;
  - h. A network of permeable and interconnected streets and public spaces which also contribute to the security of the site through appropriate design;
  - i. Measures to mitigate the traffic impacts of the proposed development on the strategic and local road networks;
  - j. An assessment of the impact of the development on existing and planned infrastructure, and identification of new infrastructure requirements resulting from the development.
  - k. Measures to ensure timely delivery of new and improved infrastructure;
  - l. Appropriate community facilities and services to serve the new development (including local shops, community halls, schools and health facilities);
  - m. Accessible open space to meet identified local needs and/or increase accessibility to existing open spaces;
  - n. A blue/green infrastructure strategy, providing an integrated network of green spaces and space for water and associated habitat and biodiversity;
  - o. Facilitate opportunities for local/community led food production either through the provision of dedicated spaces such as allotments, growing space within gardens or food based communal landscaping;
  - p. Appropriate measures to mitigate flood risk and ensure that the development is resilient to the potential impacts of climate change;

- q. Assessment of the potential for energy efficient design including renewable energy schemes; and
  - r. Demonstration of a good understanding and respect for the natural environment, heritage assets and their setting both within the site and in the wider locality, whether designated or not. Masterplans should include details of how the natural environment and heritage assets will be conserved and enhanced.
- VII. A management plan will be produced as part of the masterplanning process to demonstrate how Open Space, infrastructure and community assets will be maintained and managed following completion of development.
- VIII. The Council will expect subsequent planning and reserved matters applications to accord with the principles established through the masterplanning. In relation to the Garden Suburbs, individual phases will be expected to accord with the approved masterplan Supplementary Planning Document.
- IX. In cases where the balance of consideration indicates that the above criteria have not been satisfactorily addressed the application will be refused.

**Table 16.7 Monitoring: Policy IM7 - Masterplanning**

<b>Outcomes</b>	Larger sites are well planned and provide infrastructure to support the development of place
<b>Indicators</b>	Average broadband speed across new development sites
<b>Targets</b>	All homes connected to superfast broadband in strategic and larger sites

## Piecemeal Development

**16.57** Land resources are finite, and the extent to which development may occur is further restricted by elements such as topography, Green Belt, and the need to ensure appropriate standards of development in the interests of amenity. It is therefore essential that any developable land be put to the most efficient use. However, this should not unnecessarily restrict or prejudice the further general development of adjoining or nearby land that is potentially developable and allocated for such purposes. Therefore the following policy will apply to all development proposals:

### Policy IM8

#### Piecemeal Development

Planning permission will not be granted for the piecemeal development of land which would prejudice the development of a larger area of land for an appropriate beneficial use as indicated on the [Policies Map](#).

## Safeguarding Aerodromes and Technical Sites

**16.58** Under the requirements of DfT/ODPM Circular 1/2003, 'Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas', the Council is required to put in place a policy protecting these sites from inappropriate development. Calderdale does not possess any Military Explosives Storage Sites, nor does it fall within the protection area for any such site outside the Borough. As a result this section deals purely with the safeguarding of aerodromes and technical sites.

**16.59** The main elements of concern arising from this Circular are the wind turbine consultation zone and the Aerodrome Safeguarding Map (concerned with building heights) for Leeds Bradford Airport (LBA) and the protection zone for the technical area at Hameldon Hill, between Burnley and Accrington in Lancashire (concerned with

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meteorological conditions). The areas shown on the [Policies Map](#) are neither the responsibility nor the proposal of the Council.

**16.60** The Safeguarding Zones for Leeds Bradford Airport and the Leeds Bradford Airport Wind Turbine Consultation Zone are shown on the [Policies Map](#). All planning applications or development proposals for buildings, structures, erections and works falling within the criteria laid down within ODPM Circular 1/2003 are subject to consultations with the airport or site operator as follows:

- Within the LBA Safeguarding Zone the criteria for Calderdale indicate that consultations are necessary where the development proposals for buildings, structures, erections and works proposed are over 45 metres high.
- Within the LBA Wind Turbine Consultation Zone applications for wind turbine proposals within 30km of the airport are subject to consultation with the airport operator. The 30km radius is a guideline to indicate that statutory consultation is necessary. However, depending upon the terrain, proposals beyond 30km may sometimes prove to be problematic to aircraft safety and the operations of the airport. The Council will liaise with the airport operator in respect of wind turbine proposals in excess of 30km to assess whether the airport operator wishes to be formally consulted on these proposals as well to ensure that air safety is taken into account in the determination of proposals. The airport operator will take the cumulative effects of wind turbine developments into account.

**16.61** The development of tall buildings, erections, structures or works can be a physical obstacle to aeroplanes and in addition to the physical obstacle that wind turbines can produce, the rotating blades can create certain problems particularly from the electro-magnetic fields, which may cause interference with navigation and aeronautical systems. The amount of interference depends on the number of turbines, their size, construction materials and location and on the shape of their blades.

**16.62** With respect to the Hameldon Hill Technical Site, consultations will be required for different heights of development depending upon their location within the safeguarded zone. This is because of the refracting effects of buildings upon radar signals and therefore the interference that can be caused affecting air safety. It is not intended to show the detailed zoning on the [Policies Map](#). However, generally within the Calder Valley and the towns lying within it, height consultations will only be necessary for development in excess of 45.7m high. On parts of the high moorland, over 390 metres elevation, all planning applications will be referred for consultation. There is a sliding scale for consultations for varying heights of buildings.

## Policy IM9

### Safeguarding Aerodromes and Technical Sites

Safeguarding areas have been established for Leeds Bradford Airport and the Hameldon Hill Technical Site, and are shown on the [Policies Map](#). Certain applications for development will be the subject of consultation with the operator of the aerodrome or technical site, and restrictions in height, or detailed design of buildings or development (likely to create a bird strike hazard) may be necessary as set out in DfT/ODPM Circular 1/2003 or other replacement Circular as appropriate.

**Table 16.8 Monitoring: Policy IM9 - Safeguarding Aerodromes and Technical Sites**

<b>Outcomes</b>	Safe and effective operation of the Leeds Bradford Airport and/or Hameldon Hill Technical Site
<b>Indicators</b>	Number of applications considered under the policy requirements
<b>Targets</b>	No development impacts on the operation of Leeds Bradford Airport and/or Hameldon Hill Technical Site

## Schools and Other Social Infrastructure

**16.63** The Council considers that social infrastructure is a key consideration for the Local Plan. Part of the function of spatial planning is to orchestrate infrastructure and to facilitate service providers knowing where new development is likely to come forward so that they can make their capital programmes fit with the anticipated growth. For some areas, such as Brighouse, where significant growth is anticipated, plans are already part of the process to identify potential sites for two new primary schools and a secondary school as part of the Garden Suburbs proposals. Across the Borough the larger areas may also facilitate the provision of new community foci which can also provide local health, community and retail facilities, which could be considered during the masterplanning stage of the larger sites.

**16.64** In some areas, schools are already overcrowded with little scope for expansion on the existing site. The Council is working with schools providers to establish appropriate responses and ways forward. In some cases the building of a totally new school to provide for the greater educational needs may be the most appropriate solution, with the existing school site being reused, perhaps for housing or social facilities.

**16.65** The Council will work with developers, infrastructure providers, local communities and other stakeholders to facilitate schools and other social infrastructure needed to support growth across the Borough. Where appropriate, S106 planning obligations, and conditions attached to planning permissions will be used to ensure delivery of the needed infrastructure.

**16.66** The Infrastructure Delivery Plan (IDP) sets out the social and physical infrastructure necessary to support the development identified in the Local Plan.

## Developer Contributions

**16.67** It is important that new infrastructure is delivered in a timely manner throughout Calderdale so that development does not impose an unacceptable burden on existing facilities. To ensure timely delivery of infrastructure it is also important that there is certainty around the mechanisms by which it will be funded.

**16.68** At the time of drafting the Local Plan, the Council is progressing the Community Infrastructure Levy (CIL). However, a new 'Infrastructure Levy' is proposed through the Levelling Up and Regeneration Bill; the appropriate funding mechanism will be adopted by the Local Planning Authority in accordance with the most up-to-date legislation.

**16.69** More specifically, within the Brighouse Local Plan Area, particular transport and education infrastructure schemes have been identified that must be delivered at the appropriate point in the Plan period to mitigate the impacts of development. These infrastructure schemes include two 2-form entry primary schools; additional secondary school places; and transport interventions comprising elements of the A641 Corridor Improvement Programme. Based on the assumption at the time of writing that there will be a DfE funded secondary school in South East Calderdale, the developer contributions will be approximately £35.24 million. These costs will be divided amongst the developments on allocated and windfall sites within the Brighouse Local Plan Area during the life of the Plan.<sup>(26)</sup>

**16.70** The mechanism for delivering these contributions will be through planning obligations, secured through legal agreements at the stage of individual planning applications.

**16.71** The following policy will therefore apply:

### Policy IM10

#### Developer Contributions

Applications will be permitted where mechanisms are in place to ensure that the impact of the development on infrastructure can be satisfactorily mitigated. In applying this policy regard will be had to the Council's Infrastructure Delivery Plan and any adopted Supplementary Planning Documents.

<sup>26</sup> The A641 critical interventions will be divided between the two Garden Suburbs, whereas the developer contributions for the education requirements will be divided among all housing developments including allocated and windfall sites.

## 17 Employment and the Economy

**17.1** Calderdale displays a unique character of high quality natural and built environment, and occupies a strategic location along the M62 motorway. Reflecting its industrial heritage, manufacturing remains one of the main drivers of the economy in the Borough, and Halifax is also a centre for financial services.

**17.2** The majority of employment floorspace is located in and around Halifax, with an additional concentration of commercial property in other large clusters in Brighouse and Elland. In the west of the Borough there is a sparse distribution of employment with premises concentrated in the valley bottom. Most premises are industrial, factories or warehousing, with some concentration of office space in the larger settlements and town centres. A large majority of the 8,000 businesses in Calderdale are small or medium sized businesses with 88% employing less than 10 people.

**17.3** There is a lack of good quality small to medium sized industrial premises, and the shortage in supply has restricted the ability of indigenous business to expand. Realisable demand is also restricted by the poor and ageing quality of some existing stock, and issues of site constraints and viability can impede the development of new sites. Existing industrial estates in the prime locations are nearing full capacity. There is demand for a range in size of premises, with a shortage of small sites for start-up businesses throughout the Borough, and a strong underlying demand for larger industrial and warehouse premises in the Brighouse and Elland areas where demand is greatest due to proximity to the M62.

**17.4** The employment policies in the Local Plan support and will contribute to delivering the Council's Vision 2024, specifically within the 'Talented and Enterprising' theme.

**17.5** The Covid-19 pandemic has hastened some pre-existing trends facing all economies, shone a light on, and widened inequality. The Council's Inclusive Economic Recovery Plan (March 2021) sets out the vision, opportunities, objectives and priority actions for recovery. It focuses on one main strategic aim:

- 'To grow our business base and build business resilience so that talent and enterprise can thrive'.

**17.6** Recovery is organised around three priority areas for action and resetting the Calderdale economy

- I. Reduce inequalities and address local poverty
- II. Develop sustainable towns
- III. Act on the climate emergency.

**17.7** These areas of positive engagement are underpinned by the core purposes of "...developing local supply chains whenever we can, and making sure that businesses continue to have the premises, skilled workforce, training, good communication and transport links that they need in order to thrive".

**17.8** Calderdale is part of the Leeds City Region and a member of the Local Enterprise Partnership (LEP), but also has links to Greater Manchester and districts in eastern Lancashire. The Leeds City Region LEP is a strategic driver of growth in the Region and plans for growth are set out in the Strategic Economic Plan (SEP 2016). Businesses and residents in Calderdale will see benefits from the designation of the Region's second Enterprise Zone (EZ), as one of the largest of the nine sites within the M62 corridor EZ is located in the Borough. Halifax is designated as one of the LEP Spatial Priority Areas where investment will be prioritised to maximise the economic, housing and regeneration growth within the Region.

**17.9** The policies and proposals in the Local Plan seek to meet the objectives of economic growth at both a strategic and local level, taking into account the policies of the Leeds City Region and Calderdale Council, in order to achieve a sustainable and diverse economy. The Local Plan will assist in the creation of new jobs through the allocation of new employment sites and the safeguarding of existing land and premises in established employment areas.

**17.10** The Council is engaged in a number of regeneration initiatives, linked in part to the large investment committed to improving transport in the district, especially within Halifax town centre.

### Providing Land to Meet Future Employment Requirements

**17.11** Sites are allocated to provide 95ha of new employment land within the Borough.

### Safeguarding Existing Employment Land and Premises

**17.12** Areas which are currently predominantly in employment use are designated as Primary Employment Areas, and are indicated on the [Policies Map](#). The purpose of the designation is to protect existing premises and land from loss due to conversion or redevelopment for non-employment uses. It is recognised however, that employment complementary uses support the success of Primary Employment Areas in attracting and retaining businesses and employees, by providing small scale ancillary services such as cafés, day nurseries and gyms.

**17.13** The availability of new employment land is concentrated in Halifax and the south-east of the Borough. In the other areas it is even more important therefore, to protect existing premises and land in industrial and commercial use from conversion or redevelopment for other uses. An intensification of employment use within these areas will provide opportunities for growth in jobs and productivity.

**17.14** It is important to maintain a supply of small sites for local businesses as there is a strong demand for small premises of between 92 - 184 sq m (1,000 to 2,000 sq ft) which could be provided through the conversion or subdivision of older industrial spaces.

**17.15** It is accepted that some premises that are outdated and not suitable for continued employment use. In such circumstances any application for alternative uses will be considered in the context of identified criteria to test the appropriateness of the proposal.

#### Policy EE1

##### Safeguarding Existing Employment Areas, Land and Premises

- I. To maintain a viable employment base within Calderdale it is important that existing good quality employment sites are retained for future use, and are therefore protected from development for other uses.

##### Land and Premises within Designated Primary Employment Areas

- II. Proposals to develop or redevelop land/premises for employment uses or employment complementary uses within the Primary Employment Areas will be supported providing the following criteria are met:
  - a. There is no unacceptable impact on the operation of established employment uses in the area, and
  - b. There is no unacceptable impact on local amenity
  - c. The employment complementary use provides a small scale ancillary service to meet the day to day needs of local employees, and is consistent with other Plan policies.
- III. Development proposals resulting in the loss of land or premises currently in (or last used for) E(g), B2, or B8 uses, through change of use or redevelopment on sites within the Primary Employment Areas defined on the [Policies Map](#), will not be permitted unless it can be demonstrated that:
  - a. The proposed use is an employment complementary use, and will provide a small scale ancillary service to meet the day to day needs of local employees, and is consistent with other Plan policies, or
  - b. The site or premises are no longer capable of employment use, or
  - c. There is no demand to use the premises for employment use, supported by evidence of extensive marketing, over a reasonable length of time, at a realistic purchase/lease cost, or
  - d. The site has been identified for release in the most up-to-date Employment Land Review, and
  - e. The proposed use is compatible with neighbouring uses and, where applicable, would not prejudice the continued use of neighbouring land for employment.

# 17 Employment and the Economy

## Land and Premises Outside Designated Primary Employment Areas or Employment Allocations

- IV. Development proposals resulting in the loss of existing land or premises, currently in use (or last used for) E(g), B2, or B8 uses through change of use or redevelopment, which is outside the Primary Employment Areas, will be not be permitted unless it can be demonstrated that;
  - a. The site or premises are no longer capable of employment use, or
  - b. There is no demand to use the premises for employment use, supported by evidence of extensive marketing, over a reasonable length of time at a realistic purchase/lease cost, or
  - c. The proposed use is an employment complementary use, and will provide a small scale ancillary service to meet the day to day needs of local employees, and is consistent with other Plan policies.

**Table 17.1 Monitoring: Policy EE1 - Safeguarding Existing Employment Areas, Land and Premises**

<b>Outcomes</b>	Retention of good employment land and premises, and jobs Proposals to develop employment land for other uses meet the identified criteria
<b>Indicators</b>	Number of planning applications for non-employment uses, granted and refused permission Changes in the number of jobs
<b>Targets</b>	Retention of good employment land and premises, and jobs

### Employment in the Rural Areas

**17.16** The rural areas of Calderdale comprise a significant proportion of the Borough, and there is a range of Small to Medium-Sized Enterprises (SMEs) and a particular focus of start up businesses. There are also a number of larger scale industrial premises located within the smaller settlements. These provide local job opportunities, and in sustainable locations, the expansion of existing businesses and the establishment of new ones will be encouraged.

**17.17** The quality of the landscape and countryside in Calderdale is outstanding, and future expansion or new development must meet the requirements of those policies in the Local Plan which seek to protect the environment. Proposals for development must also be considered in the context of Green Belt / Area Around Todmorden and countryside implications, design, locational need and access to sustainable transport. A balance should be achieved between protecting the countryside, and supporting the creation of new local jobs in the rural economy. Development can be appropriate with good siting and design, without harming the character of the surrounding area. New start-up businesses are likely to require small premises, and conversion or change of use of existing buildings (e.g. farm buildings) may provide appropriate opportunities, together with increasing those for home working.

**17.18** Given the attraction of the rural areas and the character of the market towns, tourism is an important sector with a potential to provide a growth in local employment opportunities. Facilities for tourism and related activities will be supported providing that development would not conflict with other policies within the plan.

## Policy EE2

### Economic Activity Outside the Main Urban Areas

- I. There are a number of established industrial/commercial businesses located in the rural areas of the Borough that provide local employment opportunities. In order to allow for their continued operation and for the provision of new premises on a small scale in areas outside the main urban settlements, development will be permitted provided that proposals meet the requirements of:
  - a. Policy GB1 - Green Belt; or
  - b. Policy GB2 - Area Around Todmorden; and/or
  - c. Any other relevant policies in the Local Plan
- II. Proposals will not be supported which have an adverse impact on areas of environmental sensitivity, or are not located in a sustainable location.

**Table 17.2 Monitoring: Policy EE2 - Economic Activity Outside the Main Urban Areas**

<b>Outcomes</b>	Create a sustainable and resilient economy in the rural areas
<b>Indicators</b>	Number of Planning applications granted and refused permission, for employment and related uses in rural areas, and Green Belt/Area around Todmorden Number of business start ups
<b>Targets</b>	Retention of existing businesses Increase in number of jobs Increase in new business registration



# 18 Retailing and Town Centres

## Background to Town Centres and Retail in Calderdale

**18.1** At the heart of Calderdale's local communities are our town centres. As a key part of the economy they perform a vital role in providing local jobs and services and help retain expenditure within the Borough. They provide facilities including shops, cafés, pubs, post offices and banks. They play an important social role in providing opportunities and places to meet friends and family, and to pursue a variety of leisure and recreational activities.

**18.2** Planning Policy Guidance states that Local Planning Authorities should assess and plan to meet the needs of main town centre uses in full, adopting a 'town centre first' approach and taking into account specific town centre policy. Therefore, the following policy approach has been informed by the Retail Study 2016.

**18.3** The Retail Study 2016 highlights the potential for a slow rate of recovery especially in the early part of the Plan period due to the past economic downturn; however, due to Calderdale's strong independent retail offer, town centres are in a good position to take advantage of the recent resurgence in this sector. Expenditure in Calderdale is expected to follow national trends, with limited growth in the short term whilst the trend over the medium to long term is expected to lead to a need for additional convenience and comparison retail floorspace. However, much of this space can be accommodated by existing commitments and vacant retail floorspace across the Borough. The Retail Study 2016 and subsequent updates will provide this expected floorspace requirement over the Plan period. This predicted trend is closely linked with the continued growth of new forms of retailing across the UK. Online shopping is seen to be a potential threat to retail centres, removing the barrier to having to travel to physical stores. This threat will increase as the infrastructure is put in place, especially in rural areas, to grow the digital retail economy. Historically, town centres have been the primary function for retailing and although this will continue it will be necessary for centres to diversify and be supported by complementary non retail, main town centre uses.

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

- Calderdale Retail Hierarchy and Town Centre Uses;
- Primary Shopping Areas and Shopping Frontages;
- Sequential Test and Impact Assessments;
- General Town Centre Principles;
- Cultural and Leisure Provision; and
- Residential Use in Town Centres;

## Calderdale Retail Hierarchy and Town Centre Uses

**18.5** The National Planning Policy Framework (NPPF) requires Local Plans to define a network and hierarchy of centres that is resilient to anticipated future economic changes. Calderdale already has an existing network of centres which has developed and evolved over time. Each centre provides its own distinct mix of retail, service, leisure and cultural services, and/or office employment space. Many of the smaller local centres provide essential roles within their local communities and economies, and are equally important as the higher level centres within the hierarchy.

**18.6** To help ensure that our future communities are the most sustainable that they can be, and to assist with proposed new housing and employment developments in the plan, the following Retail Hierarchy has been defined for Calderdale to focus retailing activity into appropriate locations. The extent of these centres is defined on the Local Plan [Policies Map](#).

- **Strategic Town Centre** - Halifax will be the focus for proposals and investment in major comparison retailing as well as other main town centre uses including commercial, leisure, entertainment, food and drink, offices, hotels, recreation and art and culture. A Supplementary Planning Document for Halifax Town Centre will be produced which will set out a positive and proactive framework for the development and regeneration of the centre. This will support independent businesses and ensure Halifax can both evolve and attract new investment and create a platform for economic, social and environmental recovery.
- **Town Centres** - The Town Centres serve as important service centres in the Borough, providing a range of facilities and services for their own extensive urban and rural catchment areas including: retail, services, office

employment, leisure, tourism and cultural facilities. They will be the secondary focus in the Borough for new developments and renovations/improvements to existing facilities.

- **District Centres** - District Centres provide appropriate convenience (food and grocery) facilities to enable a weekly shop, supported by a range of other shops, services, leisure and cultural facilities serving their local communities or rural catchments.
- **Local Centres** - Local Centres generally provide a range of small shops and services to meet local day-to-day needs, including typically a small convenience (food and grocery) facility.

**18.7** The identification of centres within the Calderdale retail hierarchy has been established through town centre and accessibility surveys undertaken in 2015 and 2016 and the Calderdale Retail Study 2016. Although it is called the 'retail' hierarchy the full range of retail and non-retail service provision in each centre has been taken account of, both quantitative and qualitative aspects, including: total floorspace and total unit count of retail; services; leisure; and household catchment (nearest population). The term 'retail' hierarchy (as opposed to 'centres' hierarchy that would better reflect both the retail and service element of centres) has been chosen to ensure a clear distinction of centres as defined in the settlement hierarchy prepared for the Core Strategy.

### Policy RT1

#### Calderdale Retail Hierarchy and Town Centre Uses

- The vitality and viability of the Borough's retail centres will be maintained and enhanced by directing retail, leisure and other main town centre uses (as defined in the NPPF) in the centres in line with the network and hierarchy identified below:

**Table 18.1 Calderdale Retail Hierarchy**

Centre Tier	Centre
Strategic Town Centre	<a href="#">Halifax</a>
Town Centres	<a href="#">Brighouse</a> ; <a href="#">Elland</a> ; <a href="#">Hebden Bridge</a> ; <a href="#">Sowerby Bridge</a> ; <a href="#">Todmorden</a>
District Centres	<a href="#">Hipperholme</a> ; <a href="#">King Cross</a> ; <a href="#">Mytholmroyd</a> ; <a href="#">Queen's Road</a> ; <a href="#">Ripponden</a> ; <a href="#">West Vale</a>
Local Centres	<a href="#">Bailiff Bridge</a> ; <a href="#">Boothtown (&amp; Akroydon)</a> ; <a href="#">Luddenden Foot</a> ; <a href="#">Northowram</a> ; <a href="#">Ovenden Cross</a> ; <a href="#">Queen's Road South</a> ; <a href="#">Shelf</a> ; <a href="#">Skircoat Green</a> ; <a href="#">Walsden (&amp; Bottoms)</a>

- Planning permission for any development will only be granted if appropriate to the role and function of each centre. Loss of a service or facility that would undermine the role of a centre in accordance with the retail hierarchy will be resisted. Proposals for new development within or adjacent to the Strategic Town Centre should have regard to the Halifax Town Centre Supplementary Planning Document. Non-retail uses in centres will be managed through Policy RT2 Primary Shopping Areas and Shopping Frontages as set out on the Local Plan [Policies Map](#).

#### Out-of-centre Retail Locations

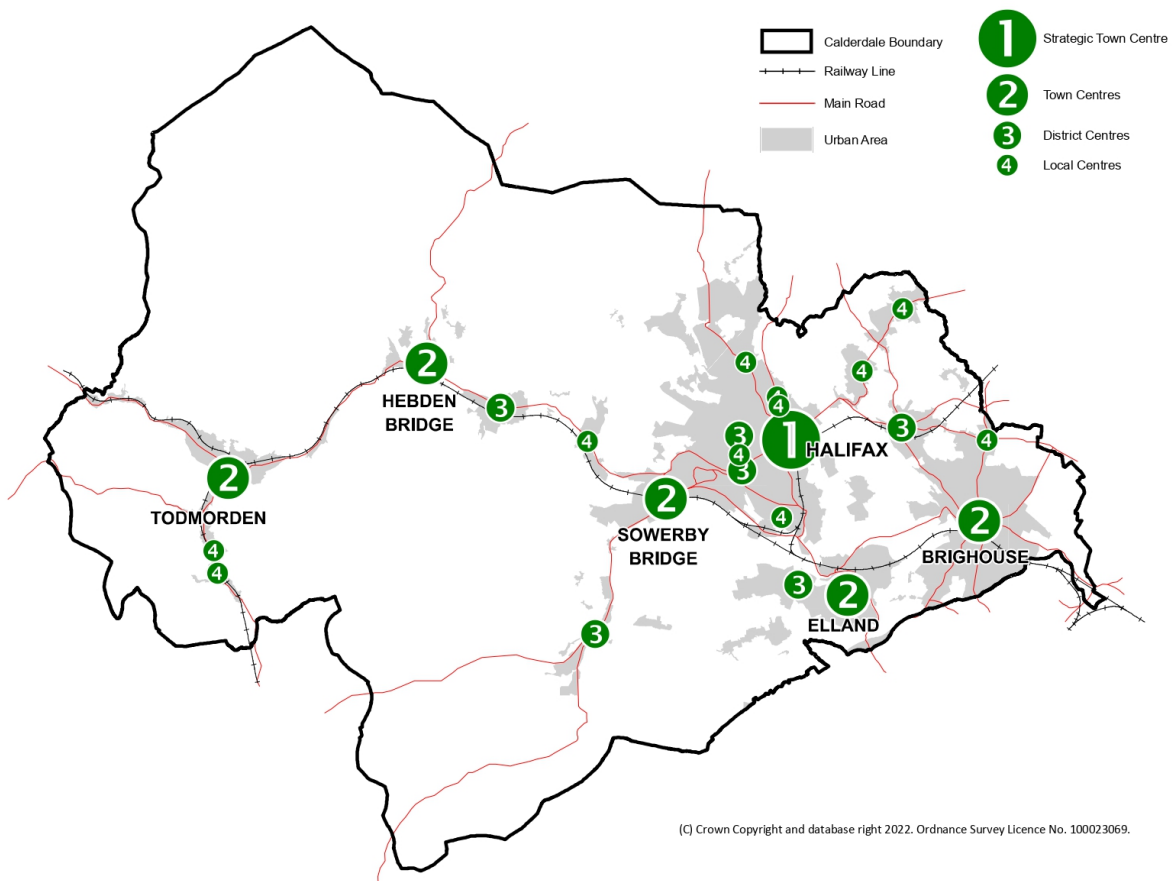
- A number of other existing retail locations outside of the defined centres are located around the Borough, including:
  - Retail warehouse locations: Halifax Retail Park, Greenmount Retail Park and Crossley Retail Park on Pellon Lane (Halifax); Bailiff Bridge Retail Development, Bradford Road (Brighouse);

# 18 Retailing and Town Centres

- b. Out of town supermarkets/superstores: ASDA, Thrum Hall Lane (Halifax); Morrisons, Keighley Road (Halifax); and Lidl, Carr House Road (Shelf)
- c. Local retailing and service provision: see Policy RT4 'Local Retailing and Servicing Provision Outside of Centres' - Local Retailing and Service Provision Outside of Centres

IV. In order to recognise town centres as the heart of their communities, uses for town centre development outside of existing centres will be resisted, unless the proposal is for small scale stand-alone retail or service provision where Policy RT4 'Local Retailing and Servicing Provision Outside of Centres' applies, or unless it can be demonstrated that all relevant tests outlined in current Government guidance can be satisfied. Any proposed new development or expansion, or new out-of-centre retail locations, will be subject to the Sequential Test and Impact Assessment procedures as set out in the following policies.

**Picture 18.1 Calderdale Retail Hierarchy**



## Primary Shopping Areas and Shopping Frontages

**18.8** The NPPF suggests that in drawing up development plans, Local Planning Authorities should, in addition to defining the extent of town centres (as set out in the Retail Hierarchy above), define Primary Shopping Areas and set policies that make clear which uses will be permitted in such locations.

**18.9** The NPPF indicates that these two separate designations have different policy objectives, as follows:

- Town Centre boundaries – Area defined on the Local Planning Authority's policies map, including the Primary Shopping Area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. The boundary ensures the continued vitality and viability protection of the centre and application of the sequential approach;
- Primary Shopping Area – Application of the sequential approach; generally areas where retail development is concentrated.

**18.10** The aim of defining these areas is to support and maintain a healthy mix of uses whilst enhancing the vitality and viability of these centres. Town Centre boundaries and Primary Shopping Areas are identified on the Local Plan [Policies Map](#).

**18.11** High quality town centre frontages have a positive impact on the town centre experience, and help to attract both people and businesses. Protecting and enhancing historic shop frontages and the character of town centres, and seeking high quality design and active ground floor uses will contribute to the vitality and viability of the Borough's town centres.

### Policy RT2

#### Primary Shopping Areas and Shopping Frontages

- I. Primary Shopping Areas have been defined within Halifax and the Town Centres to identify these core areas where retail development is concentrated, which will be the focus for main town centres uses.
- II. The **Primary Shopping Area** is the retail core where retail uses and other main town centre uses will be the focus. For Halifax and the other Town Centres an individually defined area has been derived, whilst for District Centres and Local Centres this is the full extent of the defined centre boundary. Main town centre use proposals in Primary Shopping Areas will be permitted where:
  - a. An active ground floor use is maintained or provided; and
  - b. A positive contribution is made to the vitality, viability and diversity of the Primary Shopping Area and town centre; and
  - c. Retail floorspace is not lost which would be harmful to the function of the centre.
- III. Outside of the Primary Shopping Areas, but within defined centres, all main town centre use proposals will be considered acceptable in principle.

#### Town Centre Frontages

- IV. In order to retain the vitality and viability of the Borough's centres, proposals requiring planning permission for street level frontage alterations will be permitted where:
  - a. The character of the centre is not harmed, and the proposal would complement the neighbouring uses within the centre;
  - b. An active frontage is provided at ground floor level to improve design and layout and attractiveness of the centre; and
  - c. Proposals will retain and repair historic frontages or, where there are none, improve frontage design.

# 18 Retailing and Town Centres

## Sequential Test and Impact Assessments

**18.12** Local Plan policy needs to reflect the NPPF in requiring that the sequential approach to site selection is followed. Where proposed developments for main town centre uses are being considered for sites that are not in an existing centre or not in accordance with an allocation within the Plan, there is a policy requirement that applications for main town centre uses be located firstly in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. If the proposal is not located within a town centre an impact assessment will be required.

**18.13** The NPPF allows LPAs to set local thresholds for impact assessments, and these are set out in Policy RT3. Each centre in Calderdale will have different sensitivities to new development, therefore this plan proposes local thresholds are set using the Retail Study 2016, where the key consideration is the quantitative assessment of retail needs and the need for new convenience and comparison floorspace within each of the defined centres.

**18.14** The Retail Study 2016 analysed each town and district centre on two criteria, as set out below:

- Sales density: The Retail Study divided the combined turnover (convenience and comparison in £m) of each town and district centre and divided this by the combined floorspace (convenience and comparison in sq m gross) to give a sales density figure for each town and district centre (in £m per sq m) and scored the centres accordingly; and
- Health check assessment: The Retail Study analysed each town and district centre based on the outcome of the health check assessments. The analysis is based on the health check indicators in the PPG where information is available.

**18.15** The analysis for the defined centres' sales density and health check assessment has been weighted equally. The Retail Study 2016 has considered the size of the town and district centres and depending on the analysis, each town centre has been given a locally set impact threshold of between 1,000 sq m gross and 1,750 sq m gross. Each district centre has been given a locally set impact threshold of between 250 sq m gross and 500 sq m gross. Halifax town centre is significantly larger than the other town and district centres in the Borough with a turnover far greater than the other defined centres combined. The health check assessment of Halifax has found that the town centre is performing well and is not vulnerable to development outside of the town centre. There are no retail commitments close to the Halifax town centre boundary. For these reasons it is not proposed that Halifax has a locally set impact threshold for development proposals outside of the town centre boundary.

**18.16** It is for impact assessments submitted as part of any planning application to define an appropriate catchment area, or other submission material in the absence of a Retail Impact Assessment (RIA). The catchment area will dictate the centres that should be considered in the context of the sequential approach and impact tests. Where a catchment area extends across a number of centres, the need or otherwise for an impact assessment must have regard to the thresholds for each centre.

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

## Policy RT3

### Sequential Test and Impact Assessments

#### Sequential Test

- I. Where proposals come forward for main town centre uses which are not in an existing defined centre boundary, a Sequential Test will be required. This test requires that all main town centre uses be located firstly in defined centres, then edge-of-centre locations, and only if suitable sites are not available should out-of-centre sites be considered. When considering edge-of-centre and out-of-centre proposals, preference will be given to accessible sites that are well-connected to a defined centre. Applicants will have to provide evidence that there are no reasonable prospects of the proposed development being accommodated on an alternative town centre site(s), demonstrating a reasonable degree of flexibility about the scale, format and design of the development and the provision of car parking.
- II. "Edge-of-centre" and "Out-of-centre" are defined in Annex 2 of the NPPF.

#### Impact Assessments and Local Thresholds

- III. Where planning permission is required, proposals for retail and leisure development outside of a defined centre will have to demonstrate that there would not be significant adverse impact on the delivery of existing, committed, and planned public and private investment or on the vitality and viability of any existing centre.
- IV. Retail and leisure development located outside of a defined centre will be subject to an impact assessment if they exceed the following floorspace thresholds:

**Table 18.2 Impact Assessment Thresholds on New Gross Floorspace**

Centre	Proposals (sq m gross)
Halifax	2,500 (NPPF default)
Elland, Sowerby Bridge and Todmorden	1,750
Brighouse and Hebden Bridge	1,500
King Cross, Mytholmroyd and Ripponden	500
Hipperholme, Queen's Road, West Vale	250

- V. In consultation with the Council, the assessment should consider the following criteria on all centres located within the anticipated catchment area of the new development:
  - a. All relevant impacts set out in national planning policy
  - b. Likely effects of development on any town centre strategy
  - c. Whether the proposal is of an appropriate scale in relation to the size, role and character of the settlement or intended catchment area
  - d. The cumulative impact of the proposal and other similar outstanding permissions or recent completions
  - e. Where the catchment area of the proposed development includes a Calderdale markets location, the specific predicted impact on market trading

## 18 Retailing and Town Centres

- VI. For major development the above impacts should be assessed as applicable to the scale and nature of the scheme.
- VII. All applications to existing retail and leisure premises and applications to vary the range of goods permitted to be sold from existing floorspace in out-of-centre retail warehouse locations should undertake an impact assessment in line with the thresholds above.
- VIII. Where any proposal fails to satisfy the sequential test or is likely to have a significant adverse impact on a defined centre, it will be refused.

**Table 18.3 Monitoring: Policies RT1-3 - Calderdale Retail Hierarchy and Town Centre Uses; Primary Shopping Areas and Shopping Frontages; and Sequential Test and Impact Assessments and Local Thresholds**

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

### Local Retailing and Servicing Provision Outside of Centres

**18.18** The Calderdale Retail Hierarchy sets out the retailing and service centres in the Borough. In addition a significant number of small local shops of neighbourhood significance also exist either individually or in small parades across the Borough, outside of these centres, serving a much localised need. Not all residents of Calderdale have easy access to shopping facilities and rely on these localised facilities to meet their day-to-day needs.

**18.19** Areas of local retailing and service provision which would benefit from some improvement include Highroad Well, Holywell Green, Hove Edge, Illingworth, Lee Mount, Mixenden, Ovenden North, Siddal, Southowram, Sowerby, and Stainland. However, care must be taken to ensure any such development does not negatively impact other nearby centres.

**18.20** Should opportunities arise to improve local retail and service provision in these areas, the Council will seek to ensure that the provision of such facilities, and the retention of existing ones, meets the requirements of local communities within easy walking distance of residential areas (5 minutes walking typically 400m). Small scale local food shopping facilities apply to those selling essential goods, including food, where the shop's premises do not exceed 280 sq m and there is no other such facility within 1,000m.

### Policy RT4

#### Local Retailing and Servicing Provision Outside of Centres

- I. Development of small-scale standalone retail or service provision in out-of-centre locations intended to serve local neighbourhoods and communities will be permitted where there is a deficiency in the general area of the proposed development, subject to the following criteria and other relevant Local Plan policies being met:
  - a. The proposal meets all relevant sequential and impact test requirements where a defined centre falls within the catchment area of the proposal

- b. The proposal is of an appropriate scale and nature to meet the specific local need within the catchment area
  - c. If the proposal is located within 750m walking distance of a defined centre, accessibility to the proposal on foot is no easier than that to the defined centre from residential areas between the proposal and the centre
  - d. The applicant is able to demonstrate that there is no cumulative impact with other stores in the vicinity on any defined centre, and
  - e. The proposal is to develop or modernise an existing store to help secure its future
- II. Areas of local retailing and service provision providing an important service to the local area will, wherever possible, be protected in line with Policy HW4 'Safeguarding Community Facilities and Services' – Safeguarding Community Facilities and Services.

**Table 18.4 Monitoring: Policy RT4 - Local Retailing and Service Provision Outside of Centres**

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

## General Town Centre Principles

**18.21** Our town centres and high streets are the heart of our communities.<sup>(27)</sup> Healthy town centres should meet a range of business and entertainment needs whilst promoting the diversity and individuality of the area. The Retail Study 2016 undertook detailed health checks of the six main town centres, and identified a need to improve the qualitative provision of services and facilities in some parts of the Borough.

**18.22** The key factor for the retail sector remaining competitive is that consumers' most fundamental needs are adequately met; namely convenience, safety and mobility. However, our town centres will need to give focus to other elements beyond retail to add to the 'day-out' mix. The future will increasingly rely on experience, service, information and communication and the ultimate goal will be to create a community-based shopping experience where everyone feels comfortable and entertained so they want to return more frequently.

**18.23** Economic diversity within high streets is vital for healthy local economies. Although chain stores and global brands have their place amongst our high streets, over-proliferation can lead to a degradation of character and distinctiveness, as well as the social fabric of town centres. Research has shown that where large clone stores dominate, people become less engaged with community life.<sup>(28)</sup>

**18.24** Shopping does not have to be the main reason for coming into a town centre; the key to future success of some centres will be to consider the town centre experience as a whole. Leisure is becoming an increasingly important part of the UK retail landscape as landlords seek to create an exciting space where consumers want to shop and spend.<sup>(29)</sup> Therefore, it is an important part of the offer. The Purple Flag accreditation scheme now provides a marker of a good performing town centre after-hours, and one that is clean, safe and convivial. Public well-being and attractiveness is therefore key, along with pursuing principles such as shared space in public realm developments.

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

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

29 Standard Life Investments, Real Estate Insight: Leisure in the UK retail environment. June 2016



## Policy RT5

### General Town Centre Principles

- I. New development in town centres will, through its design and construction, address and aim to improve the following:
  - a. **Attraction** - Increase the attraction of the centre to the local community, visitors and/or business, considering how the application will help to create a diverse range of uses in the centre, including local independent shops;
  - b. **Accessibility** - Improve accessibility from/to the centre and within it, and maximise ease of travel for all users. Proposals should seek to increase physical activity where possible and to contribute a positive health impact. The Council will support proposals in line with the Local Transport Plan; and
  - c. **Amenity** - Enhance the amenity value of the area/local environment and make a positive contribution to distinctiveness and a unique sense of place in any proposal. This should include consideration of the scheme design, and safety and security of all potential visitors and users.
  
- II. Development proposals should also reflect the key principles of Policy BT1 'High Quality Inclusive Design' and other policies in the Built Environment chapter.

**Table 18.5 Monitoring: Policy RT5 - General Town Centre Principles**

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

## Cultural and Leisure Provision

**18.25** The leisure and cultural sector in Calderdale makes an important economic contribution to the Borough and covers a broad range of activities and assets including the performing and visual arts, museums, galleries and the built heritage, libraries, parks and playgrounds, sports and cultural tourism as well as creative industries. As well as the direct economic value of the sector there are clear social benefits of a thriving leisure and cultural sector, and to the health and well-being of local communities.

**18.26** Leisure and cultural provision in the Borough is a mix of private, public, voluntary and community activities and is patchy and fragmented. The Council aims to develop and promote the cultural offer across the Borough, providing appropriate and effective business support, embedding culture in all regeneration projects. The Local Plan can help support these aims by ensuring that provision is supported and considered in new community facilities where they may be provided, and is integrated as part of placemaking and regeneration.

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

## Policy RT6

### Cultural and Leisure Provision

- I. Major new development and large-scale investment, particularly in mixed use schemes, should seek to enhance cultural provision in the Borough.
- II. Where new facilities are proposed, the use of space for both performing arts and exhibition space should be considered as an integral element of the design.
- III. New development for cultural provision should seek to ensure that local participation and audience development is enhanced across the Borough.
- IV. Cultural and leisure proposals in the town centre which meet the following criteria will be permitted where:
  - a. The development, including in combination with any similar uses in the locality, does not have a significant impact on local amenity, including as a result of noise and hours of operation; and
  - b. The proposal establishes or retains an 'active frontage' to the street.
- V. The loss of existing cultural and leisure provision to other uses will be resisted unless:
  - a. It can be demonstrated that the facility is no longer required by the community and the local community have been given adequate opportunity to manage the asset; or
  - b. Replacement facilities are provided in the local area; or
  - c. The development is for alternative cultural or leisure provision, the needs for which clearly outweigh the loss.

**Table 18.6 Monitoring: Policy RT6 - Cultural Provision**

<b>Outcomes</b>	Cultural provision enhanced across the Borough
<b>Indicators</b>	Total amount of new floorspace for cultural provision by location (gross and net)
<b>Targets</b>	None

### Residential Use in Town Centres

**18.28** The NPPF recognises that residential development can play an important role in ensuring the vitality of centres and encourage residential development on appropriate sites. This is supported by the Council, which aims to bring empty or underused property back into use and is underpinned by the Empty Homes Strategy. There remains a significant amount of disused or underused floorspace above many shop and business premises within Calderdale, particularly within the town centres. This would add to the housing stock in the Borough as well as providing a range of other benefits, such as ensuring the vitality of town centres, increasing footfall and reducing crime, thereby making the town centres safer and more attractive.

**18.29** Other benefits include generating environmental improvements and enhancing the conservation of the built environment. Residential uses in town centres are well served by public transport and often occupied by people who do not have a car, thereby reducing the need for the provision of car parking. The Council recognises the importance of residential uses in town centres, however will only support proposals where they do not harm the function of the retail core.

## Policy RT7

### Residential Use in Town Centres

- I. Residential proposals in designated town centres including the conversion of accommodation above shops and businesses will be encouraged and supported where:
  - a. The predominant retail character of the Primary Shopping Area is not harmed;
  - b. There is no fragmentation of any part of the Primary Shopping Area by creating a significant break in the retail core;
  - c. An active ground floor use is maintained or provided;
  - d. Adequate attenuation of noise measures, the protection of privacy and air quality are provided;
  - e. Any external alterations to the building are in accordance with the relevant Local Plan policies relating to design and materials;
  - f. Adequate access arrangements are available including facilities for the storage of bicycles and refuse; and
  - g. Access to car parking provision is in line with the Council's Car Parking Strategy.
  
- II. Where proposals are classed as a change of use, the flood risk sequential and exception tests as detailed in Policy CC2 'Flood Risk Management (Managing Flood Risk in New Development)' do not apply. However, there is still a requirement under the NPPF and PPG to submit an assessment of flood risk which demonstrates that safe access and egress can be achieved.

**Table 18.7 Monitoring: Policy RT7 - Residential Use in Town Centres**

<b>Outcomes</b>	Enhance the vitality of Town Centres Create a safe and attractive town centre environment Reduce the amount of disused or underused floorspace
<b>Indicators</b>	Total amount of new residential floorspace within Town Centres Total amount of vacant floorspace within the Town Centres Perception of crime reduced
<b>Targets</b>	None

## Managing Housing Growth

**19.1** This section provides a policy framework that will help developers and decision-takers in considering proposals for new housing development.

### Non Allocated Sites

**19.2** Proposals for residential development on non-allocated sites will generally be supported provided that they are in sustainable locations, complement the overall spatial strategy and objectives of the Local Plan, and are in accordance with other Local Plan policies. Policy HS1 sets out the criteria that will be considered by the Council in determining a planning application. The Council will strictly control development on non allocated sites in the Green Belt and Area Around Todmorden, and proposals in these areas will also be subject to Policy GB1 'Development in the Green Belt' and Policy GB2 'Development in the Area Around Todmorden'.

#### Policy HS1

##### Non Allocated Sites

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

- a. The proposal complements the strategic objectives of the Local Plan;
- b. The demands generated from the proposed housing can be accommodated by existing infrastructure;
- c. There are no physical and environmental constraints on development of the site which cannot be mitigated;
- d. If the proposed development falls within Flood Risk Zones 2 or 3, it passes the flood risk Sequential Test, and where necessary, the Exception Test;
- e. The development creates no unacceptable environmental, amenity, traffic, safety, or other problems;
- f. The development conserves or enhances heritage assets and will not harm those elements which contribute to their significance, including their settings;
- g. The site does not have any recognised value for nature conservation; and
- h. The proposal complies with other relevant Local Plan policies.

**Table 19.1 Monitoring: Policy HS1 - Non-Allocated Sites**

<b>Outcomes</b>	Planning permissions for non-allocated sites accord with the criteria in the Policy
<b>Indicators</b>	Proportion and number of sites that are windfalls
<b>Targets</b>	None specifically (although non-allocated sites along with other sites will contribute to a windfall allowance)

### Residential Density

**19.3** The Local Plan seeks to achieve a balance between the efficient use of land and the provision of high quality residential developments to meet the district's housing needs. The National Planning Policy Framework (NPPF) allows Local Planning Authorities to set their own approach to housing density to reflect local circumstances. It is imperative that in Calderdale, where a significant proportion of new housing has been allocated on land formerly within the Green Belt, that higher densities are utilised where appropriate to ensure land is used as efficiently as possible. If land is not used efficiently, it could have the cumulative effect of requiring more land to deliver the scale

## 19 Housing

of housing required, resulting in less sustainable patterns of development. The indicative capacities for the land allocations have been calculated using the density multipliers from the Strategic Housing Land Availability Assessment (SHLAA), which were developed with the SHLAA Working Group. Policy HS2 sets out the Council's minimum net density requirements for all sites. It does however, recognise that there will be sites where higher or lower densities will be more appropriate. Whilst indicative, the capacities for the land allocations were based on the best information available at the time, and it is recognised that the actual capacities may fluctuate, but the Council considers that these will average out to meet the housing requirement figure.

**19.4** Higher densities will be expected in more sustainable locations, such as sites close to a high frequency bus route or railway station (defined as 400m to a high frequency bus route, and 800m to a railway station), as well as sites in close proximity (a 15-20 minute public transport journey) to the main town centres.<sup>(30)</sup> Higher density sites will assist in increasing the patronage for public transport, and maintaining or enhancing provision of local services/facilities. As many brownfield sites are within the existing urban areas, these will generally be subject to higher density requirements but the biodiversity value of sites will also need to be taken into consideration. This will contribute to regeneration, protect greenfield and Green Belt sites, and reduce the length of car journeys. Well thought out and designed schemes can assist in increasing residential density.

**19.5** There may be circumstances where lower densities are appropriate, such as in rural areas, on large greenfield sites on the edges of settlements, garden development, or to avoid adverse impacts on the character and setting of smaller settlements including historic villages and towns, and surrounding countryside. The policy allows consideration of location and site characteristics, such as topography, in determining the most appropriate density for the site. The Council may also support proposals for lower densities if there are aspirations to increase the mix of housing in an area as part of regeneration plans, or if evidence highlights a need for a particular housing type. The Council will also consider lower density development where it can be demonstrated by the applicant that the economic viability may be compromised.

**19.6** Over the period 2011/12 to 2016/17, average density for new build development has been 42.5 dwellings per hectare (dph), and average density for conversion developments has been 103.6dph. However, these figures include schemes where the density was very high, and unlikely to consistently continue to form a future trend. To provide a more realistic figure, it was necessary to exclude schemes where the density was over 100dph. Average density figures for schemes of less than 100dph are 30.65dph for new-build developments, and 34.82dph for conversion schemes. The Council therefore considers that a general expectation that a minimum of 30dph should be achieved is not unreasonable.

**19.7** Net dwelling density is defined as including only those site areas which will be developed for housing and directly associated uses, including access roads within the site, private garden space, car parking areas, incidental open space and landscaping and children's play areas, where these are provided.

### Policy HS2

#### Residential Density

- I. All new housing developments should use land efficiently.
- II. A minimum net density of 30 dwellings per hectare will generally be sought for developments on non-allocated sites; however, higher densities of development will be sought:
  - a. In and around the main town centres
  - b. Close to main public transport routes and bus and railway stations, and
  - c. Through innovative design solutions
- III. Lower densities may be appropriate on certain sites, and proposals for development at lower densities will be determined taking into account the following:
  - a. The character of the site, including topography and any biodiversity value

30 Site Allocations Assessment Methodology, CMBC

- b. The character of the surrounding area
- c. The need to preserve the amenity of existing or future residents
- d. The availability of local facilities and infrastructure
- e. Any aspiration to achieve other objectives, for example, to alter the housing mix in an area as part of wider regeneration projects.

**Table 19.2 Monitoring: Policy HS2 - Residential Density**

<b>Outcomes</b>	High quality residential layouts achieved through efficient use of land; Quality and character of existing areas retained; Housing mix of areas improved
<b>Indicators</b>	Densities achieved on sites of up to 0.4ha, 0.4-2.0ha and over 2.0ha; Densities achieved on new build and conversion sites; Densities achieved on brownfield and greenfield sites
<b>Targets</b>	In broad terms densities achieved to average a minimum of 30dph

## Housing Mix

**19.8** The Local Plan aims to deliver a wide choice of high-quality homes and create sustainable, inclusive and mixed communities. It is therefore important to plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community, and also identify the size, type, tenure and range of housing that is required.

**19.9** The 2015 Strategic Housing Market Assessment (SHMA) and Updated Review (2018) show that the demographic and economic profile of the Borough is likely to change over the Plan period with the housing market needing to react to these changes. The modelling from the SHMA shows a considerable increase in the number of one person households, with notable growth also expected in family households with dependent children and families without children. It also identifies that the greatest need for new accommodation is for two- and three-bedroom properties. This need is likely to change over the Plan period, and therefore Policy HS3 requires housing mix to reflect the most up-to-date SHMA alongside other relevant information.

**19.10** The Local Plan aims to meet the needs of the different household types in the Borough, and therefore proposals for new residential development should contribute to meeting the needs identified in the SHMA. The Council will also expect that the degree of mix will increase with site size, and proposals of 30 dwellings or more will be expected to set out how the mix of housing will meet local needs. It is considered that a mix of housing could be achieved on sites that can accommodate 30 dwellings. It is important that the Local Plan is able to respond to changing household composition and demand for housing over the Plan period, therefore applicants will be expected to take into account recent evidence contained both in the most recent SHMA and other relevant sources. Where a proposal for 30 dwellings or more does not provide an appropriate mix of housing types, this will need to be adequately explained.

**19.11** The Council recognises that there will be important factors that will need to be taken into account when preparing development proposals which could affect the ability to provide a mix of housing to meet identified need on a particular site or in a particular part of the Borough. These factors may include the site location and its characteristics, as well as viability and market demands.

**19.12** Where site briefs and/or masterplans are prepared these will contain more detailed information in relation to the appropriate housing mix.

## Policy HS3

### Housing Mix

- I. In order to meet the housing needs of the Borough over the Plan period, the Council will seek a mix of type and size of new housing.
- II. Proposals for housing developments of 10 or more dwellings will be expected to provide for a mix of housing in terms of size, type, tenure and affordability; and additionally, proposed housing developments of 30 or more dwellings should be accompanied by a statement setting out how the mix of housing will assist in meeting local needs. The various house types, sizes and needs being met should be spread throughout the site.
- III. The housing mix should be informed by the most recent SHMA together with other relevant and recent information, and also taking into account market factors, and the location and characteristics of the site.

**Table 19.3 Monitoring: Policy HS3 - Housing Mix**

<b>Outcomes</b>	A balanced housing market meeting housing needs of all household types
<b>Indicators</b>	Number homes delivered by type and size as compared with evidence of need in the SHMA
<b>Targets</b>	Broadly to achieve proportions of need identified in the SHMA by end of the Plan period

### Housing for Independent Living

**19.13** Local Planning Authorities should plan to meet the needs of older people and people with disabilities. The SHMA highlights the importance of considering the older population in isolation, in order to understand how this group has changed over recent years and how future need pressures can impact on their requirements for new housing.

**19.14** The 2011 Census shows that the number of people over 65 living in Calderdale has increased by 8.2% since the previous Census in 2001 with particular growth in those aged 65 to 74 and those aged 90 and over. The 2014-based Sub National Population Projections indicate that over the Plan period the number of residents aged 65+ will increase by 17,000 (between 2012 and 2030), and comprise 23% of the total population. The greatest proportional growth is expected in those aged 75 to 84 (64% increase) and 85 and over (60% increase). Overall, between 2001 and 2037, the 65+ age group will have increased by 73% in Calderdale.

**19.15** The 2012 Sub National Household Projections project ahead to 2037, and show that the number of *older households* (65+) in Calderdale is set to increase from 25,000 to 41,000 between 2012 and 2037. This is an increase of 64% in the number of households where the "household representative"<sup>(31)</sup> is aged 65 and above. In 2037, as a proportion of the total number of households in Calderdale, the 65+ households will represent 37% of the total, compared to 27% in 2012.

**19.16** In addition to health issues associated specifically with the needs of the elderly, the 2015 SHMA also demonstrated that whilst that over 10% of the population in Calderdale aged 18-64 will either have a moderate or serious disability, the 55-64 age group will see the largest increase.

**19.17** The Council recognises the changing aspirations of the baby boomer generation which are resulting in a falling demand for residential care, whilst the demand for independent living and extra care housing schemes continues to increase. Such changes have significant implications not only for the type and size of property but also around the needs of such households in terms of proximity to services and mobility. The NPPF highlights the

31 "Household representative" defined as the individual taken to represent the household; usually taken as the oldest male (CLG)

importance of meeting the needs of different groups in the community, including older and disabled people. The Council's approach to the challenge of housing the elderly is to support the wish of older people to remain independent for longer within their existing community where possible. Supporting independent living can help to reduce costs to health and social services and providing more options for older people to move can free up houses that are under-occupied.

**19.18** The needs of the elderly and disabled will be met in a variety of ways ranging from support services and adaptations within older person households, and increasing the supply of adaptable homes within the general housing stock, to provision of the full range of purpose-built accommodation such as homes for independent living, extra care and care home facilities as discussed in the Council's Housing Strategy and Older People's Housing Strategy. It is through the building of new accommodation where the Local Plan can directly contribute to provision for the elderly by requiring such accommodation to be taken into account in the overall mix of housing schemes; helping the Council, acting in its enabling role, to bring forward specialist housing schemes (such as sheltered housing, nursing/care homes or extra care housing); and increasing the supply of accessible and adaptable homes through requiring a proportion of new homes to be built to Requirement M4(2) of the 2015 Building Regulations (or any subsequent standard).

**19.19** Further evidence and justification to support this requirement is set out in the Housing Technical Paper. Planning Practice Guidance states that Local Plan policies should take account of site-specific factors such as flood risk, topography, and other circumstances which may make a site less suitable for compliance with Requirement M4(2), particularly where step-free access is not achievable or is not viable. The Policy recognises that topography and flood risk heavily influence the design of new residential development, and these circumstances may result in the requirement being reduced or waived. Given future need for accessible and adaptable homes as evidenced above and in the Housing Technical Paper, and the importance of meeting housing needs for the local population, the Council still wishes that proposals for all new homes strive to achieve compliance with Requirement M4(2).

**19.20** For schemes to be appropriate they must also comply with other relevant policies set out in the Local Plan, including HS3 and HS6 regarding housing mix and affordable housing respectively. Housing for the elderly should generally be located near to shops and other facilities and services.

## Policy HS4

### Housing for Independent Living

- I. The Council will seek to increase the level of housing suitable to meet the needs of older people and disabled people, both through its role as enabler, and also through supporting proposals for housing which contribute to independent living, such as sheltered accommodation and extra care housing.
- II. Development proposals for communal establishments and specialist housing will be supported provided:
  - a. They meet an identified need;
  - b. The site is suitable;
  - c. The location is appropriate in terms of access to facilities, services and public transport;
  - d. The design of the development meets the specific needs of older people or disabled people; and
  - e. It complies with other Local Plan policies.
- III. Proposals for residential development should ensure that 100% of units are adaptable and accessible homes.<sup>(32)</sup> In locations in Calderdale where site specific circumstances, including topography and flood risk, will result in this requirement not being possible to achieve or would render a scheme unviable, the Council will consider reducing or waiving the requirement.

32 Adaptable and accessible homes are those that meet Requirement M4(2) of the Building Regulations 2015, or any subsequent government standard



**Table 19.4 Monitoring: Policy HS4 - Housing for Independent Living**

<b>Outcomes</b>	More accommodation to enable the elderly to live independently A greater proportion of Accessible & Adaptable Dwellings in the Borough's housing stock
<b>Indicators</b>	Number of homes built to Requirement M(4)2 Accessible & Adaptable Dwellings Number of homes requiring adaptations/alterations funded by CMBC
<b>Targets</b>	To cater for the needs of the increasing elderly population

## Self-Build and Custom Housebuilding

**19.21** Self-build and custom housebuilding is a key element of the Government's agenda to increase supply and tackle the housing crisis. In a drive to make self-build a 'mainstream housing option', the NPPF includes a specific reference to self and custom build housing:

- *"To deliver a wide choice of high quality homes, widen opportunities for home ownership and create inclusive and mixed communities, Local Planning Authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and **people wishing to build their own homes**);"*

**19.22** The Self-build and Custom Housebuilding Act 2015 has established a responsibility for local authorities to keep a Self-build and Custom Housebuilding Register. The register contains a list of individuals and associations of individuals who are seeking to acquire serviced plots of land in order to build houses for those individuals to occupy as homes.

**19.23** The Act does not distinguish between self-build and custom housebuilding and provides that both are where an individual, an association of individuals, or persons working with or for individuals or associations of individuals, build or complete houses to be occupied as homes by those individuals. In considering whether a home is a self-build or custom build home, the Council must be satisfied that the initial owner of the home will have primary input into its final design and layout.

**19.24** From 1 April 2016 the Council has kept a register of individuals and associations who are interested in purchasing serviced plots of land to build their own homes. The register provides valuable information on the demand for self-build and custom housebuilding in Calderdale and forms a key part of the authority's evidence base of demand for this type of housing.

**19.25** The Housing and Planning Act 2016 places a further duty upon LPAs to grant suitable planning permission in respect of enough serviced plots of land to match demand on their Self-build and Custom Housebuilding Register.

**19.26** Policy HS5 is flexible in its requirements to enable the Council to respond to changing future demands. However, the current register shows that there is a demand for self-build and custom housebuilding in Calderdale. As such, strategic and larger sites will be required to make provision for self and custom build, in the form of serviced plots.

**19.27** When negotiating the level of self and custom housebuilding provision on site, the Council will take account of the most up to date evidence contained within the Self-build and Custom Housebuilding Register and will have regard to viability considerations. The percentage provision will be proportionate to the current level of demand and the Borough's overall housing need.

**19.28** A serviced plot of land shall have:

- Access to a public highway; and
- Connections to the relevant utilities such as electricity, water and waste water.

**19.29** The provision shall be secured through an appropriate legal undertaking which will allow a mechanism for the developer or a third party to provide and facilitate plots.

**19.30** The marketing of serviced plots shall be carried out in accordance with an agreed marketing strategy. Where plots are marketed for self and custom build purposes and a period of 12 months has elapsed from the point at which 'serviced plots' are available without take-up, then any variation through application or deed of variations for alternative housing or other uses will need to be justified with details that demonstrate a thorough marketing strategy at an appropriate price has taken place. Unless it has been demonstrated that serviced plots have been appropriately marketed, then alternative housing purposes or other uses are unlikely to be supported.

**19.31** It is recommended that a marketing strategy for the self-build and custom build homes should include an active local marketing campaign including consideration of targeted marketing to potential self-builders and local groups. An information/marketing pack should also be provided to the Council to be in turn provided to all individuals on the Council's Self-build and Custom Housebuilding Register who have opted to receive such information in the area of application as evidenced by the register. The plot provider shall notify the Council that the formal 12 month marketing period has begun.

## Policy HS5

### Self-Build and Custom Housebuilding

- I. The Council will actively seek to promote and support sites for self-build and custom housebuilding on both land allocations in the Local Plan and on other sites that might come forward during the Plan period where other material considerations indicate that support is appropriate.
- II. On sites of 100 dwellings or more, the Council will generally seek 5% of the overall capacity to be provided as serviced plots for self or custom build need. In determining the level of provision, consideration will be given to the most up to date evidence contained within the Self-build and Custom Housebuilding Register.
- III. Applications for self and custom housebuilding on serviced plots (both on large sites of 100 dwellings or more and on other sites that may come forward during the Plan period) should comply with other relevant Local Plan policies.
- IV. A marketing strategy should be submitted as part of the proposal to establish the type, extent and duration of marketing. An information pack should also be provided to the Council to be distributed to all appropriate individuals on the Self-Build and Custom Housebuilding Register.

**Table 19.5 Monitoring: Policy HS5 - Self-Build and Custom Housebuilding**

<b>Outcomes</b>	Establish self-build and custom housebuilding as a mainstream housing option
<b>Indicators</b>	Number of successful applicants on the Self-build and Custom Housebuilding Register Number of serviced plots made available Number of self-build and custom homes delivered
<b>Targets</b>	Grant suitable development permission in respect of enough serviced plots of land to match demand on Self-build and Custom Build Register

## Affordability

### Background

**19.32** Affordability has become a well-recognised challenge to the operation of the national housing market and the ability of households to access housing that they are able to afford is fundamental to meeting policy objectives. The NPPF provides a definition of affordable housing and requires Councils to set policies for meeting identified affordable housing need. Policies should be sufficiently flexible to take account of changing market conditions.

### Evidence of Need

**19.33** It is crucial that new residential development meets the identified housing needs in the Borough. This means providing the right mix of dwelling sizes and tenures, including affordable housing. The 2015 Strategic Housing Market Assessment (SHMA) sets out the shortfall in affordable housing on an annual basis. The affordable housing shortfall provides evidence in support of the inclusion of the Local Plan affordable housing policy.

**19.34** The SHMA calculated the need for affordable housing in Calderdale over the period 2016 – 2035, and suggested that a total of 3,671 affordable homes could be needed in Calderdale, equating to 193 affordable homes per annum. Over the Plan period 2018/19 – 2032/33, this equates to 2,895 affordable homes. Once under-delivery from 2016/17 and 2017/18, and completions from 2018/19 have been taken into account, a total of 3,140 affordable housing dwellings are required to meet need, equating to 224 per annum over the remaining 14 years of the Plan.

**19.35** The SHMA identified a need to provide 527 affordable homes annually over the first five years of the Plan, in order to clear the backlog that has arisen historically while meeting newly arising needs over this period and 74 affordable homes per annum thereafter. However, the Council's monitoring indicates that affordable housing delivery has slowed in Calderdale in recent years and therefore the backlog has worsened since the SHMA was prepared. Since 2012, an average of 75 affordable homes have been completed each year in the Borough. To clear the backlog and current need for affordable housing, a significant increase in housing delivery would be required in the first five years of the Plan period, and is not considered to be realistic. However, the Council considers that affordable housing needs can be met during the Plan period.

### Means of Providing Affordable Housing

**19.36** Affordable housing can be provided by a number of means including through the Affordable Housing Programme (AHP) and direct provision by local authorities. However, this latter approach is unlikely to be pursued in Calderdale due to the transfer of the local authority housing stock to Pennine Housing 2000 (now part of the Together Group) with the authority's role now being one of enabler. However, this approach together with any direct provision of affordable housing by Registered Providers (who would take ownership and let the affordable housing that is provided on private sites) will not be sufficient to meet the need identified through the SHMA. It is therefore important for the Council to continue to seek an element of affordable housing in private housing developments.

**19.37** Where affordable housing is needed the NPPF requires development plans to meet that need on site unless off-site provision or a financial contribution of a broadly equivalent value can be robustly justified. Provision in the vicinity of the site will assist in achieving the objective of balanced and mixed communities.

### What Will be Required in Private Housing Developments

**19.38** The actual details of the affordable housing provision required in private housing developments will be informed by market location, site size, practicality and viability. The affordable housing targets in the Local Plan reflect current market conditions and will vary over the Plan period. The sub-market areas are allocated to one of four categories based upon their housing market strength/values and the policy requirements in Policy HS6 'Affordable Housing' are based upon this spatial analysis. Taking into account the annual overall shortfall in affordable homes, the Council requires the inclusion of an element of affordable homes in planning applications for housing developments of more than ten homes.

**19.39** The Council would expect the affordable housing contribution to vary in size and style depending on the needs of the particular sub market and in accordance with other Local Plan policies on housing mix and density.

**19.40** As recommended in the SHMA, it is important to balance future affordable housing supply with demand for property of different types. The actual mix will need to be considered on any particular proposed development

in the context of circumstances at the time of a planning application and should be informed by the most recent SHMA, together with other recent and relevant information and Council guidance.

### Viability

**19.41** To ensure that residential developments proceed, it is essential that any affordable housing requirement takes into account the overall viability of the development.

**19.42** The viability of delivering affordable housing across the Borough has therefore been tested through an Economic Viability Assessment (EVA) model. Through the model developed for this purpose, the EVA examined a range of variables including site size and location, proportion of affordable housing sought and tenure mix. This demonstrated that across Calderdale developers of all new housing developments should contribute towards the provision of affordable housing, but the level of provision will be influenced by these factors.

**19.43** The results of this analysis revealed that the spatial location within which a site is situated is a key influencing factor on scheme viability within Calderdale and hence on the proportion of affordable housing a site can provide whilst remaining economically viable.

**19.44** The study recommended that the Local Plan should require developers of all new housing developments to contribute towards the provision of affordable housing in line with a clear policy that is informed by market location, site size threshold and financial viability.

**19.45** This Borough-wide assessment of the economic viability of land for housing in Calderdale forms a starting point for negotiation of affordable housing on qualifying new housing developments. Within market housing schemes, affordable housing will be sought on sites of more than ten dwellings. Smaller land parcels on one site developed incrementally will also need to provide affordable housing if the overall site capacity is more than ten dwellings.

**19.46** While the study raises some questions concerning the viability challenges of some areas within Zone D (see Table 19.6) on both brownfield and greenfield sites, the policy will provide a basis for negotiation in such areas, but remain flexible in its application. A blanket exclusion of a requirement on sites in these areas would prevent the Council from being able to respond to changing future demands and trends.

**19.47** The Council's preference is to secure the provision of new affordable homes on the application site as this assists in the development of mixed and balanced communities and reflects national planning policy. However, where sufficiently evidenced by an independent site-specific viability appraisal, the Council may consider a financial contribution of equivalent build cost value to facilitate the provision of affordable homes.

**19.48** During the life of the Local Plan, the relative health of the housing market and the implications for each of the sub-markets will be monitored. Imbalances between demand/need and supply will be addressed when determining planning applications based on up-to-date detailed need assessments for each of the sub-market areas / Local Plan areas by the Council's Housing Service. Prospective applicants should have regard to these Statements of Housing Need.

### Rural Affordable Housing

**19.49** National planning policy has for some time enabled Local Planning Authorities to have policies that support the release of small sites for affordable housing in exceptional circumstances, which development plans would not otherwise allocate for housing within or adjoining villages, and on which housing would not normally be permitted. The current NPPF maintains this approach.

**19.50** The current SHMA does not specifically cover the need for affordable housing in rural areas although it does demonstrate a need for affordable housing in the rural sub-areas of the Borough. Future SHMAs may examine this issue in more detail. A rural exceptions policy, by definition, can only cover the rural parts of the Borough with the exclusion of larger more urban settlements within which or through their planned expansion opportunities exist to provide affordable housing. Therefore, Policy HS6 excludes the towns within the Borough, defined as Tiers 1 to 3 of the Settlement Hierarchy (see Table 2.1). The sustainability of additional housing in small settlements will also be a consideration given that such settlements are often not well served by public transport. The phrase 'well related to' in criterion VII(a) of Policy HS6 means sites clearly associated with the built-up area of a settlement. Where there is a risk that development would erode an existing gap between settlements, proposals will not be supported.

**19.51** In rural areas, the Council will be responsive to local circumstances and plan housing development to reflect local needs, particularly for affordable housing, including through rural exception sites, where appropriate. The

## 19 Housing

exceptional circumstances are where needs have been identified for people with jobs in those settlements, or with strong local connections, which have been difficult to satisfy through lack of development opportunities. Such local need should be strongly justified and may include parish assessments, settlement assessments or similar documents. These should demonstrate that there is no suitable housing within the relevant settlement and the selected site is viable for affordable housing. All affordable homes built on an exception site will have a local lettings policy to ensure the homes are offered to local people in the first instance and arrangements are in place to ensure that the affordable housing units remain affordable in perpetuity, where appropriate. The affordable home must be the main dwelling of the occupant. The Council will verify whether potential buyers/tenants meet the criteria, be that income or local connection. The Council will work with parish and town councils, neighbourhood planning qualifying bodies, Registered Providers and local landowners to identify and meet need. The type of housing provided should be appropriate in size and price to meet local need. Housing on these sites will be offered at less than market prices or rents, while achieving the space standards and build quality of market homes elsewhere in the Borough. A small proportion of homes for sale at market prices will only be permitted in very exceptional circumstances, for instance in order to bring back into use a heavily contaminated site, and only when all other means of achieving viability have been exhausted. In particular, land prices inflated beyond existing use values will not be accepted as a reason for allowing market housing on these sites.

**19.52** Rural exception sites are one way of balancing the protection of rural areas with meeting housing need. Careful planning and preparation beforehand to ensure the development is sustainable will be required. Proposals should avoid any adverse impacts on the South Pennine Moors Special Protection Area/Special Area of Conservation and comply with Policy GN3 'Natural Environment'.

**19.53** Therefore an 'exceptions' element is included in Policy HS6. Any proposals for affordable housing on exception sites will need to satisfy the criteria.

### Policy HS6

#### Affordable Housing

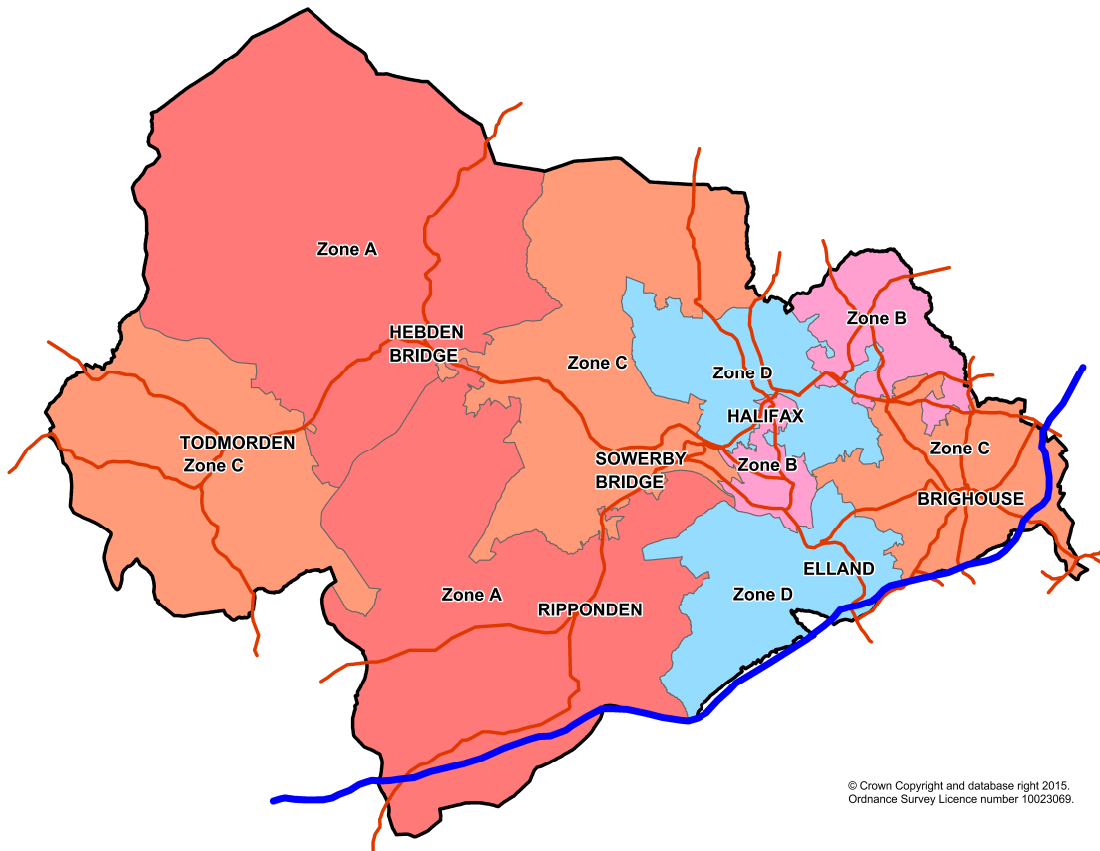
- I. The Council will not require an inclusion of an element of affordable homes in housing developments of 10 units or less, and which have a maximum combined gross floorspace of no more than 1,000 square metres (gross internal area).
- II. The Council will expect details of the affordable housing mix to be provided in a statement of Affordable Housing Contribution to be informed by the most recent SHMA, together with the Council's published guidance on affordable housing provision.
- III. In some instances, the proportion may be less than that prescribed in Table 19.6 where robust viability evidence demonstrates that there are development costs which would otherwise prejudice the implementation of the proposal. For any deviation from the stated requirements, the Council will take account of the most recent evidence, such as the SHMA and any subsequent updates or other relevant and recent information.
- IV. The affordable homes should be incorporated within the development but where justified, a financial contribution of at least equal value may be accepted to provide affordable homes elsewhere or to re-use or improve the existing housing stock.
- V. Planning applications which include proposals for affordable housing must ensure that there are secure and practical arrangements to retain the benefits of affordability for initial and subsequent owners and occupiers, such as the involvement of a registered provider and where appropriate by the use of conditions or planning obligations.
- VI. The affordable housing provision should be indistinguishable from market housing in terms of achieving the same high quality of design.
- VII. Permission will be granted for affordable housing on exception sites where policies to protect the countryside would normally preclude planning permission being granted provided that:
  - a. The site is either within, or well related to, a settlement not included in Tiers 1 to 3 of the Settlement Hierarchy, and the scale of proposed schemes relates to that of the settlement concerned

- b. There is a proven local need for affordable housing in the particular settlement
- c. Residential development would reflect the principles of sustainable development including the objective of maintaining or enhancing the vitality of the particular rural community
- d. There are secure arrangements in place to ensure that the affordable housing units remain affordable in perpetuity, where appropriate
- e. There are secure arrangements in place to ensure that the affordable housing units are offered to local people (defined as current residents or those who have an existing family or employment connection) in the first instance, and
- f. The proposal complies with other relevant Local Plan policies

**Table 19.6 Provision of Affordable Housing to Meet Policy HS6**

Zone	Housing Market Locations	Performance Designation	Size Threshold (No. Dwellings)	Proportion Affordable Housing
Zone A	Hebden Bridge, Charlestown, Ripponden, Rishworth, Barkisland	Very Hot	>10	35%
Zone B	Northowram, Shelf, Norwood Green, Halifax Town Centre Skircoat, Lightcliffe (part)	Hot	>10	30%
Zone C	Todmorden, Walsden, Cornholme, Mytholmroyd, Sowerby Bridge, Illingworth, Luddendenfoot, Luddenden, Bradshaw, Brighouse, Rastrick, Clifton, Southowram, Hipperholme, Bailiff Bridge, Lightcliffe (part)	Medium	15+	25%
Zone D	Elland, Greetland, Holywell Green, Stainland, Wheatley, Ovenden, Mixenden, Boothtown, West Halifax	Cold	15+	20%

**Map 19.1 Affordable Housing Zones referred to in Table 19.6**



**Table 19.7 Monitoring: Policy HS6 - Affordable Housing**

<b>Outcomes</b>	Meet the affordable housing needs of the market sub-areas and Borough
<b>Indicators</b>	Number and proportion of affordable homes delivered by market sub-area Number and proportion of affordable homes delivered in the Borough Number of affordable homes on rural exception sites
<b>Targets</b>	Number of Affordable Homes as per SHMA

## Houses in Multiple Occupation

**19.54** Houses in multiple occupation (HMOs) are houses that are not occupied by a single household and include dwellings occupied by two or more people living separately, bedsits, lodgings and hostels. They meet specific local housing needs, such as those of students, single people on low incomes or people who move frequently and require temporary accommodation.

**19.55** The intensification of use associated with HMOs often has implications for the area in which the building is located and the potential for harm increased with recent changes to permitted development rights. An office building falling within Class E(gi) does not need planning permission to change to residential use (Class C3) whilst a dwelling (Class C3) does not require planning permission to change to a small (3-6 residents) HMO (Class C4). The cumulative effect of these changes is to provide the potential for office buildings to be subdivided into several flats with each in turn converted to a small HMO for 3-6 residents. The Council recognises that over the Plan period the Government may make further changes to planning legislation.

**19.56** HMOs have a role to play in meeting the Borough’s future housing requirements but this has to be balanced against the fact that they can also create social and environmental problems for local communities. Therefore where

other objectives of the Local Plan have the potential to be undermined by a proliferation of HMOs in a specific area, and based on the evidence at the time, consideration will be given to creating further Article 4 Directions to remove permitted development rights in such areas.

**19.57** All proposals for HMOs will be considered by the Council having regard to the economic, social and environmental implications of such developments. Where proposals are located, as they often are, in residential areas, the need to protect the character of these areas, including retaining the supply of family housing will be important. Any increase in anti-social behaviour, noise and nuisance is likely to undermine an area's suitability for family housing. A predominance of HMOs is also likely to result in a restructuring of commercial and recreational facilities in line with the lifestyle of the predominant population, helping to further reduce the attractiveness of an area for families resulting in further loss of family housing. Without this mix in the size and type of housing it is more difficult for areas to support mixed communities.

**19.58** HMOs can also have a negative effect on the physical environment and streetscape. External alterations to buildings such as the addition of fire escapes can affect the appearance of the building. This is of particular importance in sensitive areas such as conservation areas or where listed buildings are concerned. Neglect of gardens following conversion will affect the character of the locality as will increases in the number of cars, both in terms of car parking and increased traffic on the local highway network.

## Policy HS7

### Houses in Multiple Occupation

- I. Planning permission will be granted for the use of a building as a house in multiple occupation where:
  - a. There would be no harm to:
    - i. The appearance, character or primary function of the locality;
    - ii. The appearance or character of the building;
    - iii. The amenity of the occupiers of neighbouring buildings or the intended occupiers of the building;
  - b. The proposal is well served by public transport;
  - c. There is adequate car parking provision on site; or
  - d. On-street parking would not impair the free flow of traffic or highway safety; and
  - e. The proposal would not result in a disproportionate concentration of HMOs in an area.
- II. Where the impact of Houses in Multiple Occupation would undermine a locality's main character and function, the Council will consider the creation of Article 4 Directions to protect such areas.

**Table 19.8 Monitoring: Policy HS7 - Houses in Multiple Occupation**

<b>Outcomes</b>	Houses in Multiple Occupation integrated into existing areas without causing harm to them whilst helping meet the Borough's housing needs
<b>Indicators</b>	Retention of existing uses (e.g. family housing, commercial enterprises), changes to character and appearance of localities
<b>Targets</b>	No specific numeric target but HMOs will contribute to housing needs across the Borough.



### Gypsies and Travellers and Travelling Showpeople

**19.59** The NPPF and accompanying Planning Policy for Traveller Sites<sup>(33)</sup> encourages Local Planning Authorities to make their own assessment of need for the purposes of planning and plan for sites over a reasonable timescale. It also defines the terms Gypsies and Travellers and Travelling Showpeople for the purposes of planning policy. A Joint Gypsy and Traveller and Travelling Showperson Accommodation Assessment (GTAA) covering both Calderdale and Kirklees local authority areas was undertaken by Arc<sup>4</sup> with separate reports published for each Borough.<sup>(34)</sup> Further research carried out by LeedsGATE, a members' organisation for Gypsy and Traveller people in West Yorkshire, was employed in the study to sensitivity test alternative household numbers for Gypsies and Travellers.<sup>(35)</sup> The Study found that there are currently no Gypsy and Traveller pitches in Calderdale, nor are there any known temporary or unauthorised sites. It also noted the presence of one Showpersons' yard which contains twelve plots, at Atlas Mill Road, Brighouse.

**19.60** Overall the study found a slight shortfall of provision of both pitches and plots. For Gypsies and Travellers for the five-year period 2014/15 to 2018/19 the study identified a shortfall of seven pitches when assumptions regarding households wanting to move from bricks and mortar accommodation onto a pitch are included. Analysis of future requirements for the 15-year period 2019/20 to 2033/34 suggests that there will not be any requirement for pitches from new households.

**19.61** The Study also examined the need for transit accommodation based on data relating to unauthorised encampments. Analysis of this data indicates that new transit provision of six transit pitches be made with particular consideration to the Brighouse, Elland and Halifax areas since it is these areas that have experienced the highest levels of unauthorised encampment activity. The study did not consider that the current level of activity will alter significantly over future years beyond 2018/19. Whilst the assumption is that each transit pitch would accommodate one caravan, established practice within the Travelling community means that pitches could accommodate up to two vans if the pitch is being occupied by the same household or member of a family group. However, the need for transit pitches is not well supported by survey findings that show that three quarters of respondents felt that there was not a need for new transit pitches across the study area. The Study also recommended consideration be given as to whether the most appropriate type of provision would be a conventional formal transit site or a form of authorised 'stopover' or negotiated stopping provision.

**19.62** For travelling showpeople the study identified a need over the next five years (2014/15 to 2018/19) for two additional plots and for a further plot during the period 2019/20 to 2033/34.

**19.63** The Government changed the definition of Gypsies and Travellers for planning purposes to exclude those who have permanently ceased travelling, just as the GTAA was being concluded, precluding a full reassessment of need in line with the revised definition. In its Local Development Scheme, the Council states its intention to bring forward a Development Plan Document (DPD) upon adoption of the Local Plan to address the needs of Gypsies and Travellers and Travelling Showpeople. As part of the preparation of this document, evidence of need will be refreshed in order to ensure that the DPD is based on both the most up-to-date evidence and most recent definition of Gypsies and Travellers. In accordance with Annex 1 to "Planning Policy for Traveller Sites" (DCLG, 2015) this evidence will include determination of whether persons are Gypsies and Travellers for the purpose of planning policy through consideration of the following relevant (although not exclusive) matters:

- Whether they previously led a nomadic life
- The reasons for ceasing their nomadic habit of life
- Whether there is an intention of living a nomadic habit of life in the future, and if so, how soon and in what circumstances.

**19.64** The update to the 2015 GTAA will also include a reassessment of the needs of Travelling Showpeople. The existing Travelling Showpeople site at Atlas Mill Road (Brighouse) is currently proposed to remain unchanged. When assessing the accommodation needs of Gypsies and Travellers, prior to drafting the DPD, this work will seek to identify the needs of all gypsies and travellers, including those currently travelling and those who have ceased to travel. The Development Plan Document will subsequently make provision for all needs identified in the update to the 2015 GTAA.

33 Planning Policy for Traveller Sites, Department for Communities and Local Government, August 2015

34 Calderdale Gypsy and Traveller and Travelling Showperson Accommodation Assessment, Arc<sup>4</sup>, August 2015

35 Calderdale and Kirklees Baseline Census January-February 2015, LeedsGATE, July 2015

**19.65** Provision will be made to meet any identified needs for permanent or transit pitches for Gypsies and Travellers and plots for Travelling Showpeople. Potential land allocations considered for inclusion in the proposed DPD will be assessed against the criteria in Policy HS8 (with the exception of criterion II(a) relating to the Green Belt), building on the work already undertaken by the Council. This process will also reflect the advice of Planning Policy for Traveller Sites (2015) and other Government publications on the design of sites such as “Designing Gypsy and Traveller Sites - Good Practice Guide”, (CLG, 2008). Sustainability Appraisal will be an integral part of the site assessment process.

**19.66** Planning applications for Gypsy and Traveller pitches and Travelling Showpeople plots will be assessed against Policy HS8 and prior to adoption of the Development Plan Document the existing evidence, including any updates, will be used to determine applications. In the case of permanent pitches for Gypsies and Travellers, the element of current need should be interpreted as being equivalent to seven pitches as determined in the GTAA and assuming the inclusion of those in bricks and mortar. However, the accommodation circumstances of those seeking pitches will also be taken into account at the time of a planning application in order that the decision complies with the current definition of need as set out in Annex 1 to “Planning Policy for Traveller Sites” (DCLG, 2015).

**19.67** As stated in 'Planning Policy for Traveller Sites', traveller sites in the Green Belt represent inappropriate development and Green Belt boundaries should be altered only in exceptional circumstances. If a limited alteration is to be made to a Green Belt boundary to meet a specified need for a Traveller site, it should be specifically allocated in the development plan as a Traveller site only. Other sensitive locations must also be protected, as should local amenity and the environment generally. This includes heritage assets and their settings and is a statutory requirement in the NPPF which requires the impact on the historic environment to be evaluated and development to conserve or enhance any heritage asset and not harm those elements which contribute to its significance, including its setting, where this is a material consideration. These requirements are set out in greater detail in Policy HE1 'Historic Environment' of this Local Plan and is an approach supported by Historic England. Sites also need to be located sustainably and therefore within a reasonable distance of local services and facilities such as shops, hospitals, and schools, so that children can attend school on a regular basis. Sites should have access from a properly surfaced road and a reasonable level of service provision including electricity and drinking water supplies, sewage disposal and refuse collection. The impacts on local infrastructure and services should be assessed in order to avoid placing undue pressure on local infrastructure and services. Sites should not be located in areas at high risk of flooding, including functional floodplains, or where noise and air quality would be detrimental to the health and well-being of Travellers locating on a particular site. Provision also needs to be made to enable some Travellers to live and work from the same location thereby reflecting traditional lifestyles and contributing to sustainability by omitting many travel to work journeys.

## Policy HS8

### Meeting the Need of Gypsies and Travellers and Travelling Showpeople

- I. The Council will adopt a separate Development Plan Document to provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople, currently identified as seven permanent pitches for Gypsies and Travellers, six transit pitches for Gypsies and Travellers and three Travelling Showpeople plots. The Development Plan Document will be based on an update to the the GTAA 2015, in order to ensure that the future needs of Gypsies and Travellers and Travelling Showpeople are met. Where need is identified the allocation of land to meet those needs will be guided by the criteria set out below (with the exception of criterion II(a) relating to the Green Belt). This Development Plan Document will be submitted to the Secretary of State for examination within one year of the Local Plan being adopted.
- II. Planning applications for sites to accommodate Gypsies and Travellers and Travelling Showpeople will be assessed in accordance with these criteria:
  - a. The site is not located in the Green Belt
  - b. The development creates no unacceptable environmental, amenity, traffic, safety or other problems
  - c. The development includes adequate landscaping and measures to protect and enhance biodiversity
  - d. Adequate access is available to the site

## 19 Housing

- e. The necessary utilities such as electricity, water, gas and drainage are provided, are readily available or satisfactory alternative means of provision can be demonstrated
- f. The site is located within a reasonable distance of health facilities and schools
- g. The site would provide a suitable environment for travellers to inhabit with regard to, for example, air quality and noise levels
- h. The site is not located in Flood Zone 3 and if located in Flood Zone 2 the requirements of the Flood Risk Sequential and Exception Tests are met
- i. Where required the site offers the opportunity for travellers to live and work on the same site
- j. Where required opportunities for the grazing of animals such as ponies are provided, and
- k. The site complies with other relevant Local Plan policies

**Table 19.9 Monitoring: Policy HS8 - Meeting the Needs of Gypsies & Travellers and Travelling Showpeople**

<b>Outcomes</b>	Adequate provision exists to meet the needs of Gypsies and Travellers and Travelling Showpeople
<b>Indicators</b>	Number of pitches/plots provided Number of unauthorised encampments
<b>Targets</b>	Provision of sufficient pitches/plots to meet need identified in Joint GTAA 2015

### High Quality Inclusive Design

**20.1** The National Planning Policy Framework (NPPF) establishes that the overriding purpose of the planning function is to achieve sustainable development and recognises high quality design as being crucial in its realisation:

- *"Good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people."*

**20.2** In addition, Planning Practice Guidance states that "it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes."

**20.3** Good design facilitates and contributes to local distinctiveness, a sense of place, and civic pride. It can improve and enhance the existing environment and helps to attract people, businesses and investment. The quality of architecture and design are both significant to the impact of development in urban and rural areas, with good development requiring an understanding of the context in which it takes place. Appropriately designed buildings, places and spaces help to create attractive environments that set a positive context for the creation of successful places and sustainable communities. Design is not solely about how development looks, but how it functions and how well it meets the needs of present and future users. The Council is committed to achieving high quality buildings and places across the Borough. A key component of this is to ensure that all new development adopts high standards of design.

**20.4** Calderdale has a rich and varied heritage, both in terms of its built environment and its landscapes. From the early expansion of settlements for agricultural and trading purposes, through the Industrial Revolution, and particularly the rise of the textile trade, the present day communities of Calderdale have inherited a highly significant historic environment asset base. Calderdale's history can be defined through its landscape and stone buildings, and these aspects form a key part of its present day distinctiveness.

**20.5** The townscape and landscape of the Borough are dominated by a local building character comprised predominantly of local natural stone with blue slate or stone roofs together with a vernacular style that reflects its historic influence. These characteristics contribute to a local distinctiveness which should be maintained and not diluted by developments which do not reflect and enhance the identity of the locality.

**20.6** By incorporating high quality design principles into all new development, the built environment can be enhanced, taking account of the local character and local individuality of Calderdale's towns and villages. In determining applications, great weight will be given to outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, providing it is compatible with the established local distinctiveness.

**20.7** New development needs to demonstrate that it is appropriate to the character and context of the local and surrounding environment. This will require consideration of not just the aesthetics of the development, but how the development addresses the connections between people and places, and the integration of new development into the natural, built and historic environment.

As such, design policy covers issues of:

#### 1. Aesthetics

**20.8** Ensuring that development establishes a strong sense of place using streetscapes and buildings to create attractive and comfortable places to live, work and visit. Design policy aims to generate development that is visually appealing as a result of good architecture which responds to the established character of the Borough and enhances such local distinctiveness.

**20.9** Distinctiveness refers to what often makes a place special and valued. It relies on physical aspects such as the local pattern of street blocks and plots, building forms, details and materials, style and vernacular, and wildlife habitats. Distinctiveness is not solely about the built environment, it also reflects an area's function, history, culture and its potential need for change.

**20.10** Development should create safe and accessible environments where crime and fear of crime do not undermine quality of life or social cohesion. Aesthetics includes a range of factors including height, massing, scale, form, siting, materials, landscaping and boundary treatment.

## 20 Built Environment

### 2. Function

**20.11** A building or place should be fit for purpose, designed and delivered in a way that delivers the intended function and achieves value for money in terms of lifetime costs. Successful places are flexible, resilient and are able to respond to a range of future demands, for example, in terms of working and shopping practices and the requirements of demographic and household change. Function will include layout and access considerations, ensuring access for all members of the community and reducing the obesogenic environment.

**20.12** The 'obesogenic environment' refers to environments that contribute to obesity. The design of the built environment has a role to play in limiting these factors through, for example, 'point-of-decision prompts' such as encouraging stair use over lift use in buildings, the provision of 'trip-end' facilities, enhancing access to healthy food and encouraging easy access to open space and areas where communities may be physically active.

**20.13** A good mix of uses is often important to making a place economically and socially successful, ensuring the community has easy access to facilities such as shops, schools, clinics, workplaces, parks, play areas, pubs or cafés. A mix of uses also allows communities and places to respond to change more readily by allowing a turnover of activities, for example, with the same building or space performing different functions across a day, week or season.

**20.14** Development should be intuitive, comfortable and safe, whilst relating well to its environmental circumstances so that occurrences such as flooding, temperature extremes and air pollution do not prevent it from being used.

**20.15** The Written Ministerial Statement in 2015 introduced an optional National Space Standard with regard to the internal floor area within new homes. The Government wants new homes to be of a high quality, accessible and sustainable, whilst meeting current and future need. The space standard will be delivered via the planning system through the inclusion of a policy in the Local Plan. However, any policy needs to be supported by evidence which demonstrates that the market is not currently delivering appropriately sized homes, and that requiring these standards would not adversely impact on the viability of the development.

**20.16** The Council does not currently monitor the required elements of internal floorspace to be able to identify whether the new housing is being delivered with reasonable internal floorspace, therefore a specific policy is not included in this Local Plan. However, the Council will encourage developers to consider the internal layout of new homes in light of the national space standards. The Council will monitor the delivery of new homes against the national space standards to enable a review to be undertaken at a later date.

### 3. Sustainability

**20.17** At the heart of sustainable design and construction is the aspiration of creating buildings that meet the needs of building users and the wider community whilst avoiding or reducing the harmful impacts associated with the construction and operation of the building. The need to facilitate the transition to a low carbon future in a changing climate is cited as a core principle of the NPPF including through the location, orientation and design of development.

**20.18** Developments and their construction contribute a significant amount to the UK's carbon emissions. The Council acknowledges the need to ensure new development is as environmentally sustainable as possible to support its commitment to protecting and enhancing the environment and tackling climate change. The sustainability of homes and other buildings as part of development proposals offer the potential to generate significant carbon savings and the provision of renewable energy. Incorporating sustainable design and construction principles to all scales and types of development will minimise environmental impacts and ultimately mitigate for, and adapt to the impacts of climate change.

**20.19** The use of the principles associated with passive solar design and applying construction standards such as Passivhaus and EnerPHit Standard could be useful in helping to address sustainability and climate change, whilst consideration of resilience in potential flood risk areas can help reduce risk and contribute to the delivery of more sustainable development. Whilst the Government has abandoned the principles of "Zero-Carbon Homes" from 2016, achieving zero-carbon is still an overarching aspiration to meet the legally binding target of net zero by 2050. The possibility of encouraging greater sustainability in the provision of new dwellings in particular is an aspiration of the Council, which will mean that homes do not have to be retrofitted at a later date. The Energy Savings Trust (May 2017) has released "The Clean Growth Plan: A "2050-ready" new build homes policy". This approach, whilst not Government policy, is worthy of consideration in Calderdale in order to help the Borough meet the obligations that apply in facilitating the national target of achieving net zero by 2050, and the 87% reduction that Calderdale will need to achieve by 2032. The initial additional cost can be quite a small percentage of construction

costs so the payback period can be quite short, given that significant savings in energy costs can be achieved. This is illustrated in Table 20.1 below which, whilst a little dated now in absolute terms, does serve to demonstrate the relative additional costs associated with building zero-carbon homes.

**Table 20.1 Costs Associated with Zero-Carbon Homes - 2014**

	Estimated additional cost of building zero-carbon standard (£)	Average purchase price of this type of home 2014 (£)	% of 2014 purchase price represented by additional zero-carbon cost
Detached home	~6,700 - 7,500	280,675	2.5%
Semi-detached	~3,700 - 4,700	163,172	2.6%
Flats - low rise	~2,200 - 2,400	151,433	1.5%

Zero Carbon Hub 2014 - featured in Energy Savings Trust "The Clean Growth Plan" (May 2017)

**20.20** Measures to reduce carbon emissions should be considered at an early stage, and throughout the development process, to reduce costs and ensure the Borough will be more adequately equipped to deal with future impacts of climate change. Whilst the planning function may only have a limited impact on increasing the energy efficiency of existing buildings, policy should ensure that new development demonstrates a commitment to sustainable design and construction, increasing energy efficiency through design, and promoting the use of sustainable low or zero carbon forms of renewable energy generation to increase the sustainability of the building stock throughout Calderdale.

**20.21** The Deregulation Act 2015 made a significant change to the Planning and Energy Act 2008, by amending the clause which enabled local authorities to establish additional local technical standards or requirements relating to the construction, internal layout or performance of new dwellings. The introduction of a new simplified Technical Housing Standard implemented through the Building Regulation regime has established standards for water consumption, accessibility, security and space.

**20.22** For energy standards above those in the current Building Regulations, local authorities must justify these by demonstrating the evidence exists to justify such an approach. The Government has further clarified its position in relation to reducing the carbon emissions associated with homes and set out its programme for implementation of the Future Homes Standard in its document "Summary of responses received and Government response" (January 2021). This followed the 2019 consultation on the proposed Future Homes Standard. The relevant revisions to the Building Regulations aimed at reducing carbon emissions are being incrementally strengthened leading up to the adoption of the full Future Homes Standard in 2025. Additionally, in responding to the earlier consultation on the Future Homes Standard, the Government has stated its intention to clarify the longer-term role of Local Planning Authorities in determining local energy standards as part of its response to the Government White Paper on Planning Reforms (consultation closed October 2020). To provide some certainty in the immediate term, the government will not amend the Planning and Energy Act 2008, which means that Local Planning Authorities will retain powers to set local energy efficiency standards for new homes. However, the Government's objective is that as the country moves to ever-higher levels of energy efficiency, standards for new homes with the 2021 Part L uplift and Future Homes Standard, it is less likely that local authorities will need to set local energy efficiency standards to achieve the goal of net zero.

**20.23** The Building Research Establishment Environmental Assessment Method (BREEAM) is a sustainability standard which can be applied to non-residential developments. BREEAM assessments for non-residential development may be replaced by national standards for non-domestic buildings in the future. In all cases where assessment methods are changed or superseded, the appropriate replacement standards will be used.

**20.24** The amendment to the Planning and Energy Act only applies to buildings that provide dwellings. Non-domestic development is therefore not affected and BREEAM conditions will remain part of the Council's tools to promote sustainable design and construction of buildings.

**20.25** Good design is important at all spatial scales, from the individual building level (both in internal layout and external architectural details) to the wider neighbourhood and even settlement scale. It will therefore consider outside spaces, local public amenity land and shared spaces equally, alongside the built form.

## 20 Built Environment

**20.26** The NPPF states that Local Planning Authorities should have local design review arrangements in place to provide assessment and support to ensure high standards of design. Schemes in Calderdale that are likely to have a significant landscape or townscape impact in terms of design, public interest or impact on a locality, will be expected to undertake a design review as part of the application process. For Calderdale, a regional design review service is available through Integreat Plus, a peer-review panel who operate in keeping with the principles and practice guidance agreed by Design Council CABE, RIBA, RTPI and the Landscape Institute. Design review is most effective during the initial stages of the planning application and provides a positive opportunity to improve scheme design at an early stage in the process.

**20.27** In addition to design review, a number of design tools are available to help evolve and assess the design elements of proposed new developments as listed below:

### ***Homes and Neighbourhood***

- Technical Housing Standards Review (2015)
- Evolving Future Homes Standard (to be fully implemented by 2025)
- Building for Life 12
- Making Places: The Quality Design Guide
- Secured by Design: New Homes 2014

### ***General Design Guidance***

- Planning Practice Guidance: Design
- National Planning Policy Framework: Requiring Good Design
- Building for a Healthy Life
- Living with Beauty
- National Planning Policy Framework: Climate Change
- National Design Guide
- National Model Design Code

### ***Public Realm***

- Manual for Streets
- Street Design for All

### ***Transport***

- Planning for Public Transport in Developments
- Bus Stop Toolkit

### ***New Buildings***

- Design Quality Indicators
- BREEAM (BRE Environmental Assessment Method)
- Home Quality Mark
- Secured by Design: Commercial Developments 2015

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

### Policy BT1

#### High Quality Inclusive Design

- I. New developments will ensure high quality, inclusive design and demonstrate a holistic approach to design quality. Applicants will demonstrate consideration of the aesthetics, function and sustainability of proposals over the lifetime of the development:

#### Aesthetics

- II. The design style proposed in new developments should respect or enhance the character and appearance of existing buildings and surroundings, taking account of its local context and distinctiveness, in particular any heritage assets. Contemporary, innovative design will be encouraged where it can be demonstrated that this will not harm local distinctiveness or the significance of any designated heritage assets in its vicinity, including, where relevant, their setting. Aesthetics includes a range of factors including height, massing, scale, form, siting and materials.

#### Function

- III. Development proposals should be fit for purpose, resilient and flexible in terms of responding to a range of future demands. A mix of uses will be encouraged where possible providing the use does not lead to an unacceptable loss of amenity. New homes should be well laid out internally and should provide suitable levels of space appropriate to the type of home.
- IV. Proposals will demonstrate consideration of issues around access and ease of movement within and through the development by all sectors of the community and by all modes of transport; the general layout of the scheme within the context of its surrounding; health implications including the modification of the obesogenic environment and safety issues such as land stability, pollution, mining legacy and flooding.

#### Sustainability

- V. All new residential development (including conversions and extensions) will be expected to incorporate sustainable design and construction principles throughout the development process in line with the Government's objective of setting energy standards through the Building Regulations function. In addition, residential development proposals will be encouraged to:
  - a. Incorporate the principles associated with Passive Solar Design in the design and layout of development, and to facilitate the provision of "2050-ready" homes
  - b. Incorporate the use of recycled and energy efficient materials
  - c. Maximise the reuse of existing resources and materials to minimise waste and the loss of embodied energy associated with the production of building materials and products, and
  - d. Incorporate the use of locally sourced building materials
- VI. All new non-residential development in excess of 1,000 square metres will be expected to meet at least BREEAM level 'very good' with immediate effect, with an aspiration for higher BREEAM standards, subject to review over the Plan period, to ensure the target remains relevant.
- VII. Developments that are likely to have a significant landscape or townscape impact in terms of design, public interest or impact on a locality, will be subject to Design Review; this should be undertaken as early as possible in the application process to ensure that proposals are not too advanced to implement any potential design changes.



## 20 Built Environment

### Privacy, Daylighting and Amenity Space

**20.28** The NPPF states that the planning function should aim to achieve a good standard of amenity for all existing and future occupants of land and buildings.

**20.29** Policy BT1 establishes principles in relation to how new development looks, how it functions and how well it meets the needs of present and future users. In addition to these aspects and equally important when achieving good design, is ensuring that adequate space about buildings is achieved, whilst acknowledging the need to make the most efficient use of land. The purposes of securing adequate space around buildings are to:

- a. Secure a reasonable degree of privacy in dwellings and prevent overlooking between both new and existing dwellings
- b. Ensure dwellings enjoy a reasonable level of light and are not unreasonably overshadowed
- c. Ensure that development is not overbearing on the outlook from dwellings
- d. Allow amenity spaces around dwellings for landscaping, gardens, play, sitting out, car parking etc - i.e. an 'outdoor room' which can be used in reasonable privacy
- e. Ensure that new development does not unfairly place restraints upon adjoining land or property in terms of the latter's development potential where allocated for (or suitable for) development

**20.30** Conditions may be imposed on planning permissions which restrict future extensions and alterations that could otherwise be carried out without the need to apply for planning permission under the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended). Such restrictions would be imposed where permitted extensions or alterations would be to the detriment of privacy or amenity for existing and prospective occupants.

**20.31** Supporting guidance to assist in the determination of development proposals and the application of the Policy is included as Annex 2 'Space About Dwellings'. New buildings, and in particular dwellings, as well as extensions will be assessed against the following policy:

#### Policy BT2

##### Privacy, Daylighting and Amenity Space

Development proposals should not result in a significant adverse impact on the privacy, daylighting and private amenity space of adjacent residents or other occupants and should provide adequate privacy, daylighting and private amenity space for existing and prospective residents and other occupants.

### Landscaping

**20.32** Landscaping forms an essential part of the quality of the environment and contributes to the character and identity of local areas.

**20.33** High quality landscape schemes can enhance the appearance and setting of any new development. Landscaping has a vital role to play in ensuring that new development successfully integrates with its surroundings. It can create character and a sense of place, reflect local distinctiveness, screen views and support wildlife habitats.

**20.34** The landscaping associated with a development can cover a range of features and can vary in scale from large areas of woodland, fields, recreation areas and car parks to more detailed aspects at domestic scale such as planting design and paved areas. A landscape scheme can include both 'soft' techniques such as trees, shrubs, plants, turfed areas etc. and 'hard' techniques including paving, fencing and street furniture.

**20.35** A well-designed and executed landscape scheme should be an asset to the development. To achieve this, landscaping considerations are to be fully integrated into the planning and design process from the outset. The proposed arrangements for future maintenance of landscape areas should also form part of the submission.

**20.36** Landscaping schemes will be required to be submitted for developments which create either public or private open areas such as on housing developments or within office, industrial, and retail developments or on

mineral extraction developments. The Council, having regard to the nature and size of an individual application, will make the decision as to whether or not a landscaping scheme is required.

**20.37** Landscaping schemes should accurately show the location, height, spread, species and condition of existing trees, hedges, shrubs and other features, those to be retained, those to be removed or lopped, and the location and type of proposed hard and soft landscaping. The design of landscaping schemes and the species of plants and type of hard materials chosen should reflect the site and existing plants. Native species of trees should preferably be used. In larger proposals, landscaping schemes should be designed to enhance biodiversity through the creation of new habitats.

**20.38** Designing out crime considerations should be included in landscaping and planting proposals. Schemes are encouraged to maintain visual surveillance corridors by limiting the height of planting and avoid creating hiding places and secluded areas.

**20.39** Where schemes include an area of shared space, consideration should be given to the needs of disabled people. Proposals are encouraged to reduce the amount of unnecessary street clutter and incorporate appropriate boundary demarcation to ensure safety of use by all sectors of the community.

**20.40** Opportunities will be sought through development schemes to improve tree and shrub planting cover, particularly in areas of deficiency. Landscaping schemes should be laid out in accordance with the British Standard "Trees in Relation to Design, Demolition and Construction to Construction - Recommendations (BS 5837:2012) or other standards which are current at the time an application is made.

**20.41** Special attention must be paid to the selection of materials for new hard surfaced areas. It is important that consideration is given to the future maintenance and management of landscaping, to ensure continued good quality landscaping and open space in the longer term. This can be achieved through the careful design of the landscaping in the first place and by ensuring that appropriate arrangements are made for the future maintenance and management of the landscaping.

**20.42** Planning conditions will require the approval of landscaping schemes before development commences, and the completion and maintenance of the landscaping schemes following completion of the development. Planning conditions may also require the retention of landscape features such as trees, hedgerows and other sections of important habitat as well as the retention of existing stone walls and paving, with new walls and 'making good' being carried out in appropriate materials.

Therefore, any proposal will be considered against the criteria set out below:

### Policy BT3

#### Landscaping

- I. Development proposals will be required, where appropriate, to be accompanied by landscaping schemes that include good quality hard and soft landscaping. The landscaping aspects of a development proposal will be required to form an integral part of the design and should consider providing opportunities for possible areas for local food production, including the potential for the use of fruiting trees and shrubs.
- II. Landscaping schemes should ensure that new development integrates appropriately into its surroundings, contributes to the character of the area, and enhances local biodiversity.
- III. The scheme should be implemented in full within an agreed timescale and include details of:
  - a. The retention of existing trees, hedgerows, priority habitats, walls, fences, paving, and other site features which contribute to the character and amenity of the area;
  - b. The incorporation of appropriate hard and soft landscaping which enhances the landscape character, amenity, appearance and safety of the site and its setting for all sectors of the community;
  - c. The introduction of boundary treatments, wherever appropriate, that minimise the visual intrusion of the development on neighbouring uses or the wider landscape;

- d. Maximising the potential for increasing net biodiversity gains on site through the creation of wildlife habitats, and
  - e. The provision for adequate maintenance and long term management of the landscaping scheme.
- IV. In the case of major proposals, consideration should be given to advanced landscaping works being carried out before building or enabling works commence.

### The Design and Layout of Highways and Accesses

**20.43** The NPPF states that all new developments should be assessed in terms of their impacts on existing transport infrastructure, impacts upon the safety of all users and the impact in terms of encouraging sustainable transport modes.

**20.44** All new development can potentially impact on the highway network, it is crucial therefore that the extent of these impacts are fully understood and considered when determining planning applications. Highway access and parking in new development must provide for safe and efficient movement by pedestrians, vehicles, and cyclists.

**20.45** Proposals should take account of the Hierarchy of Road Users and guidance in the Manual for Streets and the National Design Guide. There will also be detailed guidance on street design in Calderdale's Placemaking and Design Guide Supplementary Planning Document. These documents provide guidance on how to balance the place and movement functions of our roads. The Council is also rolling out 20mph zones across the Borough. New development should take account of the need to manage traffic flow and to reduce speeds to improve safety.

#### Policy BT4

##### The Design and Layout of Highways and Accesses

The design and layout of highways and accesses should:

- a. Ensure the safe and free flow of traffic (including provision for cyclists) in the interest of highway safety;
- b. Allow access by emergency, refuse and service vehicles and, where appropriate, public transport vehicles;
- c. Provide convenient and safe pedestrian routes and connectivity within the site and with its surroundings;
- d. Take account of the hierarchy of road users; and
- e. Incorporate traffic calming, and speed management and reduction measures where appropriate (including generally providing standards for 20mph speed limits);
- f. Provide an attractive environment which respects the local character of the area; and
- g. Help to reduce opportunities for crime.

**20.46** The NPPF states that a transport statement or assessment should be submitted as part of any planning application for developments that generate significant amount of movements. The coverage and detail of the submission should reflect the scale of the development and the extent of the transport implications of the proposal.

### Designing Out Crime

**20.47** The Planning and Compulsory Purchase Act 2004 defines a statutory purpose for planning: "*It is the statutory duty of plans to contribute to sustainable development. This means high and stable levels of economic growth and*

*employment, social progress, effective protection of the environment and prudent use of resources.*” Policy concerning effective protection of the environment has a vital role and is the ‘software’ of crime prevention.

**20.48** Crime and fear of crime have a considerable impact on both the quality of life of individuals and the wider community. The environment in which we live and work can influence crime and fear of crime both positively and negatively. As such, designing out crime and designing in community safety should be central to the planning and delivery of new development.

**20.49** Section 17 of the Crime and Disorder Act 1998 requires all local authorities to exercise their functions with due regard to their likely effect on crime and disorder, and to do all they reasonably can to prevent crime and disorder. The prevention of crime and the enhancement of community safety are matters that a local authority should consider when exercising its planning functions under Town and Country Planning legislation.

**20.50** The NPPF advises that planning should aim to achieve places which promote safe and accessible environments where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.

**20.51** Addressing issues of crime and safety is not the preserve of any one section of society. An integrated package of measures is likely to be most effective; bringing together the ideas and experience of the developer, the designer, the local authority, the police and the community. It is important that crime reduction-based planning measures are based upon a clear understanding of the local situation, avoiding making assumptions about the problems and their causes. Consideration also needs to be given to how planning policies relate to wider policies on crime reduction, crime prevention and sustainable communities.

**20.52** The concept of designing out crime is largely centered on the philosophy of defensible space, which is concerned with enhancing those design features which encourage community interaction and good surveillance, while reducing those design features which may allow an offender anonymity and easy escape routes.

**20.53** There are four components underpinning the theory that have shaped the below policy: surveillance, movement, ownership and activity. There is, however, a large amount of overlap between the categories, they should therefore be used in conjunction with one another rather than being treated as individual design solutions.

### Surveillance

**20.54** People and property visible from occupied buildings and busy streets are less vulnerable than those out of sight. The fear of crime can also be reduced in places where there are people passing by and activity taking place. Ways of encouraging natural surveillance include the incorporation of active frontages and self-policing over footpaths and public areas with good lighting and appropriate landscaping.

**20.55** The use of closed-circuit television (CCTV) can assist in deterring potential criminal activity. However, such schemes will only be successful where they are employed as part of an integrated package of measures to address crime reduction. CCTV is not a substitute for good design and should be used to complement other natural surveillance techniques.

### Movement

**20.56** Public and private spaces should be clearly defined in order to limit the movement of potential offenders within an area. Through the use of both symbolic and physical barriers, such as surface detail and low walls respectively, public and private space can be effectively distinguished. These barriers will serve as cues to potential offenders that private areas are out of bounds and they will in theory avoid them.

**20.57** Movement around and through buildings may be controlled to some degree by limiting the number of entrances to a building and by restricting illegal entry. It is important to ensure that this does not lead to a fortress approach, as this can be unattractive and result in an oppressive environment for residents and pedestrians, thereby increasing the fear of crime.

**20.58** The layout of streets, buildings and public spaces should provide clear, direct and overlooked routes making neighbourhoods safer as well as more attractive places to live and work. Footpaths to the rear of properties that may increase the opportunity for crime should be avoided. Developments that are well-connected and secure, with direct walking and cycling routes to local shops, schools, leisure facilities and open spaces also promote social interaction and a greater sense of community identity.

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### Ownership

**20.59** By creating territories through the use of physical and symbolic barriers, it is intended that individuals will feel a degree of responsibility over these private spaces, protecting them from crime and antisocial behaviour.

**20.60** An area with clear boundaries demarcating private and public space that has attractive planting and is well maintained will give the greatest indication to a potential offender that the space belongs to someone. It will be a clear signal that the space is tended to by someone and that they are willing to protect it. Alternatively, an area that is unkempt and poorly maintained gives the impression that nobody cares for the space and that it may be entered without risk.

**20.61** In residential development, through a heightened sense of community the idea of territoriality ideally spreads throughout the neighbourhood. If residents are feeling a sense of ownership for the area as a whole, then it receives some degree of protection from undesirable behaviour. Potential offenders are not only at risk due to the surveillance afforded by the residents of the area, they are more likely to intervene if they witness any wrongdoing.

### Activity

**20.62** In terms of land use, a mix of uses can be beneficial to crime prevention. Increasing activity levels in an area has a twofold effect. It can increase levels of natural surveillance by encouraging people to use a space and therefore the number of potential witnesses, and it can increase the level of anonymity.

**20.63** Anonymity is concerned with the identification of strangers within public and private spaces. Public spaces encourage a higher degree of anonymity due to the high levels of activity that is likely to occur within these spaces. People therefore expect to be in the presence of strangers, increasing the potential for certain types of crime such as pickpocketing and anti-social behaviour.

**20.64** Decisions about which levels and types of activity are appropriate need to be made for the local context.

**20.65** A pro-active approach to crime prevention enables measures necessary to prevent and reduce crime to be an integral part of the overall design and to complement other design objectives and the aesthetic quality of the scheme. It is important that a hostile atmosphere is not created through a fortress approach and that crime prevention is balanced with other design criteria leading to an attractive, safe and high quality environment. Overly defensive 'target hardening' measures such as solid roller shutters and security fencing can increase crime, fear of crime and antisocial behaviour by preventing natural surveillance, creating an unattractive 'dead' frontage and encouraging antisocial behaviour such as graffiti and fly posting.

**20.66** When required by the Local List, consultations with West Yorkshire Police Architectural Liaison Officers (ALOs) will ensure that applicants are aware of designing out crime considerations and ways to incorporate such techniques in a well-designed manner. In schemes where ALOs have expressed an interest, planning conditions may require the approval of schemes outlining designing out crime considerations before development commences.

### Security Measures

**20.67** Taking proportionate security measures should be a central consideration to the planning and delivery of new developments. Crime includes terrorism, and good counter-terrorism protective security is also good crime prevention.

**20.68** The objective is to create safer places and buildings that are less vulnerable to terrorist attack and, should an attack take place, where people are better protected from its impact.

**20.69** When required by the Counter Terrorism Security Advisor Referrals List, consultations with security advisors such as Counter Terrorism Security Advisors (CTSAs) will ensure that applicants are aware of the level of risk and the sorts of measures available to mitigate this risk in a proportionate and well-designed manner. Proposals should have regard to advice established in *Crowded Places: The Planning System and Counter-Terrorism* (2012) and any subsequent updates or other relevant and recent information. In schemes where CTSAs have expressed an interest, planning conditions may require the approval of schemes outlining security standards before development commences.

### Policy BT5

#### Designing Out Crime

- I. Designing out crime and designing in community safety should be central to the planning and delivery of new development. In order to create safe environments and reduce opportunities for crime, development proposals should demonstrate they have due regard to the following criteria:
  - a. Where possible, promote the incorporation of active frontages and a mix of uses to create a range of activities throughout the day and night, increasing the opportunities for natural surveillance;
  - b. All developments should promote a safe and attractive street and footpath network. Routes should be direct, well lit and where possible, overlooked;
  - c. Landscaping should be designed to help define public and private space. Schemes are encouraged to maintain visual surveillance corridors by limiting the height of planting and avoid creating hiding places and secluded areas;
  - d. Car parking facilities should be designed for both vehicle and personal safety through being well lit, overlooked where possible and to avoid opportunities for concealment;
  - e. Area lighting and closed-circuit television (CCTV) surveillance will be provided in a manner which does not significantly harm amenity and has no detrimental impact on the local environment. Proposals should preserve or enhance conservation areas and not adversely affect listed buildings, historic parks and gardens or their settings, where these are material considerations;
  - f. The use of target hardening measures will only be permitted where sympathetic to the character of the building and the wider streetscene.
- II. Proposals will be required, where appropriate, to be accompanied by a scheme outlining how the above listed designing out crime considerations have been incorporated into the design of the proposal.

#### Security Measures

- III. Development proposals will be required, where appropriate, to be accompanied by a scheme outlining security standards having regard to advice set out in *Crowded Places: The Planning System and Counter-Terrorism* (and any subsequent updates) and advice provided by the Counter Terrorism Security Advisor.

### Access and the Provision of Public Conveniences and Baby Changing Facilities in New Development

**20.70** Planning Practice Guidance establishes that the planning function should create inclusive environments that can be accessed by everyone and are able to accommodate differences in the way people use them.

**20.71** The Council is committed to ensuring equal opportunities for all, including securing a more accessible environment for everyone including people with disabilities. In addition, the Council seeks to ensure that facilities for use by the general public and those with mobility difficulties or special needs, such as toilets, baby changing facilities and other design features including ramps and dropped kerbs, are provided in publicly accessible buildings and areas.

**20.72** The Equality Act 2010 established a public sector equality duty ensuring that all local authorities play their part in making society fairer by tackling discrimination and providing equality of opportunity for all.

**20.73** Many issues concerning access are covered by Building Regulations legislation, notably the construction of new buildings, and the Local Plan does not seek to duplicate these provisions. However, it is important that

## 20 Built Environment

developers, in formulating development proposals for buildings where a service is being provided e.g. shops, community and health facilities, places of entertainment or places of work, should consider the needs of disabled people and those with special needs at an early stage in the design process. This is particularly important for proposals for the change of use or extension of existing buildings where Building Regulations may not adequately take account of access issues. The Council will also encourage appropriate access and provision for people with disabilities within existing buildings, in areas of informal open space and recreational areas, on public rights of way and in the open countryside. Accordingly:

### Policy BT6

#### Access for All

Development proposals within buildings or sites that provide goods, facilities or services to the public should incorporate design features that facilitate easy access for all, including those with disabilities.

### Policy BT7

#### The Provision of Public Conveniences and Baby Changing Facilities

Publicly available toilet and baby changing facilities should be provided in all developments to which large numbers of the public have access. In particular any retail, leisure or health development with over 1,500 square metres of gross floorspace, should provide publicly available facilities.

**Table 20.2 Monitoring: Policies BT1-7 - The Built Environment**

<b>Outcomes</b>	Improved design and quality of the built environment Improved energy efficiency and quality of design and construction
<b>Indicators</b>	Proportion of major/minor applications refused against one of BT1-7 Applications subject to a design panel / design review Number of homes completed achieving 'good' and 'very good' against the Building for Life Assessment Number of non-residential developments achieving BREEAM 'Very Good' rating Average annual domestic consumption of electricity / gas per household Average Energy Efficiency (SAP Rating) of housing stock Perception of crime data
<b>Targets</b>	All new non-residential development will be expected to meet at least BREEAM level 'very good' All new homes completed to achieve 'good' and 'very good' against the Building for Life Assessment Reduction in perception of crime

**21.1** Calderdale has a rich and varied heritage, both in terms of the built environment and its landscapes. The early expansion of settlements for agricultural and trading purposes, followed by rapid growth through the Industrial Revolution, and particularly the rise of the textile trade, has contributed to the creation and consolidation of a distinctive local character and identity in present day Calderdale. This is evident in the survival of its mercantile and manufacturing heritage, its distinctive landscapes and buildings.

**21.2** The historic environment includes architectural, archaeological<sup>(36)</sup> and artistic features, some of which are designated assets including:

- Conservation Areas;
- Listed Buildings;
- Registered Historic Parks and Gardens; and
- Scheduled Ancient Monuments.

**21.3** In addition, the historic environment of Calderdale also includes non-designated heritage assets - those which, though not formally designated, have been identified as having positive heritage value. Non-designated heritage assets can be identified through the West Yorkshire Historic Environment Record, the West Yorkshire Historic Landscape Characterisation,<sup>(37)</sup> or by the Local Planning Authority (such as during assessment of development proposals, Conservation Area Character Appraisals and Management Plans, or through developing a Local Heritage List). Developers are encouraged to consult with these resources to establish the likelihood of their proposals affecting a heritage asset.

**21.4** Calderdale also has a number of unregistered but locally listed Historic Parks and Gardens, which contribute to regional heritage value, and the sense of identity and local character of Calderdale's historic environment. The locally listed Historic Parks and Gardens are listed in Table 21.1 alongside Calderdale's Conservation Areas.

**Table 21.1 Conservation Areas and Locally Listed Historic Parks and Gardens**

Town	Conservation Areas	Locally Designated Historic Parks and Gardens
Halifax	<ul style="list-style-type: none"> <li>• Akroydon</li> <li>• Copley</li> <li>• Halifax Town Centre</li> <li>• Huddersfield Rd East</li> <li>• People's Park</li> <li>• Savile Park</li> <li>• Skircoat Green</li> </ul>	<ul style="list-style-type: none"> <li>• Abbott's Ladies Homes</li> <li>• Akroyd Park, Boothtown</li> <li>• Albert Promenade / Woodhouse Scar</li> <li>• All Souls Burial Ground</li> <li>• Belle Vue &amp; Sir Francis Crossley's Almshouses</li> <li>• Heath Villas</li> <li>• Joseph Crossley Almshouses</li> <li>• Savile Park &amp; Manor Heath</li> <li>• Square Park, Akroydon</li> </ul>
Brighouse		<ul style="list-style-type: none"> <li>• Bailiff Bridge Memorial Park</li> <li>• Brighouse Cemetery</li> <li>• Clifton War Memorial</li> <li>• King George V Memorial Park, Lightcliffe</li> <li>• Rastrick Cemetery</li> <li>• Rydings Park</li> <li>• The Stray, Hipperholme</li> <li>• Wellholme Park</li> </ul>
Elland	<ul style="list-style-type: none"> <li>• Elland</li> </ul>	<ul style="list-style-type: none"> <li>• Elland Cemetery</li> <li>• Hullen Edge Park</li> <li>• Park Wood Crematorium</li> </ul>

36 Scheduled Ancient Monuments are designated heritage assets and are Class I archaeological sites for the purpose of the Local Plan. Class II sites are undesignated heritage assets of regional importance which have been identified as warranting preservation in situ. Class III sites are those whose importance has not yet been assessed. Details of all sites are held in the West Yorkshire Historic Environment Record

37 The Historic Environment Record (HER) and West Yorkshire Historic Landscape Characterisation is kept and managed by West Yorkshire Archaeology Advisory Service



## 21 Historic Environment

Town	Conservation Areas	Locally Designated Historic Parks and Gardens
Sowerby Bridge	<ul style="list-style-type: none"> <li>Sowerby Bridge</li> </ul>	<ul style="list-style-type: none"> <li>Allan Park</li> <li>Crow Wood Park</li> <li>Sowerby Bridge Cemetery</li> </ul>
Hebden Bridge	<ul style="list-style-type: none"> <li>Hebden Bridge</li> </ul>	<ul style="list-style-type: none"> <li>Calder Holmes Park</li> <li>Castle Carr</li> </ul>
Todmorden	<ul style="list-style-type: none"> <li>Todmorden</li> </ul>	<ul style="list-style-type: none"> <li>Centre Vale Park</li> <li>Dobroyd Castle</li> </ul>
Other	<ul style="list-style-type: none"> <li>Heptonstall</li> <li>Luddenden</li> <li>Lumbutts &amp; Mankinholes</li> <li>Mill Bank and Cottonstones</li> <li>Mytholmroyd</li> <li>Northowram</li> <li>Ripponden</li> <li>Stainland</li> <li>Warley</li> </ul>	<ul style="list-style-type: none"> <li>Clayhouse Park, Greetland</li> <li>Erringden Grange Model Farm</li> <li>Field House, Sowerby</li> <li>Holmes Park, Luddenden Foot</li> <li>Luddenden Cemetery</li> <li>Mytholmroyd Memorial Garden</li> <li>Shaw Garden, Holywell Green</li> <li>Shaw Park, Holywell Green</li> <li>Shelf Hall Park, Shelf</li> </ul>

**21.5** It is important that future development helps to preserve and, wherever possible, enhance these heritage assets and the existing historical context of areas. The effective management of the conservation and enhancement of the historic environment can result in a range of benefits including:

- Maintaining and enhancing a sense of well-being in communities;
- Consolidation of a local identity, and improving our understanding and appreciation of Calderdale's past;
- Tourism connected to the historic environment;
- Heritage-led regeneration; and
- Re-use or adaptation of existing heritage assets, particularly those at risk.

**21.6** Policy HE1 sets out a clear and positive strategy for the conservation, enjoyment and enhancement of Calderdale's historic environment and should be considered in conjunction with guidance provided in the National Planning Policy Framework, and planning policy guidance. It should be noted that this policy does not seek to unnecessarily or entirely prevent development which may affect a heritage asset. Instead, it aims to ensure that development proposals are sympathetic to heritage assets in that their significance and settings are understood, respected and either conserved or enhanced whilst safeguarding against their exploitation or endangerment. This will ensure a sustainable future for heritage assets, and for the historic environment as a whole.

**21.7** The Council will protect, conserve and enhance Calderdale's valuable and diverse historic environment through the following policy:

### Policy HE1

#### Historic Environment

- I. Development proposals should conserve, and where appropriate, enhance, the historic environment especially those elements which make a particularly important contribution to the identity, sense of place and local distinctiveness of Calderdale. These include:
  - a. Calderdale's textile/industrial heritage and landscapes
  - b. Yeoman Houses of the 16<sup>th</sup> and 17<sup>th</sup> centuries
  - c. Nonconformist chapels and graveyards

- d. Historic farmsteads and barns, and
  - e. Civic buildings
- II. Applications for development which are likely to affect the significance of a heritage asset (whether designated or not), including its setting, will be required to include an appropriate understanding of the significance of the assets affected. Where it is necessary to understand the impact of the proposals upon the heritage asset, this should also be accompanied by a Heritage Impact Assessment or, in the case of archaeological remains, an appropriate archaeological assessment.
  - III. Development proposals will be expected to conserve heritage assets in a manner appropriate to their significance. Harm to a designated heritage asset (or a Class II archaeological site) will only be permitted where this is outweighed by the public benefits of the proposal. Substantial harm to or the total loss of the significance of the most important designated heritage assets will only be permitted in wholly exceptional circumstances where there is a clearly defined significant public benefit which outweighs the harm.
  - IV. Proposals affecting a Class III archaeological site should conserve those elements which contribute to its significance in line with the importance of the remains. In those cases where development affecting any archaeological sites is acceptable in principle, mitigation of damage will be ensured through preservation of the remains in situ as a preferred solution. When in situ preservation is not justified or achievable, the developer will be required to make adequate provision for the archaeological site's satisfactory recording, analysis, reporting, interpretation and deposition of the resultant archive with an appropriate museum or archive service.
  - V. Proposals affecting a conservation area or its setting should preserve or enhance those elements that contribute to its significance particularly those buildings, spaces or structures making a positive contribution to its character. Regard should be given to conservation area character appraisals where one exists.
  - VI. Support will be given to development proposals which will help to provide a sustainable future for a heritage asset at risk, providing that other elements of this policy are complied with.
  - VII. Proposals that are within or likely to affect the setting of a locally important historic park and garden will be expected to: ensure that development does not detract from the enjoyment, layout, design, character, appearance or setting of the park or garden, key views out from the park, or prejudice its future restoration.

**Table 21.2 Monitoring: Policy HE1 - Historic Environment**

<b>Outcomes</b>	Protection and enhancement of the historic environment in Calderdale
<b>Indicators</b>	Number of heritage assets at risk in the Borough (quantity) Degree to which heritage assets are at risk of loss or decay (quality) Realising the potential of heritage in new development and regeneration
<b>Targets</b>	Quantity - reduction or no increase Quality - reduction or no increase (identified through qualitative assessments) All consents affecting designated heritage assets (including their setting and character) to have an approved Conservation Statement or Conservation Management Plan (where applicable)

## 22 Green Belt and Rural Areas

**22.1** The National Planning Policy Framework (NPPF) states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open and that the essential characteristics of Green Belts are their openness and their permanence. Green Belts can shape patterns of urban development and help to ensure that development occurs in locations allocated in development plans. They help to protect the countryside, be it in agricultural, forestry or other use and can assist in moving towards more sustainable patterns of urban development.

**22.2** The NPPF identifies the five key purposes of Green Belts as the following:

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

**22.3** Once identified, Green Belts have a positive role to play in fulfilling the following:

- Provide opportunities for access to the open countryside for the urban population;
- Provide opportunities for outdoor sport and outdoor recreation near urban areas;
- Retain attractive landscapes, and enhance landscapes, near to where people live;
- Improve damaged and derelict land around towns;
- Secure nature conservation interest; and,
- Retain land in agricultural, forestry and related uses.

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

**22.5** The 2016 Green Belt Review examined the performance of the Green Belt in Calderdale. In total, 454 Green Belt parcels were assessed as part of the Green Belt Review. 390 of those parcels were found to perform well and were classified as Most Sensitive, with only 64 performing poorly and being classified as Mid Sensitive. When assessed against the five purposes of Green Belt, the Calderdale Green Belt was found to generally fulfil all of these purposes.

**22.6** Within Calderdale's rural areas outside of the Green Belt other policy control mechanisms apply. Policy GB2 'Development in the Area Around Todmorden' protects the open countryside outside of the Green Belt from inappropriate development and also generally fulfills the purposes noted above.

**22.7** As with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. When considering any planning application, Local Planning Authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

**22.8** Local Planning Authorities should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are:

- a. Buildings for agriculture and forestry
- b. The provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
- c. The extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- d. The replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- e. Limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or

- f. Limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
  - i. Not have a greater impact on the openness of the Green Belt than the existing development; or
  - ii. Not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the Borough.

**22.9** Certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:

- Mineral extraction
- Engineering operations
- Local transport infrastructure which can demonstrate a requirement for a Green Belt location
- The re-use of buildings provided that the buildings are of permanent and substantial construction
- Material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds), and
- Development brought forward under a Community Right to Build Order or Neighbourhood Development Order

**22.10** Although some limited development will be acceptable within the Green Belt, it is important that this is not detrimental to visual amenity and the achievement of the purposes of the Green Belt. Proposals should also have regard to all other relevant policies in the Plan.

**22.11** The boundaries of the Green Belt were established in previous Local Plans. The NPPF makes it clear that once established, the Green Belt should only be changed in exceptional circumstances. A number of changes have been made to Green Belt boundaries in this Plan to enable development to come forward in a measured way, as set out in other areas of this document and in accordance with the NPPF.

### Development in the Green Belt

#### Policy GB1

##### Development in the Green Belt

- I. Within the Green Belt, the construction of new buildings is inappropriate development except in the following circumstances:
  - a. Buildings for agriculture and forestry
  - b. The provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries, burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it
  - c. The extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building
  - d. The replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces
  - e. Limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan, or
  - f. Limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:

## 22 Green Belt and Rural Areas

- i. Not have a greater impact on the openness of the Green Belt than the existing development, or
  - ii. Not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the Borough.
- II. Other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:
  - a. Mineral extraction
  - b. Engineering operations
  - c. Local transport infrastructure which can demonstrate a requirement for a Green Belt location
  - d. The re-use of buildings provided that the buildings are of permanent and substantial construction
  - e. Material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds), and
  - f. Development brought forward under a Community Right to Build Order or Neighbourhood Development Order
- III. Uses other than those identified will constitute inappropriate development and will not be supported except in very special circumstances to be demonstrated by the applicant. Development which is not inappropriate should not detract from the visual amenity of the Green Belt by reason of siting, materials or design or lead to traffic, amenity, environmental or other problems which cannot be effectively mitigated.

### Development in the Area Around Todmorden

**22.12** The Area Around Todmorden is countryside, and is not designated Green Belt. The Local Plan supports the NPPF by promoting a strong rural economy, supporting sustainable growth, meeting the needs for tourism businesses, and the promotion and retention of local services across the rural area. Some of the Area Around Todmorden is also covered by Special Protection Area (SPA), and Special Area of Conservation (SAC), and it is important to ensure that development within the Area Around Todmorden makes effective contribution to the openness and character of the countryside.

#### Policy GB2

##### Development in the Area Around Todmorden

- I. Within the Area Around Todmorden, development proposals which are considered appropriate will generally be supported providing they do not have a negative impact upon the openness or character of the countryside or upon the Special Protection Area (SPA) or Special Area of Conservation (SAC). The types of appropriate development are:
  - a. Uses necessary for agriculture, forestry or equestrian activity or other social and economic uses which have a functional need to locate in the countryside
  - b. Uses which support sustainable growth and diversification of the rural economy, including for tourism
  - c. Limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan
  - d. The re-use and adaptation of existing buildings

- e. The extension or alteration of existing buildings providing that it does not result in a disproportionate addition over and above the size of the original building
  - f. Sport and recreation uses appropriate to a rural area which do not conflict with other land uses, and
  - g. Limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
    - i. not have a greater impact on the openness of the countryside than the existing development, or
    - ii. not cause substantial harm to the openness of the countryside, where the development would reuse previously developed land and contribute to meeting an identified affordable housing need within the Borough.
- II. Development which is appropriate should not detract from the visual amenity of the open countryside or lead to traffic, amenity, environmental or other problems which cannot be effectively mitigated.

**Table 22.1 Monitoring: Policies GB1 and GB2 - Development in the Green Belt and Area Around Todmorden**

<b>Outcomes</b>	Development in the Green Belt and Area Around Todmorden is appropriately controlled
<b>Indicators</b>	Grant of permissions for "inappropriate" developments
<b>Targets</b>	No inappropriate development approved

## 23 Green Infrastructure and Natural Environment

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

**23.2** The Local Plan provides a positive policy framework to ensure that an improved, accessible and healthy environment is available for the benefit of present and future communities. Successful green infrastructure planning can assist environmental functions such as biodiversity, climate change adaptation and flood mitigation. It can also provide quality of life benefits for the local community to include recreation, sustainable transport, wellbeing and sustainable quality of place.

**23.3** Both public and private sector investment will be crucial for the management and provision of green infrastructure in Calderdale. Opportunities for new and enhanced green infrastructure are identified through various regional and local strategies, as well as local projects put forward by private landowners and community groups. The Leeds City Region Green Infrastructure Strategy sets out a vision for the city region and identifies how and where future investments in green infrastructure should be targeted through a series of investment programmes and strategic projects. However, it is equally important that new development makes a commensurate contribution towards new and improved local green infrastructure through a range of means including developer contributions.

### Policy GN1

#### Securing Green Infrastructure Provision

- I. The Council will put mechanisms in place to secure green infrastructure provision in the Borough, in part to help avoid increased recreational disturbance on the South Pennine Moors SAC and SPA. To achieve this, the primary focus will be on:
  - a. Improving and enhancing existing green infrastructure assets, and/or expanding existing, or creating new green infrastructure assets
  - b. Encouraging the protection, enhancement and creation of green infrastructure through the Development Management system
  - c. Encouraging partnership delivery of green infrastructure in the Borough, and
  - d. Making good deficiencies in quantity and quality of green infrastructure by a range of means including developer contributions
- II. New development must be served by green infrastructure to meet the needs of the prospective residents in a manner which will contribute to the creation of a high quality environment and provide access to high quality open space for leisure and recreational purposes. Development proposals should ensure that:
  - a. The green infrastructure function of the land is retained and where possible improved
  - b. The opportunity is taken to extend and increase green infrastructure by linking green spaces and water body corridors, filling in gaps in green infrastructure provision, and/or creating and increasing biodiversity corridors and Species and Habitats of Principal Importance, while also seeking to avoid increased recreational use of the South Pennines SPA and SAC.

**Table 23.1 Monitoring: Policy GN1 - Securing Green Infrastructure Provision**

<b>Outcomes</b>	Green infrastructure provision in the Borough is secured
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## 23 Green Infrastructure and Natural Environment

<b>Indicators</b>	<p>Percentage of development permitted that includes green infrastructure provision</p> <p>Levels of funding for green infrastructure</p> <p>Level of company participation in business in the environment</p> <p>Availability of accurate and accessible green infrastructure data</p> <p>Green infrastructure provision per capita</p> <p>Ease of access to local green infrastructure</p> <p>Percentage of watercourses that meet designated standards</p> <p>Conservation status of Habitats and Species of Principal Importance</p> <p>Identification of opportunities and deficiencies in green infrastructure provision in the Borough</p> <p>Number of flood mitigation and sustainable drainage schemes</p> <p>Permeable versus impermeable surfaces</p>
<b>Targets</b>	<p>Increase the Borough's woodland cover each year to 2031 in line with the Tree and Woodland Strategy for Calderdale, 2017-2027</p> <p>Increase the Borough's overall green infrastructure provision year on year to 2031</p> <p>No loss of ancient woodland or of veteran trees</p> <p>Contribute towards the targets set out for Habitats and Species of Principal Importance</p> <p>All new publicly accessible greenspace should be delivered to meet an appropriate accessibility and quantity standard</p> <p>Where appropriate, new and existing greenspace should meet a national quality standard</p> <p>100% of surface water and groundwater bodies within the defined river basin district reach the best status possible for that water body by 2027 (Humber River Basin Management Plan)</p>

### Policy GN2

#### A Joined-Up Green Infrastructure Network

- I. The Council will ensure that the green infrastructure network is joined up. Existing spaces should be interlinked allowing biodiversity and humans safe access to, and transit between, a range of valued spaces. To achieve this, decisions on development proposals shall have particular regard to:
  - a. Seeking to connect biodiversity habitats and water corridors;
  - b. Maintaining critical biodiversity assets and providing long term security for these as identified in the Calderdale Biodiversity Action Plan;
  - c. Protecting and extending access and informal and formal recreational opportunities to meet current and future demands;
  - d. Connecting urban and rural communities where possible; and
  - e. Promoting the use of green infrastructure to make cycling and walking more attractive.
  
- II. The concept of Wildlife Habitat Networks will be used by the Council in assisting the integration of otherwise isolated areas of wildlife interest. Development will not be permitted in a Wildlife Habitat Network if it would damage the physical continuity of the Network; or impair the functioning of the Network by preventing movement of species; or harm the nature conservation value of the Network.



## 23 Green Infrastructure and Natural Environment

**Table 23.2 Monitoring: Policy GN2 - A Joined-Up Green Infrastructure Network**

<b>Outcomes</b>	The green infrastructure network is joined up
<b>Indicators</b>	Percentage of development permitted that includes green infrastructure provision Total spatial area of biodiversity sites Habitat quality Change in areas of biodiversity importance Ease of access to local green infrastructure Conservation status of Habitats and Species of Principal Importance
<b>Targets</b>	Increase the Borough's woodland cover each year to 2031 in line with the Tree and Woodland Strategy for Calderdale, 2017-2027 All new publicly accessible greenspace should be delivered to meet an appropriate accessibility and quantity standard Where appropriate, new and existing greenspace should meet a national quality standard Increased habitat quality Increase in total spatial area of Habitats of Principal Importance 10% overall increase in cycling levels by end of Plan period 20% increase in cycling trips to Halifax centre by end of Plan period Contribute towards the targets set out for Habitats and Species of Principal Importance

### Natural Environment

**23.4** The natural environment encompasses many elements of Green Infrastructure such as biodiversity, geodiversity and landscape character. They are mutually dependent and should therefore be considered together. The natural environment is a valuable asset for Calderdale because it underpins and supports all human activity, and in this sense is of immeasurable total value. Ecosystem goods and services provided by the natural environment include the filtration, purification and detoxification of air, water and soils; nutrient cycling, nitrogen fixation, carbon sequestration and soil formation; climate regulation, mitigation of storms and floods, erosion control, regulation of rainfall and water supply; habitat provision; and production of biomass providing raw materials and food. Calderdale's natural environment also has an important aesthetic, recreational, cultural and spiritual role as well as aiding education and research.

**23.5** Calderdale possesses a landscape of great beauty, which is enjoyed by local people and visitors. The area also supports a rich variety of wildlife and associated habitats and forms an important part of the South Pennines. The whole variety of living things, including the habitats that support them, is known as biodiversity. Geodiversity is the variety of rocks and landforms together with the processes that form them. Protecting the natural resources of biodiversity and geological features not only involves protecting sites and species, but also enhancing the status of the whole resource through active management. The Local Plan will help ensure that areas/sites with international, national and local designations will not be adversely affected by new development.

**23.6** Two European designated wildlife sites are located within Calderdale; the South Pennine Moors (phase 2) SPA and the South Pennine Moors SAC (collectively known as Natura 2000 sites). These sites are designated under the Directive 2009/147/EC on the conservation of wild birds (known as the 'Birds Directive') and the Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (known as the 'Habitats Directive'), due to the internationally important bird communities and habitats they support respectively. The sites occupy the majority of the upland moorland of Calderdale and extend into the neighbouring authorities.

**23.7** The Conservation of Habitats and Species Regulations 2017 (as amended) ('the Habitats Regulations') transcribe the Habitats Directives into UK law. Regulation 102 "*Assessment of implications for European sites and European Offshore marine sites*" of the Habitats Regulations states that "where a land use plan is likely to have a significant effect on a European site (either alone or in combination with other plans or projects), the plan-making authority for that plan must, before the plan is given likely effect, make an appropriate assessment of the implications for the site in view of that site's conservation objective". In order to assess the impact of the Calderdale Local Plan on these sites a Habitats Regulations Assessment (HRA) has been undertaken to assess any likely and potential impacts arising from the policies and allocations in the Plan. The HRA report concluded that with the appropriate mitigation in place, the Plan would not result in adverse effects to any Natura 2000 sites. The mitigation has been developed in both policy wording and avoidance measures.

**23.8** The Humber River Basin Management Plan requires that all surface water and groundwater bodies within the defined river basin district must reach the best status or potential possible for that water body by 2027.

### Policy GN3

#### Natural Environment

- I. The Council will seek to achieve better management of Calderdale's [natural environment](#) by requiring developments to:
  - a. Conserve and enhance the biodiversity and geological features of the Borough by protecting and improving habitats, species, sites of wildlife and geological value and maximising biodiversity and geodiversity opportunities in and around new developments
  - b. Conserve, enhance and restore the habitats, water quality, physical structure and local distinctiveness of the Borough's canal and river corridors as natural floodplains, functioning ecosystems and important strategic wildlife habitat networks allowing the free movement of wildlife
  - c. Ensure there are no residual adverse impacts resulting from a proposed development, where in exceptional circumstances the reasons for the proposed development clearly outweigh the value of the ecological feature adversely affected and there are no appropriate alternatives. The adverse impacts of the development must be proportionately addressed in accordance with the hierarchy of: mitigation, compensation and finally offsetting. When appropriate, conditions will be put in place to make sure appropriate monitoring is undertaken and make sure mitigation, compensation and offsetting is effective.
  - d. Take appropriate steps to maintain or enhance the favourable conservation status of populations of protected species and species of conservation concern
  - e. Take appropriate steps to avoid recreational disturbance and urban edge effects, mitigating for recreational disturbance through the provision of recreational green space where appropriate
  - f. Protect, restore and enhance other features of natural environmental importance, in line with local environmental priorities
  - g. Design-in wildlife, and provide appropriate management, ensuring development follows the mitigation hierarchy and achieves measurable net gains in biodiversity in accordance with the most up to date national and local guidance
  - h. Contribute towards the targets set out for Habitats and Species of Principal Importance and the environmental priorities of Local Nature Partnerships and biodiversity offsetting schemes, as appropriate
  - i. Deliver enhancement and compensation, commensurate with their scale, which contributes towards the achievement of a coherent and resilient ecological network
  - j. Protect and enhance the distinctive landscape character of Calderdale
  - k. Adopt good environmental site practices as appropriate, including in the form of a Construction Environmental Management Plan (CEMP) where appropriate
  - l. Be informed by adequate ecological information, prepared by a competent ecology professional, conforming to British Standard BS 42020:2013 (Biodiversity - Code of practice for planning and development), and
  - m. Where opportunities arise, water bodies should be taken out of culvert, or daylighted if not possible, and physical barriers made passable to fish species. Under exceptional circumstances where culverting is delivered, daylighting should be integrated for habitat protection.

## 23 Green Infrastructure and Natural Environment

- II. Development proposals which are likely to have a significant adverse impact on a site with one or more of the following designations, habitats or species will not be permitted except in exceptional circumstances where the reasons for the proposed development clearly outweigh the value of the ecological feature adversely affected and there are no appropriate alternatives:
  - a. Local Nature Reserves (LNR)
  - b. Local Wildlife Sites (LWS)
  - c. Local Geological Sites (LGS)
  - d. Calderdale Wildlife Habitat Network (or similar designation)
  - e. Priority habitats and species within the Calderdale Biodiversity Action Plan
  - f. Habitats and Species of Principal Importance within the UK Biodiversity Action Plan
  - g. Habitats and species listed in respect of Section 41 of the Natural Environment and Rural Communities Act 2006
  - h. Legally protected species
  - i. Areas of Ancient and Semi-Natural Woodland
  - j. Nature Improvement Areas
- III. Development proposals which are likely to have a significant adverse impact on a site with one or more of the following national or international designations will not be permitted:
  - a. Special Protection Areas (SPAs)
  - b. Special Areas of Conservation (SACs)
  - c. Sites of Special Scientific Interest (SSSI)
  - d. Sites identified, or required, as compensatory measures for adverse effects on European sites
- IV. An ecological assessment will be required for development located within the 2.5km South Pennine Moors (phase 2) SPA & SAC buffer and outside the urban area in order to establish if the land is of functional importance to designated South Pennine Moors (phase 2) SPA species.
- V. Any proposed development which may directly or indirectly compromise the conservation objectives of a SPA or SAC will not be permitted unless the proposal meets the conditions specified in Regulation 63 and 64 of the Conservation of Habitats and Species Regulations 2017 (Habitats Regulations).

**Table 23.3 Monitoring: Policy GN3 - Natural Environment**

<b>Outcomes</b>	Better management of Calderdale's natural environment
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## 23 Green Infrastructure and Natural Environment

<b>Indicators</b>	<p>Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality issues</p> <p>Number of planning permissions granted contrary to Natural England advice</p> <p>Levels of tree planting</p> <p>Condition of peat bog and upland soils</p> <p>Air quality levels</p> <p>Greenhouse gas emissions</p> <p>Species Audit (through Calderdale Biodiversity Action Plan)</p> <p>Percentage of development permitted that includes green infrastructure provision</p> <p>Conservation status of priority habitats and species</p> <p>Change in areas of biodiversity importance</p> <p>Percentage of watercourses that meet designated standards</p> <p>Condition of Sites of Special Scientific Interest (SSSI)</p> <p>Extent and distribution of SPA/SAC qualifying features</p>
<b>Targets</b>	<p>Contribute towards the targets set out for Habitats and Species of Principal Importance</p> <p>Nil planning permissions granted contrary to Environment Agency advice on flooding and water quality advice</p> <p>Nil planning permissions granted contrary to Natural England advice</p> <p>Increase the Borough's woodland cover each year to 2031 in line with the Tree and Woodland Strategy for Calderdale, 2017-2027</p> <p>Increase the Borough's overall green infrastructure provision year on year to 2031</p> <p>No loss of ancient woodland or of veteran trees</p> <p>95% of SSSIs to be in favourable or unfavourable but recovering condition by 2020</p> <p>Increased percentage of peat bog and upland soils in favourable or unfavourable but recovering condition by 2020</p> <p>100% of surface water and groundwater bodies within the defined river basin district reach the best status possible for that water body by 2027 (Humber River Basin Management Plan)</p> <p>To meet the South Pennine Moors (phase 2) SPA and SAC site conservation objectives</p>

### Landscape Character

**23.9** The character of the landscape across the Borough varies considerably ranging from exposed, remote uplands to steep, incised river valleys and undulating, small-scale farmland. In the national landscape character context, there are two National Character Areas (NCAs) which intersect the Borough: South Pennines, and Yorkshire Southern Pennine Fringe. The NCA profiles, published by Natural England, form a source of strategic-level information on landscape character and supplement the Calderdale Borough Landscape Character Assessment and Review of Special Landscape Area Designation, 2016.

## 23 Green Infrastructure and Natural Environment

**23.10** There are a total of seven Landscape Character Types (LCTs) fully within the Borough comprising 17 component Landscape Character Areas (LCAs) wholly or partially within Calderdale.

The Landscape Character Types are:

- High Moorland Plateau
- Moorland Fringes/Upland Pastures
- Rural Fringes
- Settled Valleys
- Wooded Rural Valleys
- Coalfield Edge
- Urban Edge Farmland
- Industrial lowland Valleys

The Landscape Character Areas are:

- South Pennine Moors
- Calder Terrace
- Blackwood Common
- Scout Moor and Shore Moor Fringe
- Peak Fringe Upland Pastures
- Barkisland - Holywell Green
- Batley - Dewsbury Rural Fringes
- Calder (Todmorden, Hebden Bridge, Mytholmroyd)
- Ryburn (Sowerby Bridge, Ripponden)
- Luddenden Dean
- Hebden Dale and Crimsworth Dean
- Cliviger Gorge
- Cragg Vale
- Shibden Valley
- Clifton Beck
- Thornton - Queensbury
- Calder Valley Floor

**23.11** In much of Calderdale the countryside is of a very high visual quality; a combination of impressive landscape, buildings of architectural and historical significance and areas of ecological importance. It is therefore important that new development avoids or minimises harm to the areas of highest landscape quality, and this should include consideration of how new development may impact on the purposes of including land within the SLA designation, i.e. impact on scenic quality, opportunities for access and recreation, and impact on landscape quality, sense of place and local distinctiveness.

**23.12** Development outside the Special Landscape Area (SLA) may affect the way it is experienced or the ability to appreciate its special qualities and significance. Development outside the SLA could have an impact on key views of, and from the SLA. Therefore, consideration will also be given to how the proposed development may affect the setting of the SLA, and the contribution the setting makes to the significance of the Special Landscape Area.

**23.13** The most important landscapes of the Borough need to be safeguarded and the following seven Special Landscape Areas have been designated:

- Northern Calderdale Moorlands and Fringes
- Hardcastle Crags, Hebden Water and Colden Water
- Luddenden Dean
- Shibden Valley
- Ringstone Edge and Norland Moor Fringes
- Southern Calderdale Moorland and Fringes
- Cragg Vale

### Policy GN4

#### Landscape

##### Special Landscape Area

- I. Proposals for development within or affecting the Special Landscape Area (SLA) or its setting should be carefully designed to ensure they are in keeping with their location in the SLA in terms of density, height, massing, scale, form, siting and materials.
- II. Proposals for development within or affecting the Special Landscape Area (SLA) will only be supported if the proposal:
  - a. Does not adversely affect the scenic quality of the SLA. Consideration should be taken to protecting important and distinctive views, and protecting remoteness and tranquillity.
  - b. Does not adversely affect opportunities for access and recreation, and
  - c. Protects and enhances landscape quality, sense of place and local distinctiveness, including retention and enhancement of features and habitats of significant landscape, historic, ecological and wildlife importance.
- III. In determining whether a proposed development may affect the SLA, consideration will be given to how the proposed development may impact its setting. Proposals should preserve or enhance those elements that contribute to the SLA's significance, and development which will adversely affect the setting of the SLA resulting in harm to the significance of the SLA will not be supported.
- IV. Proposals within or affecting the SLA or its setting should be accompanied by a Landscape Impact Assessment setting out how the proposal protects and enhances the landscape, taking into account the requirements of this policy.

##### Landscape Character Areas

- V. New development should be designed in a way that is sensitive to its landscape setting, retaining and enhancing the distinctive qualities of the landscape area in which it would be situated. For each Landscape Character Area, planning permission will only be granted if the proposed development would:
  - a. Make adequate provision as far as is practicable for the retention of features and habitats of significant landscape, historic, geological and wildlife importance
  - b. Where possible, enhance the character and qualities of the landscape area through appropriate design and management
  - c. Reflect and enhance local distinctiveness and diversity, and
  - d. Provide appropriate landscape mitigation proportionate in scale and design, and/or suitable off-site enhancements.
- VI. The [Policies Map](#) identifies the Special Landscape Area in Calderdale.

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**Table 23.4 Monitoring: Policy GN4 - Landscape Character**

<b>Outcomes</b>	To protect and enhance the landscape character of Calderdale
<b>Indicators</b>	Local distinctiveness and sense of place Integrity/cohesiveness of landscape character Landscape quality Scenic quality Condition of peat bogs and upland soils Percentage of watercourses that meet designated standards Condition of Sites of Special Scientific Interest (SSSI) Extent and distribution of SPA/SAC qualifying features Conservation status of Habitats and Species of Principal Importance Levels of tourism
<b>Targets</b>	Contribute towards the targets set out for Habitats and Species of Principal Importance No loss of ancient woodland or of veteran trees 95% of SSSIs to be in favourable or unfavourable but recovering condition by 2020 100% of surface water and groundwater bodies within the defined river basin district reach the best status possible for that water body by 2027 (Humber River Basin Management Plan) Increased percentage of peat bogs and upland soils in favourable or unfavourable but recovering condition by 2020 To meet the South Pennine Moors (phase 2) SPA and SAC site conservation objectives

### Trees

**23.14** Trees play an important role in the character and appearance of an area and have a significant effect on our quality of life by providing visual and acoustic screening, absorbing carbon dioxide and releasing oxygen and improving air quality. Trees are also an important wildlife habitat, particularly ancient trees; provide opportunities for leisure and recreation; help stabilise soil and prevent erosion; and help to reduce the risks of storm water flooding.

**23.15** The Council has a duty to protect trees and woodland of high public amenity, character and biodiversity value. There are numerous designated Tree Preservation Orders across the Borough with the proposed felling or works to a protected tree requiring consent from the Local Planning Authority and full justification by the applicant. In addition, the Council considers that it is essential to provide protection for Ancient Woodland sites and aged or veteran trees in the Borough and development proposals which would harm or lead to the loss of either will be resisted.

**23.16** British Standard BS 5837:2012 outlines how to take account of and retain suitable trees in proximity to development. Where trees are likely to be affected by proposed development, the Council may require a tree survey to be carried out and submitted in support of the application.

**23.17** Whilst the Council cannot control new woodland planting since planning legislation does not provide for control over this type of land use, the creation of new woodlands is an important and visible form of land-use that must be recognised in the Local Plan. Creating native woodlands, especially by linking or planting next to ancient woodlands, is of great benefit to biodiversity, as is the effective management of existing woodlands. The Council will support the planting of new woodland in urban and rural areas where this is sympathetic to local topography, enhances ecology and positively contributes to landscape character.

### Policy GN5

#### Trees

- I. Development proposals will be positively considered provided:
  - a. There is no unacceptable loss of, or damage to, existing trees or woodlands during or as a result of development. Any loss should be fully justified by a tree survey.
  - b. Trees not to be retained as a result of the development are replaced within a well-designed landscape scheme, and
  - c. Existing trees worthy of retention are sympathetically incorporated into the overall design of the scheme including all necessary measures taken to ensure their continued protection and survival during construction.
- II. Development proposals that seek to remove trees that are subject to 'Protection', without justification, will not be permitted;
- III. Development proposals which will result in the loss of or damage to aged or veteran trees and their associated flora and fauna will not be permitted;
- IV. Development proposals which will result in the loss of or damage to Ancient Woodland sites and their associated flora and fauna will not be permitted.

**Table 23.5 Monitoring: Policy GN5 - Trees**

<b>Outcomes</b>	To protect trees and woodland of high public amenity and character value
<b>Indicators</b>	Levels of tree planting in appropriate locations Conservation status of Habitats and Species of Principal Importance Change in areas of biodiversity importance
<b>Targets</b>	No loss of ancient woodland or of veteran trees All work completed to British Standard BS 5837 Trees Increase the Borough's woodland cover each year to 2031 in line with the Tree and Woodland Strategy for Calderdale, 2017-2027 Contribute towards the targets set out for Habitats and Species of Principal Importance

### Open Space, Sport and Recreation Facilities

**23.18** Open space, sport and recreation facilities form an essential part of Calderdale's environment and play an important role in maintaining the health and wellbeing of its residents. They contribute towards quality of life by improving the quality of the environment and enabling exercise and other pastimes to take place, and they can play a key role in sustainable development. Open spaces often come under pressure for development and this pressure is set to increase in the future. There are limited opportunities to increase the amount of open space, particularly in urban areas, and therefore it is imperative that existing open space is preserved and that it is protected from loss and inappropriate development that would harm its character, appearance or function.

**23.19** There will be exceptional occasions when it will be appropriate to release open space for development. Uses appropriate to the particular open space area which would bring community benefits may be acceptable, such as outdoor sports facilities, interpretation centres, toilets, refreshment facilities, woodlands, allotments, cemeteries, and horticulture. The onus will be upon prospective developers to demonstrate that there would be no adverse



## 23 Green Infrastructure and Natural Environment

effect in terms of the various functions that the open space fulfills. The extent of Open Space is identified on the [Policies Map](#).

### Policy GN6

#### Protection and Provision of Open Space, Sport and Recreation Facilities

- I. The [Policies Map](#) identifies areas of Protected Open Space, Sport and Recreation Facilities that shall be safeguarded from development to maintain local character and amenity of settlements and their communities and/or recreational function. Within the areas identified under this policy, development will only be permitted where:
  - a. An assessment has been undertaken which clearly shows the open space, buildings or land to be surplus to requirements; or
  - b. The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
  - c. The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.
- II. Improvements in the provision of Open Space in areas of deficiency should be undertaken. Development proposals that conserve, improve, maintain or create open space will be permitted providing that they are consistent with other relevant Local Plan policies.
- III. Development proposals for new or replacement schools or other education facilities, extensions to existing education establishments and changes of use for school or other educational and training purposes that include sports and recreation facilities, will only be permitted where recreational facilities are provided to the wider community outside of school hours.
- IV. All new residential developments should provide for the recreational needs of the prospective residents, by providing, laying out and maintaining recreational and amenity open space of a scale and kind reasonably related to the development within an agreed timescale or, where on site provision cannot be delivered, by way of a financial contribution to improving local off-site provision.
- V. In determining the required open space provision, the Council will have regard to the type of development proposed and the availability, quality and accessibility of open spaces in the area assessed in accordance with the Council's borough-wide open space standards and relevant national standards. In the case of outdoor sports facilities, the Council will also have regard to the most up-to-date version of the Calderdale Playing Pitch Strategy which provides key information on quantitative shortfalls in sports pitches and the need for qualitative improvements.

**Table 23.6 Monitoring: Policy GN6 - Open Space**

<b>Outcomes</b>	The protection and provision of open spaces in Calderdale
<b>Indicators</b>	Percentage of development permitted that includes open space provision Ease of access to local open space Number of planning permissions granted contrary to Sport England advice Increased participation in formal/informal sport/recreation Amount of playing fields/open space lost to development

<b>Targets</b>	<p>Increase the Borough's overall open space provision year on year to 2031</p> <p>Increased participation in formal/informal sport/recreation</p> <p>Widen access to sport and reduce the participation gap between population groups</p> <p>Improved health and wellbeing</p> <p>Nil playing fields lost to development</p> <p>Nil planning permissions granted contrary to Sport England advice</p>
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### Allotments

**23.20** Allotments are an important community resource that have positive benefits not only for environmental sustainability but also for food production, wildlife and general amenity value. The Council has a statutory duty to provide allotments under the Allotments Acts 1908-1950 if there is unmet demand, and to provide for those citizens within the Borough who wish to use them. The Council also is required to obtain consent from the relevant government department if it wishes to dispose of statutory allotments. Almost all allotments in the Borough are Council-owned, although there remain a number of privately owned sites. The provision of allotments is scattered around the Borough with 34 publicly managed allotment sites holding over 740 plots of varying size. There are about 550 statutory allotment plots and 190 non-statutory plots. The Council has also identified a minimum of 30 allotments in private ownership.

#### Policy GN7

##### Allotments

- I. Development proposals which would result in the loss of, or otherwise adversely affect the continued operation and character of allotments will not be permitted unless:
  - a. It is demonstrated that this would not result in unmet demand for allotments within reasonable walking distance, and the proposals are for an alternative community use of an open space nature
  - b. Appropriate alternative allotment provision is made of at least an equivalent standard and in a satisfactory location before the use of the existing allotment ceases, and
  - c. The proposed development is consistent with other relevant Local Plan policies
  
- II. Proposals for the provision of new allotment sites will be permitted provided that they:
  - a. Are of a high standard of design and external appearance which is based on ecological principles
  - b. Provide for suitable pedestrian and vehicular access
  - c. Do not detrimentally harm the amenity of adjacent residents, and
  - d. Are consistent with other relevant Local Plan policies

**Table 23.7 Monitoring: Policy GN7 - Allotments**

<b>Outcomes</b>	The protection and provision of allotments in Calderdale
<b>Indicators</b>	<p>Ease of access to local open space</p> <p>Increased participation in community food growing</p> <p>Amount of open space lost to development</p>

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### Targets

Improved health and wellbeing  
 Reduced waiting lists for allotments  
 Increased participation in community food growing  
 Increase the Borough's overall open space provision year on year to 2031

### National and Local Standards

**23.21** National and local standards for accessible open space enable assessment of resource against need which makes it possible to establish whether a sufficient resource exists. Such standards have been used for some time and include the Natural England Accessible Natural Greenspace Standards, and Calderdale Open Space, Sport and Recreation Standards.

**23.22** The Natural England Accessible Natural Greenspace Standards recommend that everyone, wherever they live, should have an accessible natural greenspace:

- Of at least 2 hectares in size, no more than 300 metres (5 minutes walk) from home
- At least one accessible 20 hectare site within two kilometres of home
- One accessible 100 hectare site within five kilometres of home, and
- One accessible 500 hectare site within ten kilometres of home, plus
- A minimum of one hectare of statutory Local Nature Reserves per thousand population

**23.23** Locally, the Calderdale Open Space, Sport and Recreation Study: Open Space Assessment Report (2006) set open space standards for the Borough which were carried forward in the 2015 update.

**23.24** These standards have now been updated to include new quantitative standards and are detailed below:

**Table 20.8 Calderdale Open Space, Sport and Recreation Standards**

Typology	Standard	
<b>Parks and gardens</b>	Quantity	0.8ha/1000 people
	Quality	Score of 60% or higher on qualitative site assessment
	Accessibility	All settlement areas within 400m of small local open space (0.04ha-1ha) and 600m of local park (1.00ha-3.00ha) and 1200m of Borough park (greater than 3ha)
<b>Natural/semi-natural greenspace</b>	Quantity	2.0 ha/1000 people
	Quality	Score of 60% or higher on qualitative site assessment
	Accessibility	All settlement areas within 400m of a site (0.04ha-1ha) and 600m of a site (1.00ha-3.00ha) and 1200m of a site greater than 3ha
<b>Amenity greenspace</b>	Quantity	0.6ha/1000 people
	Quality	Score of 60% or higher on qualitative site assessment
	Accessibility	All settlement areas within 400m of a site (0.04ha-1ha) and 600m of a site (1.00ha-3.00ha) and 1200m of a site greater than 3ha
<b>Allotments</b>	Quality	Score of 60% or higher on qualitative site assessment
	Accessibility	All settlement areas within 400m of a site (0.04ha-1ha) and 600m of a site (1.00ha-3.00ha) and 1200m of a site greater than 3ha

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Typology	Standard	
<b>Provision for children and young people</b>	Quantity	0.25ha/1000 people
	Quality	Score of 60% or higher on qualitative site assessment
	Accessibility	All settlement areas within 240m (5min walk) of a LEAP and 600m (15min walk) of a NEAP
<b>Cemeteries</b>	Quantity	0.286ha/1000 people
	Quality	Score of 60% or higher on qualitative site assessment
	Accessibility	Accessibility is not a directly relevant measure
<b>Civic spaces</b>	Quantity	0.021ha/1000 people
	Quality	Score of 60% or higher on qualitative site assessment
	Accessibility	Accessibility is not a directly relevant measure
<b>Outdoor sports facilities (Note 1)</b>	Quantity	1.73ha/1000 people
	Quality	Site quality rating of good (as defined by Sport England Electronic Toolkit)
	Accessibility	Teams to have access to appropriate site at relevant time

**23.25** Where possible, all new development should seek to achieve these standards. In taking forward proposals that involve the provision of natural greenspace and/or any tree planting in the near vicinity of the South Pennine Moors Special Protection Area, Calderdale Council (and other bodies as appropriate), will need to liaise with Natural England, to ensure its protection from habitat change or the adverse impact of predator species.

### Local Green Space

**23.26** The designation of land as Local Green Space through local and neighbourhood plans allows communities to identify and protect green areas of particular importance to them.

**23.27** The Local Green Space designation should only be used where the green space is:

- In reasonably close proximity to the community it serves
- Demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquility or richness of its wildlife, and
- Local in character and is not an extensive tract of land

**23.28** Policies for managing development within a Local Green Space should be consistent with those for Green Belts.

**23.29** The Council invited applications for Local Green Space and 22 suggested sites came forward - of which only 18 were considered to be valid applications. The assessments have shown that only three Local Green Space designations should be made and these are shown on the [Policies Map](#) and in the table below.

**Table 20.9 Proposed Local Green Space**

Site Ref	Site Address	Reason for Designation
<a href="#">LGS21</a>	Village Green, Bowling Green Road, Stainland	As the site is council owned and located in a Conservation Area, Local Green Space designation would be capable of enduring beyond the plan period. In addition, the site has local significance, can be shown to be

## 23 Green Infrastructure and Natural Environment

Site Ref	Site Address	Reason for Designation
		demonstrably special to the local community and is not an extensive tract of land.
<a href="#">LGS26</a>	Daisy Bank Allotments (Wooded Area), Clover Hill Road, Halifax	While parts of the site benefit from an Open Space designation and a number of Tree Preservation Orders, these do not cover the whole of site LGS26 and do not offer full protection. The site has an important visual amenity value to the adjacent Conservation Area, the setting and character of the settlement as a whole and the local community. The site also has local wildlife and biodiversity value that is worthy of Local Green Space designation.
<a href="#">LGS30</a>	Hoult Lane, Elland	As the site is Council-owned, Local Green Space designation would be capable of enduring beyond the Plan period. In addition, the site has local significance, can be shown to be demonstrably special to the local community and is not an extensive tract of land.

### Policy GN8

#### Protection of Local Green Spaces

The Council will give special protection to sites designated as Local Green Space that are important to the local community. Development proposed within a Local Green Space will be considered having regard to Green Belt policy.

**Table 23.8 Monitoring: Policy GN8 - Local Green Space**

<b>Outcomes</b>	The protection and provision of Local Green Spaces in Calderdale
<b>Indicators</b>	Ease of access to Local Green Space Amount of Local Green Space lost to development
<b>Targets</b>	Improved health and wellbeing Improved access to Local Green Space

**24.1** Environmental protection is a wide-ranging topic covering issues of local and global significance. Environmental issues feature higher than ever on the public agenda, and expectations of a cleaner, greener environment and a better quality of life are increasing. The need to mitigate the effects we are having on local and global environments is an essential element in achieving sustainable growth.

**24.2** The National Planning Policy Framework (NPPF) recognises the importance of environmental protection and at the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision taking.

**24.3** This section complements the sustainable development objectives of the Local Plan, by:

- Ensuring new development does not significantly add to pollution levels
- Reducing current pollution levels where possible

### Pollution Control

**24.4** Pollution is the presence of, or introduction of, substances or energy (sound energy or heat) into an environment where those things would normally be present in much smaller quantities. Pollution causes adverse health risks and damages amenity and the environment. It can also prejudice neighbouring land use, resulting in long term contamination and hinder urban regeneration. Control of pollution is complex, involving several agencies, council powers and national regulation. The duty for pollution control rests in part with the Council's Environmental Health Service, with the Environment Agency providing a regulatory and advisory role in the system. The NPPF, whilst encouraging positive planning to support local development, also seeks to protect the environment and community from pollution from new developments and protect new developments from pollution from existing developments.

**24.5** Development has the potential to harm the environment via pollutants to the air, soil or watercourses. Such pollution can take many forms to include air pollution, noise pollution, light pollution and river and water pollution. The Local Planning Authority (LPA) will need to consider the impacts of potentially polluting development on amenity and surrounding uses. This will complement the Pollution Prevention and Control Act 1999 and subsidiary regulations that regulate processes separately from the planning process. Not all potentially polluting processes are regulated under this legislation, and not all forms of pollution are regulated by permits.

**24.6** Air quality problems in the Borough are mainly attributable to road transport and addressing these issues is recognised to be complementary to the aim of achieving a reduction in transport emissions. The impact of transport is a cross boundary issue and Calderdale Council has worked with the four other West Yorkshire local authorities to develop a West Yorkshire Low Emission Strategy which provides development management policy across West Yorkshire on air quality issues and aims to ensure a consistent approach to improving air quality.

**24.7** Calderdale has a rich industrial heritage which has provided the foundations for its economic development. The legacy of past manufacturing, engineering and industrial processes has resulted in the potential for residual contamination of sites across the Borough. Contaminated land can have an impact on water quality and this is considered in more detail in the Flooding and Water Resource Management chapter of this document.

### Policy EN1

#### Pollution Control

- I. The Council will seek to reduce the amount of new development that may reasonably be expected to cause pollution or be exposed to pollution. When determining planning applications, consideration will be given to the following issues:
  - a. The likelihood of light, noise, smell, vibration or other emissions that pose an unacceptable risk to the amenity of the local area
  - b. The potential impact on the environmental quality and quantity of ground water and surface water
  - c. Whether there are reasonable grounds to believe that human health may be affected by the proposal

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- d. The potential for pollution (including noise, light, water and air pollution) to affect biodiversity and sites of biological and geological importance
  - e. The potential for light pollution to affect intrinsically dark landscapes
  - f. The potential for unacceptable light pollution onto other property or land
  - g. The potential impact on designated Air Quality Management Areas (AQMAS) or areas at risk of exceeding air quality objectives
- II. An appropriate impact assessment should be submitted with the planning application and should detail any mitigation measures needed to make the development acceptable. Development which does not incorporate suitable and sustainable mitigation measures which reduce pollution levels to an acceptable level will not be permitted.

**Table 24.1 Monitoring: Policy EN1 - Pollution Control**

<b>Outcomes</b>	A reduction in development that is likely to cause pollution or be exposed to pollution
<b>Indicators</b>	Number of planning permissions granted contrary to Environment Agency and Health and Safety Executive (HSE) advice Percentage of watercourses that meet designated standards Number of AQMAS declared in the Borough
<b>Targets</b>	NIL planning permissions granted contrary to Environment Agency and HSE advice Reduced transport emissions in line with the West Yorkshire Low Emission Strategy Reduced non-transport emissions in line with the West Yorkshire Low Emission Strategy

### Air Quality

**24.8** Air pollution affects amenity, environment, life expectancy and healthy life expectancy. Calderdale Council monitors air quality in the Borough in line with its statutory responsibilities. There are seven pollutants listed in the Air Quality (England) Regulations 2000 where objective levels have been specified and where EU Limit Values apply, together with an eighth Limit Value that all councils must consider as part of the national Air Quality Strategy. The pollutants are Benzene, 1,3-Butadiene; Carbon monoxide; Lead; Nitrogen dioxide; Particulate Matter -PM<sub>10</sub> and Sulphur dioxide. Nitrogen dioxide and PM<sub>10</sub> are particularly associated with the combustion of fossil fuels in vehicles.

**24.9** In 2014 in Calderdale, 4.4% of all adult mortality was estimated to be due to long-term exposure to harmful anthropogenic PM<sub>2.5</sub> air pollution.<sup>(38)</sup> It is now widely accepted that the rate of adult mortality is even higher when the effects of nitrogen dioxide are taken into consideration. Further, air pollution is considered to be a direct threat to biodiversity where pollutants can change the pH and nutrient levels of soils, which can change species composition, as well as flora and fauna.

**24.10** The Council's monitoring currently concentrates on road traffic-related nitrogen dioxide, which has been identified as exceeding the air quality objectives in seven geographical areas where particulate matter is also being monitored in connection with road traffic emissions and public health. These areas have been designated as Air Quality Management Areas (AQMAS).

**24.11** Across the country many AQMAS are declared on the basis of vehicle exhaust pollution supplementing the background levels, causing an exceedance of the air quality objective for the annual average level of nitrogen dioxide. The seven AQMAS designated for this reason in Calderdale feature a combination of high traffic volumes

38 Public Health England, Public Health Outcomes Framework (PHOF) Adult mortality indicators

and in some cases buildings located close to the roadside (which hinder the dispersion of exhaust fumes). They are at:

- Brighthouse;
- Hebden Bridge;
- Hipperholme;
- Luddendenfoot;
- Salterhebble and Huddersfield Road, Halifax;
- Sowerby Bridge; and
- Stump Cross.

**24.12** The Council has a number of responsibilities for and contributions to make to, air quality including Environmental Health, Public Health, Highways, Planning and Community Engagement. These combine in our role as place leader, working with communities and other local partners to maximise quality of life in local neighbourhoods. The Council's strategic air quality objectives are:

- a. To have a good understanding of air quality issues in Calderdale so that we can take an intelligence led approach
- b. To ensure air quality is considered in everything we do
- c. To raise awareness and understanding of air quality in Calderdale
- d. To design the physical and natural environment to improve air quality
- e. To reduce pollution from vehicle journeys, by reducing the overall number of journeys and increasing use of low emission vehicles
- f. To protect the health of those most vulnerable to the harmful effects of air pollution

**24.13** Under the local air quality management legislation and guidance, the Council is required to monitor air quality in the Borough. The Environment Act 1995 states eight pollutants that councils must consider as part of a national Air Quality Strategy. These include nitrogen dioxide and fine particles. Monitoring currently focuses on traffic-related nitrogen dioxide. This has been identified as exceeding the air quality objectives in eight areas. These areas have been designated as Air Quality Management Areas (AQMAs). Particulate matter is also being monitored in connection with road traffic emissions.

**24.14** Most of our nitrogen dioxide monitoring is undertaken using diffusion tubes; however, there are also a number of automatic monitoring sites.

**24.15** The Local Plan is a key part of the Council's air quality strategy. Reflecting the above objectives, the Plan aims to improve air quality in the Borough and achieve compliance with legal Air Quality objectives as soon as possible. To achieve this, the strategy of the Plan is firstly to minimise, so far as practicable, air pollution from development in all locations, irrespective of whether there are current or potential exceedances of legal objectives. Secondly, the Plan requires the residual impacts of development on air quality to be mitigated. Thirdly, the Plan requires that development is located and designed in such a way as to protect people from exposure to poor air quality so far as possible.

**24.16** The Local Plan affects air quality in a number of ways, including through consideration of what development is proposed and where, the encouragement given to sustainable transport, the potential for compensatory mitigation, and the need to meet with legal air quality objectives and limit values. Therefore in plan making, it is important to take into account the impact of development on air quality across the Borough.

**24.17** Individual planning decisions can influence exposure to poor air quality in a number of ways and positively further the Council's aim of achieving and maintaining compliance with national air quality objectives. It is essential that these air quality objectives are achieved and subsequently maintained if human health is to be protected. In considering proposed developments and the application of Policy EN2, the following mitigation measures should therefore be applied:

- Siting new buildings and estates so that the need for motorised travel is minimised
- Minimising the exposure of vulnerable groups to air pollution by siting buildings away from busy roads, siting living accommodation away from roadside facades, and ensuring facilities such as schools, nurseries and retirement homes are located in areas where pollution levels will be low
- Avoiding the creation of street and building configurations (such as street canyons, or traffic calming that causes vehicles to break sharply) that encourage pollution to build up where people spend time



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- Providing an infrastructure to support low- and zero-emission travel. This could include: cycling and walking routes and charging points for electric vehicles in residential areas and commercial developments. Furthermore installing the fastest possible broadband connections will reduce the need to travel by facilitating working from home.
- Use of travel plans to reduce the number of motorised trips. This could include parking availability, car clubs and charging facilities for electric vehicles.
- Planting of appropriate trees and vegetation in open spaces and use of vegetation to create 'green' walls or roofs where this does not restrict ventilation

**24.18** In applying Policy EN2, consideration should also be given to the requirements of policy HW2 (Health Impact Assessment).

### Policy EN2

#### Air Quality

- I. To ensure that the effect of development on air quality is minimised so far as practicable, residual impacts are mitigated, compliance with legal Air Quality objectives is achieved as soon as possible, and to support the Council's overall strategy set out in the reasoned justification above, all proposals that have the potential to increase local air pollution either individually or cumulatively must be accompanied by proportionate evidence to show that the impact of the development has been assessed. Assessments must be in accordance with the guidance contained in the West Yorkshire Low Emissions Strategy and Air Quality & Emissions Technical Planning Guidance (or equivalent guidance) where relevant to the proposal. In cases where industrial emissions may be introduced or increased, an appropriate assessment must be submitted. Proposals that are not accompanied by that evidence, or which do not incorporate adequate mitigation measures as indicated by the guidance to secure and maintain compliance with air quality objectives to protect human health, will not be permitted.
- II. To meet the requirements of this policy, air quality assessments will be expected to include the following information:
  - a. Relevant details of the proposed development
  - b. The policy context for the assessment
  - c. Description of the relevant air quality standards and objectives
  - d. The basis for determining significance of effects arising from the impacts
  - e. Details of the assessment methods
  - f. Model verification
  - g. Identification of sensitive locations
  - h. Description of baseline conditions
  - i. Assessment of impacts
  - j. Description of construction phase impacts
  - k. Cumulative impacts and effect
  - l. Mitigation measures
  - m. Summary of the assessment results

- III. Where there is assessed to be an adverse effect on air quality applicants must provide an assessment of damage cost of the development to secure additional mitigation measures. The mitigation measures will be secured through Planning Conditions or a Legal Agreement.
- IV. New development in Air Quality Management Areas must be consistent with the Council's Air Quality Action Plan. In these areas, development should not materially worsen air quality or undermine strategies and actions to achieve compliance with the air quality objectives in the shortest time possible.
- V. Where the development introduces new sensitive receptors into Air Quality Management Areas, the development must incorporate sustainable mitigation measures that protect the new receptors from air pollution as defined in national air quality objectives. Where sustainable mitigation measures cannot be introduced to prevent receptors from being exposed to such risks, development will not be permitted.

**Table 24.2 Monitoring: Policy EN2 - Air Quality**

<b>Outcomes</b>	A reduction in air pollution to within lawful limits in the Plan Period An overall improvement to air quality in all parts of Calderdale over the Plan period
<b>Indicators</b>	Number of planning permissions granted contrary to Environment Agency and Health and Safety Executive (HSE) advice Air quality or pollutant levels in each AQMA Number of AQMAs declared in the Borough
<b>Targets</b>	NIL planning permissions granted contrary to Environment Agency and HSE advice Reduced transport emissions in line with the West Yorkshire Low Emission Strategy and most relevant up to date legislation Reduced non-transport emissions in line with the West Yorkshire Low Emission Strategy and most relevant up to date legislation Improved air quality in each AQMA Reduction in the number of AQMAs declared in the district to zero

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**24.19** Some development proposals can also be potentially hazardous or be exposed to hazard by reason of fire, explosion, contaminated land, unstable land etc. The proper planning of an area requires consideration of the potential hazards, possible separation or other mitigation measures to enable development to take place, whilst in some cases development should not be supported.

#### Policy EN3

##### Environmental Protection

- I. The Council expects developers to understand the environmental implications of their proposals and to ensure that development does not give rise to and is not exposed to environmental hazards:
  - a. Where there is contamination or there is good reason to believe that contamination may exist on a development site
  - b. Where there is an area of potentially unstable land on or surrounding a development site
  - c. Where development proposals could lead to the juxtaposition of incompatible land-uses
  - d. Where development is proposed within HSE consultation zones or proposals are received for new, or extensions to existing dangerous substance establishments

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- e. Where development is proposed in close proximity to high pressure gas pipelines as shown on the [Policies Map](#), and
  - f. Where development is proposed in close proximity to overhead electricity lines or proposals are received for new overhead electricity lines
- II. Planning applications should be accompanied by documentation that explores the potential hazards and details any mitigation measures needed to make the development acceptable. As a minimum, developers will be expected to carry out a desk study to investigate the potential risk to controlled waters, human health and other relevant receptors from soil and groundwater pollution. Where potential risks are identified developers will be expected to carry out site investigation and detailed risk assessment and to implement appropriate mitigation to reduce unacceptable risks to an acceptable level. Applications which do not incorporate suitable and sustainable mitigation measures which reduce environmental hazards to an acceptable level will not be permitted.

**Table 24.3 Monitoring: Policy EN3 - Environmental Protection**

<b>Outcomes</b>	A reduction in development that gives rise to or is exposed to environmental hazard
<b>Indicators</b>	Number of planning permissions granted contrary to Environment Agency and HSE advice
<b>Targets</b>	NIL planning permissions granted contrary to Environment Agency and HSE advice

**25.1** Minerals are an important element in the national, regional, and local economy. Mineral workings can contribute significantly to the local economy but this must be done in accordance with the principles of sustainable development. As the Minerals Planning Authority (MPA), Calderdale Council is responsible for applying national, regional, and local policies to ensure there is a sufficient and sustainable supply of minerals to meet the needs of society, whilst protecting the environment and local communities. A Minerals Evidence Report has been prepared to provide further details with regards to this section of the Local Plan.

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

### Calderdale Geology

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

**25.4** In terms of other minerals, there are surface coal resources mainly in the east of the Borough, and within this resource there are associated brick clays and fireclays. Some sites produce recycled aggregates, but there are no sand and gravel workings operating in Calderdale at present, due to the lack of a viable resource. In terms of land based oil and gas (hydrocarbons), British Geological Survey (BGS) and Department for Energy Security and Net Zero (DESNZ) mapping indicates there are potential resources in the very western part of the Borough, as well as a limited resource overlapping the boundary with Kirklees. Overall, apart from a small number of large mineral sites, the majority tend to be small operations, and worked to meet market demands.

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

### National Minerals Policy

**25.6** National minerals policy in the form of the NPPF recognises that minerals are essential to support the economy and quality of life, and the Local Plan is required to incorporate policies for the extraction of locally and nationally important minerals, whilst recognising the contribution secondary or recycled minerals make to construction and infrastructure.<sup>(39)</sup>

**25.7** The NPPF requires that MPAs plan for a steady and adequate supply of minerals by preparing a Local Aggregate Assessment (LAA) and participate in an Aggregates Working Party (AWP) taking account of published National and Sub National Guidelines on future provision which should be used as a guideline when planning for the future demand for and supply of aggregates.

**25.8** The AWP publishes a Yorkshire & Humber Report, which is an annual monitoring report providing sales and reserves data for each of the sub regions; for the purposes of the AWP, West Yorkshire is a sub-region with South Yorkshire. Of particular importance to Calderdale, in 2014 the report concluded that regional crushed rock sales figures increased by nearly 40% compared to 2013, whilst crushed rock reserves were down by approximately 10%.

<sup>39</sup> Recycled aggregates can consist of construction / demolition wastes and road planings; secondary aggregates can include mineral waste or industrial wastes.

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**25.9** The LAA is prepared jointly by the West Yorkshire MPAs and is based on a rolling average of 10 years' sales data and other relevant local information and an assessment of all supply options (including marine dredged, secondary and recycled aggregate sources). The most recent West Yorkshire LAA was approved in 2021 and combines the aggregate data at a sub-regional level for the years 2019 and 2020.

### Calderdale's Aggregate Apportionments

**25.10** In terms of sand and gravel resources, the LAA repeats an earlier BGS report<sup>(40)</sup> which considered that it was unlikely there were remaining areas which could be economically worked in Calderdale. Although there are sand and gravel deposits within Calderdale, these tend to be very small and offer limited opportunity to the industry. Consequently, the BGS report indicated that the vast majority of sand and gravel deposits suitable for concreting aggregate within the Calder area were considered unworkable due to both planning and economic factors. On the basis that only sites containing in excess of 1 to 1.5 million tonnes are considered, for a deposit of six to seven metres thick, 10 hectares would be the minimum viable area. The lesser the thickness of the deposit, the larger the overall site area required.

**25.11** The Borough has a number of sandstone quarries, some of which produce crushed rock as a byproduct of the building stone product, although the actual tonnages produced at the majority of sites is small. Subsequent permissions have been granted for extensions to existing sandstone quarries; planning statements accompanying the applications indicate that these will continue to produce some crushed rock, ensuring Calderdale continues to make a contribution to the sub regional crushed rock apportionment. The West Yorkshire LAA<sup>(41)</sup> identified that the 10 year average sales figure is around 0.92 million tonnes (mt) for West Yorkshire, and based on reserves of some 36.96mt this would mean a land bank of some 33 years.

**Table 25.1 West Yorkshire Crushed Rock Sales 2011-2020**

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Ten year average
Crushed Rock Sales (mt)	0.43	0.79	0.78	1.03	1.03	1.10	1.03	1.04	0.86	1.07	0.92

**Table 25.2 West Yorkshire Crushed Rock Landbank**

Crushed Rock reserves as at 31/12/2020	Annual sales average 2011-2020	22% Uplifted Aggregate Apportionment	Landbank
36.96mt	0.92mt	1.12mt	33 years

Table note: an uplift factor has been applied to the 10 year aggregate sales averages for the purpose of calculating the West Yorkshire Aggregate Landbank. This uplift represents an estimate of the increase in aggregate sales which would be required to deliver on planned future housing growth and associated infrastructure demands. (WYLAA, 2021).

**25.12** Although at first glance the figures would appear to suggest the estimated landbank of permitted crushed rock reserves is far in excess of the minimum 10 year landbank recommended by the NPPF, and that future policy should reflect this significant level of reserves, further analysis suggests that a significant proportion of the permitted reserves are unsuitable for higher specification uses, for example concrete making and roadstone. This analysis is supported by the very high tonnages of crushed rock imported into West Yorkshire, especially from the Yorkshire Dales National Park, an area in which the NPPF indicates extraction should be reduced. Further to this, the LAA illustrates that West Yorkshire as a whole is unable to meet its own aggregate needs from reserves within its borders, and therefore is reliant upon imports from neighbouring authorities. Table 25.3 illustrates that some 80% of crushed rock consumption is met by imports. In terms of sand and gravel, the figure is even higher, with some 94% of consumption met by imports.

40 West Yorkshire sand and gravel resources: Investigating the potential for an increased sub-regional apportionment" BGS, 2009

41 Local Aggregate Assessment for West Yorkshire 2017 (2016 Data), West Yorkshire Combined Authority

**Table 25.3 Proportion of Aggregate Consumption Met by Imports 2019**

Aggregate	Consumption 2019 (thousand tonnes)	% of Consumption met by Imports 2019
Sand and Gravel	466	100%
Crushed Rock	2,342	96%

**25.13** Reliance on the traditional imports of high quality crushed rock aggregate would appear to place the Borough at risk in terms of the continuation of supply from other areas, should levels of production fall in those areas; however, the West Yorkshire LAA suggests that those areas which export high levels of crushed rock will continue to do so. For example, although the North Yorkshire Sub Region LAA (NYLAA), which includes the Yorkshire Dales National Park (YDNP), is moving towards reducing reliance on the YDNP, it goes on to state that "in practise the Yorkshire Dales National Park has a substantial landbank of crushed rock and is expected to be able to continue maintaining supply over the period to 2030 and beyond". Therefore, it is not considered that the lack of provision within the NYLAA to either maintain aggregate supplies from the YDNP, or compensate for a reduction in these supplies with an equivalent increase in apportionments elsewhere within North Yorkshire, is a significant short/medium term threat to the future continuity of crushed rock aggregate supplies to West Yorkshire.

**25.14** Similarly, the Derby, Derbyshire and Peak District LAA states that Derbyshire and the Peak District National Park is a significant net exporter of aggregate grade crushed rock to other areas, amounting to an average of around 8 million tonnes each year. Derbyshire has significant resources of hard rock compared to many other areas in the country and it will be important, therefore, to maintain this level of supply in order to sustain and stimulate national economic growth.

**25.15** The picture of crushed rock supply is therefore one of continuation of exports in the medium term, supported by the local quarries producing crushed rock as a by-product to the building stone that is the most common mineral worked in Calderdale. The ongoing production of the relatively small quantities of crushed rock in the Borough does make a contribution to the local demand for lower specification bulk aggregates and building sand.

**25.16** Table 25.3 sets out that approximately 100% of the sand and gravel consumed in West Yorkshire is imported from outside the sub-region. As the Borough is not considered to have viable reserves of sand and gravel, there is a need to ensure that, as with high specification crushed rock, a continuation of supply can be secured from outside the sub region. The LAA (2021) states that the West Yorkshire sand and gravel landbank is 1 year and 6 months. The [West Yorkshire LAA \(2021\)](#) sets out that the majority of sand and gravel consumed in West Yorkshire is imported from Durham and North Yorkshire. Lesser, but still potentially significant, quantities of sand and gravel are also thought to be transported into West Yorkshire from East Riding of Yorkshire, Nottinghamshire, Lincolnshire, Cheshire and Doncaster. The LAA (2021) sets out that in relation to imports of crushed rock, the Yorkshire Dales National Park remains far and away the most important supplier, accounting for over 50% of the crushed rock aggregates consumed within West Yorkshire. Significant quantities of crushed rock aggregates are also supplied from the East Midlands (Derbyshire, the Peak District and Leicestershire), with lesser, but still significant, quantities supplied from the North East, North Yorkshire, South Yorkshire and the North West.

**25.17** The LAA concludes that it is clear that planning for continuity in the supply of the aggregates consumed in West Yorkshire is far more dependent upon effectively cooperating with neighbouring authorities and safeguarding minerals transportation infrastructure than managing aggregate supplies within West Yorkshire itself. It is also clear that the future of aggregate extraction within the Yorkshire Dales National Park is of key strategic economic importance to West Yorkshire. The LAA goes on to set out that under the Duty to Cooperate, the West Yorkshire authorities should seek agreement with the Minerals Planning Authorities for the areas which are the main sources of the aggregates supplied into West Yorkshire, to ensure that these authorities continue to provide for sustainable supplies of aggregates into West Yorkshire in their Local Plans.

## Built Heritage and Local Mineral Supply

**25.18** The NPPF requires Mineral Planning Authorities to consider how to meet any demand for small scale extraction of building stone at, or close to, relic quarries needed for the repair of heritage assets, taking account of the need to protect designated sites. As part of the evidence for relic quarries, BGS and Historic England conducted a Strategic Stone Study, which describes the stone types used for buildings, identified representative buildings and villages where these stone types have been used, and mapped these important sources of heritage stone. This

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aspect of minerals planning highlights the important link between local materials and the built environment of the whole Borough. Local mineral extraction can often support planning aims such as Conservation Areas, and local distinctiveness, as well as providing skilled, local employment; all of which support policies concerned with design and the local economy. The strategic minerals policy includes a criterion that permits the reopening of the relic quarries subject to certain criteria being met.

### Minerals Strategy

**25.19** Minerals strategy sets out Calderdale's strategic approach to mineral extraction over the lifetime of the Local Plan. The Local Plan will set the framework for future minerals development, and support the other West Yorkshire Authorities in meeting the sub regional apportionment, especially in terms of crushed rock. The strategy is based around the Minerals Strategic Objective (S09).

**25.20** Policy MS1 deals with the national mineral planning objectives of planning for a steady and adequate supply of aggregates. Although the Borough has very little sand and gravel reserves to make a contribution to this element of the sub-regional apportionment, there are quarries supplying crushed rock to the market. The Policy reflects the importance of local materials, not just for use within Calderdale but further afield, as well as the efficient use and recycling of minerals to reflect the contribution that secondary or recycled materials can make to the supply.

#### Policy MS1

##### Minerals Strategy

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

- I. The Council, along with other Mineral Planning Authorities within West Yorkshire, will seek to make an appropriate contribution towards the maintenance of a ten year land bank for crushed rock aggregates as identified through the West Yorkshire Local Aggregate Assessment (LAA).
- II. Extensions to existing mineral workings will be preferred to the opening of new workings, whilst acknowledging that minerals can only be worked where they are found.
- III. The Council will encourage the processing of secondary and recycled aggregates in order to reduce reliance on primary extraction.
- IV. The Borough will identify and safeguard known mineral resources of local and national importance to ensure they are not needlessly sterilised by non-mineral development.
- V. Proposals for extracting other types of minerals and proposals for the production of recycled and secondary aggregates will be assessed in accordance with national policy and the environmental criteria set out in Policy MS4.
- VI. In view of the national importance of the local sandstone resource, the Council will seek to encourage producers to maintain reserves at a level of 10 years projected sales.
- VII. Applications to reopen disused stone quarries in order to repair historic buildings will be supported where the proposal is in accordance with other mineral policies and where it can be shown that such materials cannot be supplied from an existing quarry.

**Table 25.4 Monitoring: Policy MS1 - Minerals Strategy**

<b>Outcomes</b>	Key mineral resources safeguarded Maximising use of secondary and recycled aggregates wherever possible
-----------------	------------------------------------------------------------------------------------------------------------

<b>Indicators</b>	Levels of mineral extraction Levels of secondary and recycled aggregates Number of mineral planning permissions granted
<b>Targets</b>	To contribute to the sub regional aggregates apportionment

## Minerals Safeguarding Areas

**25.21** The purpose of Mineral Safeguarding Areas (MSA), as expressed in the NPPF, is to protect known locations of specific minerals resources of local and national importance, ensuring they are not needlessly sterilised by non-mineral development. Designation of MSAs do not carry a presumption that any resources will be worked, nor do they preclude other forms of development taking place. The BGS Guide to Mineral Safeguarding states MSAs "should ensure that mineral resources are adequately and effectively considered in land use planning decisions".

**25.22** It is not only mineral resources that are to be safeguarded, since the NPPF also requires existing, planned or potential sites for concrete batching, the manufacture of coated materials, other concrete products and the handling, processing and distribution of substitute, recycled and secondary aggregate material. There is also a requirement for transport facilities to be safeguarded, such as rail links to quarries, wharves and associated processing facilities for the bulk transport of minerals by rail, sea or inland waterways. Given the geography and current physical infrastructure of Calderdale, alongside the nature of the local quarrying industry, it is not intended to safeguard the transport element of the minerals supply chain.

**25.23** The extent of the MSA will be defined in line with the BGS guidance. The first stage in establishing MSAs involves using the best available information, which in this case are the mineral resources identified by BGS and the Coal Authority, and any other information from industry. The next stage establishes those mineral resources to safeguard and the physical extent of these; in the case of Calderdale, it is proposed to designate MSAs for Sandstone and Surface Coal (incorporating Brick and Fire Clays). Previous studies into sand and gravel resources, as discussed in paragraph 25.10, have indicated that the extent of resources within Calderdale were not of a viable nature. BGS guidance suggests that urban areas should not be automatically excluded from MSAs, especially as prior extraction may aid regeneration projects and brownfield development.

**25.24** The MSA buffer zone is proposed in order to ensure that any site assessment considers not only the minerals immediately beneath the site, but also the effect of the development on mineral resources beyond that, therefore they prove useful in protecting the mineral resource from incompatible neighbouring uses, but also protect residents and other businesses from noise and dust impacts from quarrying.

### Sandstone

**25.25** Map 25.1 'Unconstrained Sandstone Resources' shows the potential unconstrained sandstone resource in Calderdale. Unlike the surface coal MSA, the MSA for sandstone will exclude the urban areas, as indications from the industry suggest the length of time required to extract from urban sites may prevent prior extraction taking place in the urban area, especially as in Calderdale there are few sites that could be identified where the size of site combined with a separation from residential development are to be found.

### Surface Coal

**25.26** Map 25.2 'Unconstrained Surface Coal Resources' illustrates the entire, unconstrained surface coal (and associated clays) potential resource within Calderdale. This shows that the main extent of the potential resource is located in the eastern part of the Borough, with a smaller potential resource area at the western edge of the Borough. This means a large part of the resources are under the urban area. Although at this stage the MSA for surface coal includes the urban area, where historical maps show that extraction has already taken place, these areas have been removed as it is not considered these sites will provide a viable surface coal resource.

### Sand and Gravel

**25.27** Map 25.3 'Unconstrained Sand and Gravel Resources' shows the unconstrained sand and gravel resource within Calderdale. This illustrates the relatively small area of potential sand and gravel that has been identified in Calderdale, and as evidenced in paragraph 25.10 it is not proposed to safeguard this resource due to viability constraints.



### Mineral Safeguarding Areas

#### Policy MS2

##### Mineral Safeguarding Areas

- I. To protect mineral reserves from sterilisation from non-mineral development, the Council designates Mineral Safeguarding Areas (MSA) for the following resources:
  - a. Sandstone
  - b. Coal
  - c. Brick clay and fireclay
  
- II. All non-minerals development proposals that fall within the MSA will be encouraged to explore the potential for prior extraction. Other than the exempt developments (defined in Box 1 below) all proposals will be required to carry out a site specific mineral resource assessment, which shall identify whether a mineral is present, in what quantity, and whether development would sterilise the mineral lying under the site or adjacent to it. Permission will be refused unless it can be evidenced that at least one of the following criteria can be met:
  - a. The proposed development outweighs the requirement to extract the mineral;
  - b. The mineral resources are not present or have been previously extracted;
  - c. The mineral resources identified are of no economic value;
  - d. It is not viable to extract the potential resource;
  - e. Prior extraction of minerals would cause unacceptable impacts on neighbouring uses, local amenity and other environmental assets.
  
- III. Where non mineral development is proposed, prior extraction of the mineral resource is especially encouraged as part of regeneration, land remediation or where it would assist any land stabilisation schemes.
  
- IV. Non minerals development proposed in former building stone quarries will be required to evidence that the remaining resources are not of sufficient quality or quantity to make provision for prior extraction.
  
- V. Mineral allocations and working mineral sites are included within the MSA and identified on the [Policies Map](#).
  
- VI. The Council will also safeguard areas within 500m of the MSA as a buffer to safeguard the resource from the impact of development in its vicinity.
  
- VII. Applications for non-mineral development in the MSA Buffer Zone will be expected to demonstrate how they have mitigated the development to ensure that any future mineral extraction within the MSA shall not be compromised.

**Box 1: Exempt Development from MSA Requirements**

- a. Applications for advertisement consent;
- b. Applications for alterations and extensions to existing buildings and for change of use of existing development;
- c. Applications for reserved matters;
- d. Prior notifications;
- e. Certificates of Lawfulness of Existing Use or Development (CLEUD);
- f. Certificates of Lawfulness of Proposed Use or Development (CLOPUD);
- g. Applications for works to trees;
- h. Applications within urban areas affected by the Coal and Brick Clay / Fireclay safeguarding areas, where the development does not constitute 'major development' as defined by the Town and Country Planning (General Development Management Procedure) (England) Order 2015 (Article 2).

**Table 25.5 Monitoring: Policy MS2 - Mineral Safeguarding Areas**

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

## 25 Minerals

### Safeguarding Minerals Infrastructure

**25.28** As well as safeguarding mineral reserves, national policy also requires MPAs to safeguard existing, planned or potential sites for concrete batching, the manufacture of coated materials, other concrete products, and the handling, processing, and distribution of substitute, recycled and secondary aggregate material. Therefore in addition to the policy safeguarding areas of specific mineral resources, Policy MS3 applies to minerals infrastructure:

#### Policy MS3

##### Safeguarding Minerals Infrastructure

In order to ensure that existing and planned facilities involved with the processing, handling, storage and transport of minerals are safeguarded, non mineral proposals (with the exception of those exempt types of development as set out in Policy MS2) should not be permitted unless they can demonstrate that:

- a. The proposed non minerals development would not be of a sensitive nature so as to constrain the existing minerals infrastructure continued or future use, or
- b. The material planning benefits of the proposed non-mineral development would outweigh the material planning benefits of the mineral infrastructure site, or
- c. The minerals infrastructure site can be relocated to an alternative site

**Table 25.6 Monitoring: Policy MS3 - Safeguarding Minerals Infrastructure**

<b>Outcomes</b>	Key mineral infrastructure safeguarded
<b>Indicators</b>	Number of non mineral proposals within safeguarded mineral infrastructure sites
<b>Targets</b>	Nil permissions granted for development that would constrain the existing minerals infrastructure

### Proposals for New or Extended Mineral Sites

**25.29** As set out in Policy MS1 proposals for extensions to existing quarries will be preferred to the creation of new sites, however the government gives great weight to the benefits of mineral extraction, including to the economy, and it is acknowledged that minerals can only be worked where they are found. Therefore in line with the national requirement to ensure a steady and adequate supply of minerals the following policy applies:

#### Policy MS4

##### Proposals for New or Extended Mineral Sites

- I. Proposals for minerals development will be permitted subject to it being demonstrated that the development would not have an unacceptable impact, including cumulative impact with other developments. In assessing proposals for new or extended minerals development the following environmental considerations will be taken into account:
  - a. Noise;
  - b. Air quality, including the potential impacts on AQMAs;
  - c. Dust;
  - d. Visual impacts, including light pollution;

- e. The impact of traffic on the highway network;
  - f. Land stability;
  - g. Impacts on the Special Protection Area and Special Area of Conservation;
  - h. The impacts on the natural environment;
  - i. The impacts on the historic environment;
  - j. The impact on surface and groundwaters;
  - k. Soil resources including the best and most versatile agricultural land;
  - l. Sites of Geological Interest;
  - m. Proposals for new or extended mineral developments will be expected to show how they will minimise waste during the extraction;
  - n. In cases where blasting is requested, details should be submitted regarding methodology and blasting times, frequency and duration.
- II. Sensitive working, restoration and aftercare practices will be adopted to preserve and enhance the overall quality of the environment once extraction has ceased.
- III. In addition proposals will be assessed in relation to potential adverse impacts from the cumulative impacts from individual sites or from a number of different sites in a single locality.

**Table 25.7 Monitoring: Policy MS4 - Proposals for new or extended minerals sites**

<b>Outcomes</b>	Proposals which satisfy the criteria in Policy MS4 are supported
<b>Indicators</b>	Number of mineral permissions granted for new or extended sites
<b>Targets</b>	Nil permissions granted for development that does not meet the criteria in Policy MS4

### Policy MS5

#### Mineral Allocations

- I. The following table is a list of the existing mineral sites for allocation in the Local Plan. These are shown on the Policies Map.

**Table 25.8 Mineral Allocations - Existing Mineral Sites**

Local Plan Site Ref	Site Name	Status	Commodity	Aggregates	Site Area (ha)
<a href="#">MLP1</a>	Ashgrove Clay Works	Inactive	Fireclay	No	60.9
<a href="#">MLP2</a>	Beacon Lodge	Inactive	Sandstone	Yes	1.8
<a href="#">MLP3</a>	Calder Brick Works N	Active	Clay & Shale	No	31.7
<a href="#">MLP4</a>	Calder Brick Works S	Inactive	Clay & Shale	No	9.9
<a href="#">MLP5</a>	Clockface Quarry	Undergoing restoration	Sandstone	No	17.1
<a href="#">MLP6</a>	Corporal Lane , Shelf	Active	Fireclay	No	18.2
<a href="#">MLP7</a>	Cromwell Quarry	Undergoing restoration	Sandstone	Yes	36.5
<a href="#">MLP8</a>	Crownest Quarry, Hipperholme	Inactive	Sandstone	No	4.6
<a href="#">MLP9</a>	Delph Hill Quarry	Area C not worked A&B restored	Sandstone	Yes	11.1
<a href="#">MLP10</a>	Elland Edge Quarries	Active	Sandstone	Yes	10.3
<a href="#">MLP11</a>	Fly Delph	Active	Sandstone	Yes	3.4
<a href="#">MLP12</a>	Hunter Hill Quarry	Active	Sandstone	No	6.8
<a href="#">MLP13</a>	Marsh Hill Quarry	Active	Sandstone	No	0.89
<a href="#">MLP14</a>	Mount Tabor Quarry	Inactive	Sandstone	Yes	0.7
<a href="#">MLP15a</a>	Northowram Hills Quarry <sup>(1)</sup>	Active	Sandstone	Yes	4.6
<a href="#">MLP15b</a>	Northowram Hills Quarry	Inactive	Sandstone	Yes	0.9
<a href="#">MLP16</a>	Pasture House Quarry	Undergoing restoration	Sandstone	Yes	12.1
<a href="#">MLP17</a>	Pinnar Lane Quarry	Active	Sandstone	Yes	9.3
<a href="#">MLP18</a>	Pond Quarry, Halifax Road, Brighouse	Active	Sandstone	Yes	2.9
<a href="#">MLP19</a>	Pond Quarry, Granny Hall Lane, Brighouse	Exhausted	Sandstone	No	0.6

Local Plan Site Ref	Site Name	Status	Commodity	Aggregates	Site Area (ha)
<a href="#">MLP20</a>	Ringby Quarry, Swalesmoor Road, Halifax	Inactive	Sandstone	Yes	3.7
<a href="#">MLP21</a>	Rock End Moor Delph	Active	Sandstone	No	0.5
<a href="#">MLP22</a>	Scout Quarry	Active	Sandstone	Yes	5.8
<a href="#">MLP23</a>	Spaniard Hall Quarry	Active	Fireclay	No	18.7
<a href="#">MLP24</a>	Spring Hill Quarry	Active	Sandstone	Yes	0.9
<a href="#">MLP25</a>	Squire Hill Quarry	Active	Sandstone	Yes	3.7
<a href="#">MLP26</a>	Sunny Bank Quarries	Active	Sandstone	No	3.0
<a href="#">MLP27</a>	Thumpus Quarry	Undergoing restoration	Sandstone	No	2.6
<a href="#">MLP28</a>	White Rock	Inactive	Sandstone	Yes	3.5

- I. Larger area of quarry worked out, although subject to a S106 agreement
- II. The following table lists the new mineral allocations in the Local Plan. Sites MLP29 and MLP30 are extensions to an existing quarry at Pasture House Farm, Southowram. A full site assessment can be viewed in the [Minerals Evidence Report](#) The sites are shown on the Policies Map. Planning applications for these sites will need to address the issues identified in Appendix 1.

**Table 25.9 New Mineral Sites**

Local Plan Site Ref	Site Name	Status	Commodity	Aggregates	Site Area (ha)
<a href="#">MLP29 Appendix 1</a>	Pasture House Quarry site a	New Allocation	Sandstone	Yes	11.1
<a href="#">MLP30 Appendix 1</a>	Pasture House Quarry site b	New Allocation	Sandstone	Yes	4.5

**Table 25.10 Monitoring: Policy MS5 - Mineral Allocations**

<b>Outcomes</b>	Ongoing contribution to local and nationally important supply of minerals
<b>Indicators</b>	Annual Local Aggregate Assessment and Regional Aggregate Working Party Surveys
<b>Targets</b>	To contribute to the sub regional aggregates apportionment.

### Restoration, After Use and Aftercare of Minerals Sites

**25.30** National minerals policy requires MPAs to adopt policies to ensure worked land is reclaimed at the earliest opportunity, ensuring that high quality restoration and aftercare of mineral sites takes place for the benefit of local communities. Restoration of minerals sites offers a variety of land use opportunities, including agriculture, geodiversity, biodiversity, native woodland, the historic environment and recreation. Proposals for minerals extraction should include detailed restoration and aftercare proposals at the planning application stage, in order that the impacts can be fully assessed. Phasing extraction can allow restoration to take place at the earliest opportunity, which can help reduce opposition to minerals extraction by local residents, as it allows local people to visibly appreciate how the site would look once restored and emphasises that minerals extraction is a temporary land use.

**25.31** A site's final restoration use is often dependent on the site's characteristics, such as the type of extraction that took place, the location, or the types of community benefit that are seen as a priority. For example, from a biodiversity point of view, heather moorland, unimproved grassland, wetlands and woodlands are the kinds of habitats that are sought after as a general rule of thumb.

**25.32** Restoration of the site should therefore take into account the site's surroundings, and applicants are encouraged to refer to the Landscape Character Assessment to inform their restoration proposals, and adopt a landscape-scale approach to restoration. Such an approach can aid potential links with other strategies, such as green infrastructure, Wildlife Habitat Networks and local Biodiversity Action Plan (BAP) priority habitats.

**25.33** The following policy is therefore proposed to ensure appropriate restoration, after use, and aftercare of Mineral sites:

#### Policy MS6

##### Restoration of Mineral Sites

- I. Proposals will be required to ensure that mineral sites are restored to a high quality and a beneficial after use. Sites should be restored so as to contribute to biodiversity, geodiversity, the local and wider landscape character, the historic environment, climate change mitigation, or for community use where appropriate. In order to achieve this proposals should:
  - a. Set out a timescale for the restoration of the site, and implement a phased extraction and restoration approach;
  - b. Demonstrate that the proposals are technically and economically feasible;
  - c. Reflect the local landscape character of the site in restoration and after use proposals;
  - d. In proposing biodiversity restoration, set out how these will contribute to the Biodiversity Action Plan;
  - e. Where appropriate, restore land back to agriculture for sites involving the best and most versatile agricultural land;
  - f. Ensure soil resources are retained, conserved and handled appropriately during operations and restoration;
  - g. Ensure flood risk is not increased;
  - h. Maintain and preserve important geological features;
- II. Where it is proposed to import waste to aid the restoration of the site applicants will be required to:
  - a. Provide evidence that the import of waste will be over an appropriate timescale;
  - b. Demonstrate that it is not practicable or feasible to reuse or recycle the waste;

- III. Where applicants are unable to submit full restoration details at the planning application stage proposals should include:
- a. An overall concept plan with sufficient detail to demonstrate that the scheme is feasible in both technical and economic terms, and
  - b. Illustrative details of contouring, landscaping and any other relevant information as appropriate
- IV. Restoration proposals will be subject to a minimum aftercare period of five years. Where proposals may require a longer period of management the proposal will only be permitted if it includes details of the period of extended aftercare and how this will be achieved.

**Table 25.11 Monitoring: Policy MS6 - Restoration of Mineral Sites**

<b>Outcomes</b>	Mineral sites restored in line with agreed plans
<b>Indicators</b>	Amount of land restored for a beneficial after use (biodiversity, recreation, agriculture). % of mineral sites covered by progressive restoration plans.
<b>Targets</b>	To be determined



## 25 Minerals

### Land Based Oil and Gas (Hydrocarbons) Extraction

**25.34** Oil and gas (hydrocarbons) underpin key aspects of modern society, supplying energy to power industry and heat homes, fuel for transport to carry goods and people all over the world, and raw materials to produce everyday items. Hydrocarbons remain an important part of the UK's energy mix whilst the country transitions to low carbon energy supplies. There are two types of hydrocarbons: 'conventional', and 'unconventional'. Conventional hydrocarbons are oil and gas typically within sandstone and limestone formations, whilst unconventional hydrocarbons are typically found in shale and coal seams, and commonly referred to as shale gas. Recent technological developments have made accessing and extracting shale gas deposits more financially viable.

**25.35** There are three stages to hydrocarbon extraction (whether for conventional or unconventional) and planning permission is required from the MPA for each individual phase.<sup>(42)</sup>

- Exploration
- Testing (appraisal)
- Production

#### Exploratory Phase

**25.36** The exploratory phase seeks to acquire geological data to establish whether reserves are present; this phase may involve a number of processes, such as test drilling, hydraulic fracturing, and seismic surveys. For conventional hydrocarbons, exploration drilling onshore is a short-term, but intensive, activity. Typically, site construction, drilling and site clearance will take between 12 to 25 weeks. For unconventional hydrocarbons exploratory drilling may take considerably longer, especially if there is going to be hydraulic fracturing and, in the case of coalbed methane, removing water from the coal seam.

#### Appraisal Phase

**25.37** The appraisal phase occurs when the existence of oil or gas has been proved but more information is required about the extent of the deposit or its production characteristics to establish whether it can be economically exploited. Appraisal stage can take several forms, including additional seismic work, longer term flow tests, or drilling of further wells – much depends on size and complexity of the hydrocarbon reservoir involved.

#### Production Phase

**25.38** This normally involves the drilling of a number of wells and may be those used at the exploratory and/or appraisal phases of hydrocarbon development, or from a new site. Any additional sites will be selected by the operator taking account of what they have learned through previous phases, and they should also take account of their ability to access the resource whilst seeking to minimise or avoid any adverse environmental and amenity issues. Associated equipment involved in the production phase such as pipelines, processing facilities and temporary storage tanks are also likely to be required.

#### Relationship with Other Regulatory Regimes

**25.39** The focus of the planning system is on whether the development itself is an acceptable use of the land and the impacts of those uses. The extraction process is subject to other regimes and legislation which covers licences, monitoring, emissions and health and safety.

#### Policy MS7

##### Land Based Oil and Gas Extraction (Conventional and Unconventional)

##### Exploration for Land Based Oil and Gas

- I. Proposals for the exploration and appraisal of land based oil and gas resources (including shale gas and natural gas) will be supported where:

42 Some seismic work may be deemed planning consent under the General Permitted Development Order

- a. Development takes place at a location where it would have the least environmental impact, following a sequential search to establish there are no other alternative sites which are less environmentally sensitive;
- b. There will be no significant adverse impacts on the environment and local amenity;
- c. There will be no significant adverse impact on surface and groundwater bodies;
- d. All other environmental impacts are mitigated to ensure significant adverse impacts on the local environment and communities are avoided;
- e. The exploration and appraisal phases are for an agreed length of time;
- f. The proposal includes details on the restoration and aftercare of the site, in the event planning permission is not granted

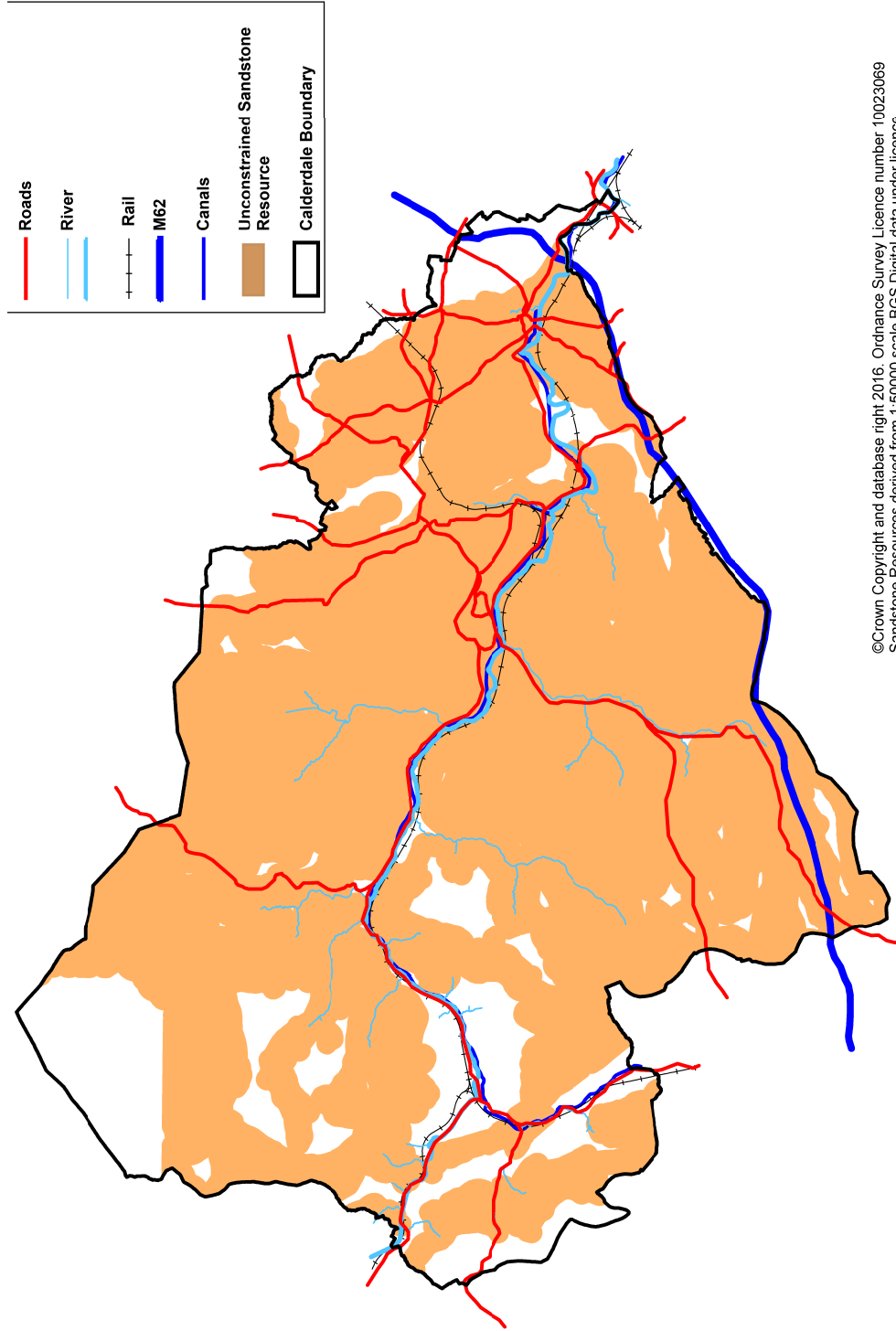
**Commercial Exploitation of Oil and Gas**

- II. Proposals for the commercial production of oil and gas will be supported where:
  - a. Development takes place at a location where it would have the least environmental impact, following a sequential search to establish there are no other alternative sites which are less environmentally sensitive;
  - b. The applicant has completed and submitted a full appraisal programme for the oil or gas field;
  - c. Appropriate and acceptable methods of transporting the oil and gas from the site, including pipelines, are demonstrated;
  - d. There will be no significant adverse impacts on the environment and local amenity arising from the operation and infrastructure associated with the production phase;
  - e. The proposal includes details on the restoration and aftercare of the site to take place as soon as practicable following the cessation of the extraction.

**Table 25.12 Monitoring: Policy MS7 - Land Based Oil and Gas Extraction**

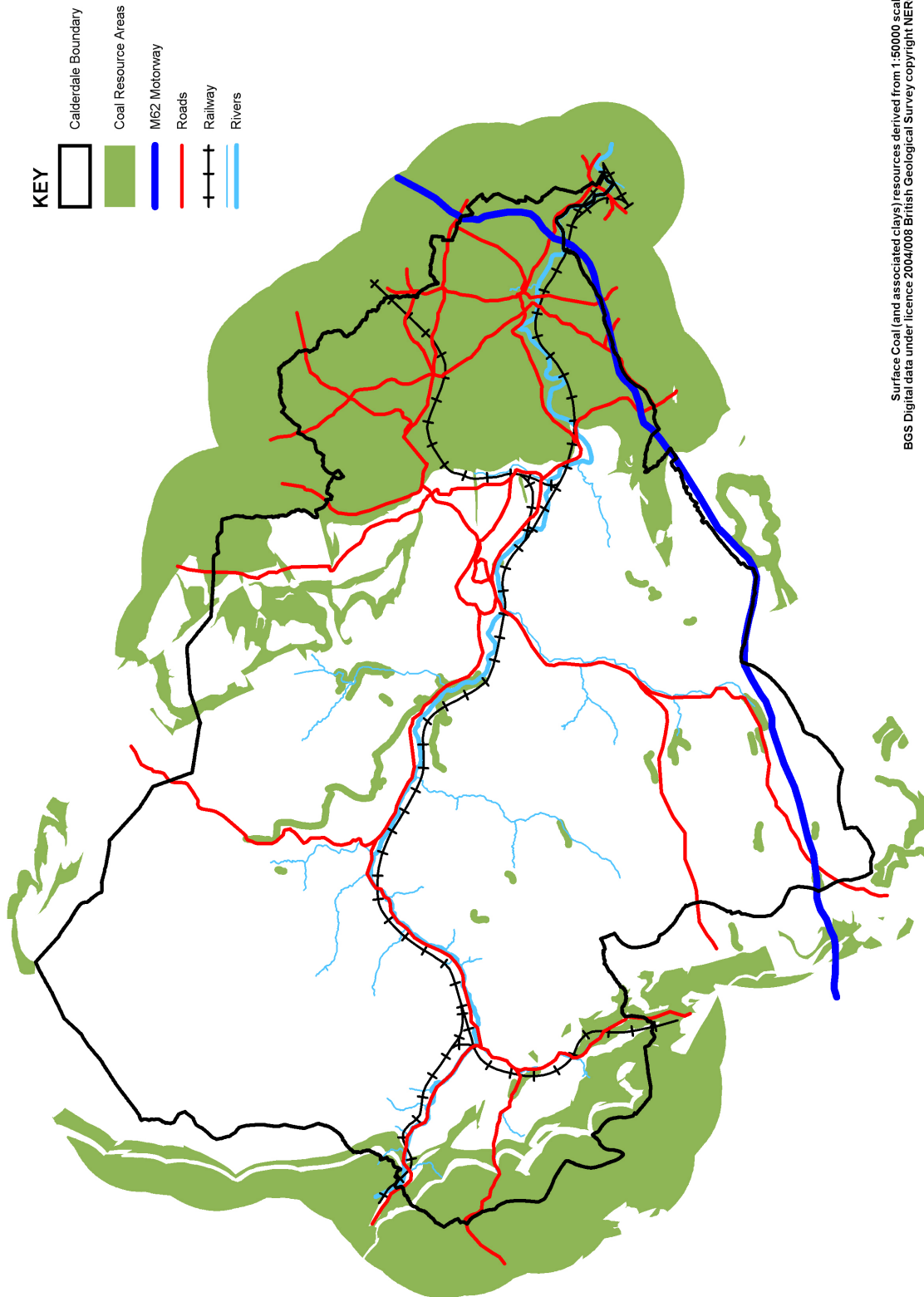
<b>Outcomes</b>	Development of land based oil and gas extraction is in locations where the impacts have been minimised and mitigated in line with Policy MS7 and are operating to high environmental standards.
<b>Indicators</b>	100% of land based oil and gas extraction proposals meet the criteria in Policy MS7
<b>Targets</b>	100% of land based oil and gas extraction operations meet the criteria in Policy MS7.

Map 25.1 Unconstrained Sandstone Resources



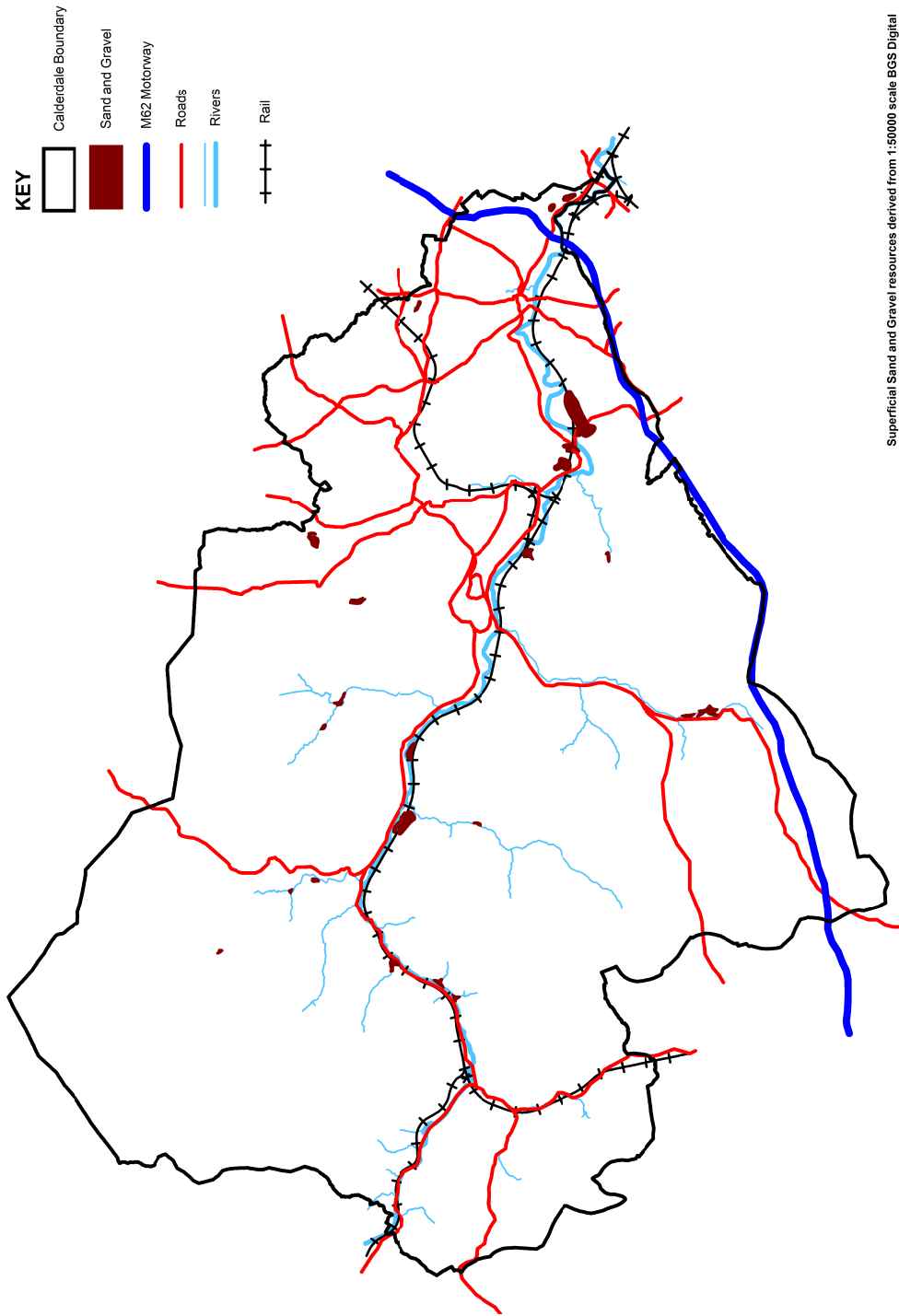
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 Sandstone Resources derived from 1:50000 scale BGS Digital data under licence  
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Map 25.2 Map Showing Unconstrained Surface Coal Resources



Surface Coal (and associated clays) resources derived from 1:50000 scale BGS Digital data under licence 2004/008 British Geological Survey copyright NERC

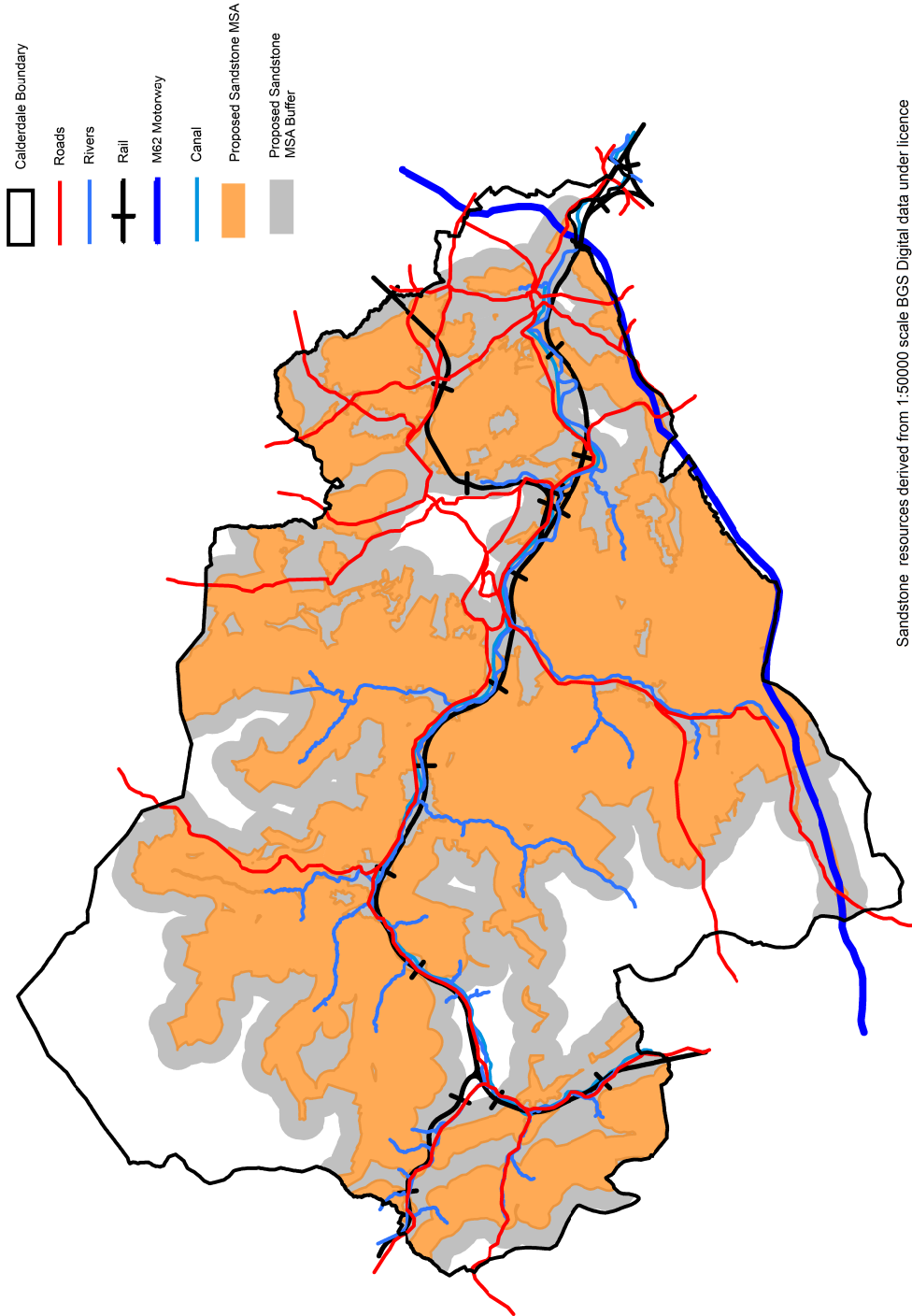
Map 25.3 Unconstrained Sand and Gravel resources



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

Proposed Mineral Safeguarding Areas

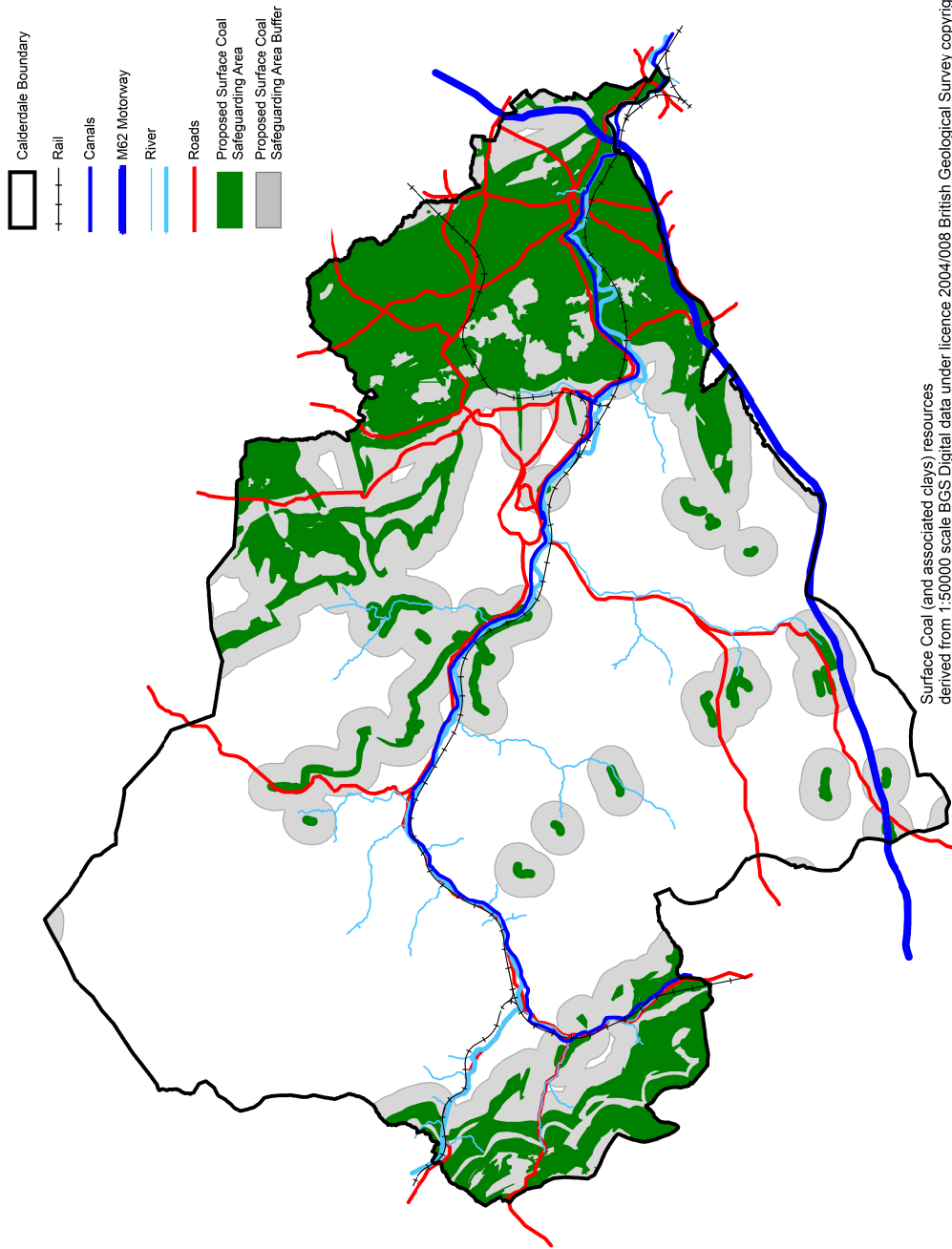
Map 25.4 Proposed Sandstone Mineral Safeguarding Area



- Calderdale Boundary
- Roads
- Rivers
- Rail
- M62 Motorway
- Canal
- Proposed Sandstone MSA
- Proposed Sandstone MSA Buffer

Sandstone resources derived from 1:50000 scale BGS Digital data under licence 2004/008 British Geological Survey copyright NERC

Map 25.5 Proposed Surface Coal Mineral Safeguarding Area



Surface Coal (and associated clays) resources derived from 1:50000 scale BGS Digital data under licence 2004/008 British Geological Survey copyright NERC

**26.1** As a Waste Planning Authority (WPA), Calderdale Council is required to ensure that the Local Plan brings forward policies, sites and areas suitable for new or enhanced waste management facilities. The Local Plan's waste policies will set out a policy framework and allocate sufficient sites for the estimated waste arisings during the lifetime of the Local Plan. Whilst maximising the Borough's self sufficiency, it is recognised that due to market pressures and economies of scale, waste will continue to be both exported and imported during the lifetime of the plan and beyond.

**26.2** The waste element of the Local Plan is not about who collects household waste or when those collections take place; instead it is about how and where all waste that is generated is managed. The Local Plan will incorporate a strategic policy on the waste hierarchy, allocate waste sites, and a criteria based policy against which new or extended waste facility proposals can be assessed.

### **Cross Border Issues**

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

### **Waste Policy**

**26.4** At a European level, there are a number of directives that influence waste planning policy, such as the EU Landfill Directive<sup>(43)</sup> which introduced measures that required more and more waste to be diverted from landfill, and the EU Waste Framework Directive<sup>(44)</sup> which introduced the Waste Hierarchy. The Waste Hierarchy places prevention of waste as the top priority and disposal as the least favoured option of dealing with waste.

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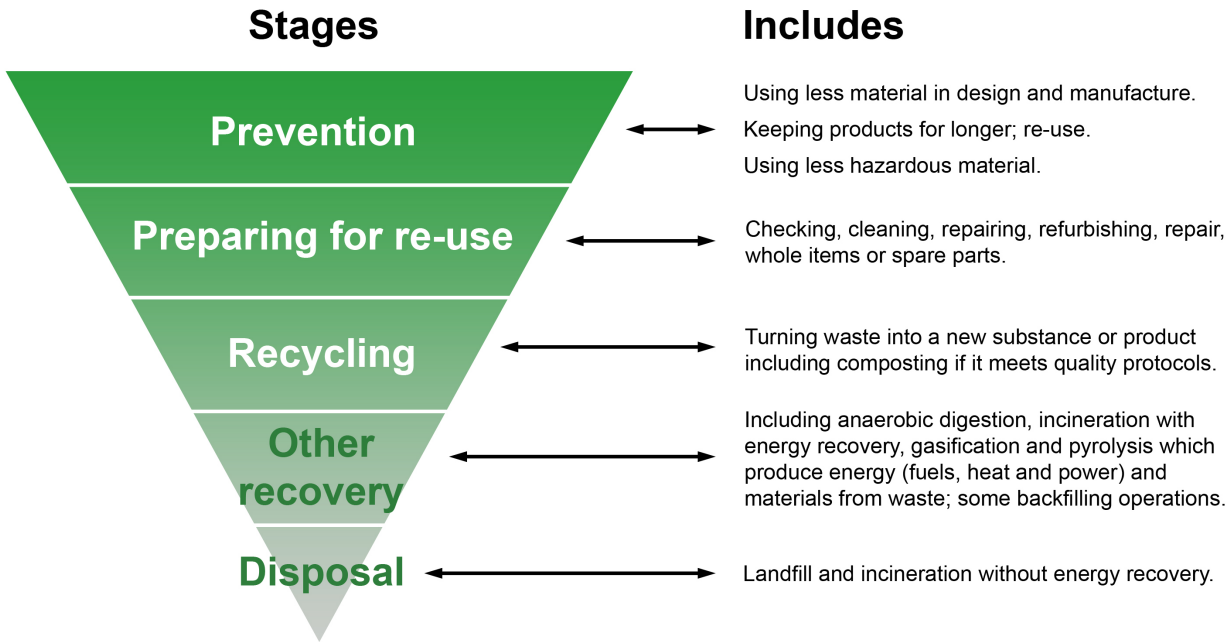
43 EU Landfill Directive, 99/31/EC

44 EU Directive 2008/98/EC



Figure 26.1 Waste Hierarchy

The Waste Hierarchy



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

**26.5** National Planning Policy for Waste (NPPW, 2014) is the key national planning policy document which establishes key planning principles, including delivering the waste hierarchy, addressing waste as a resource, and viewing disposal as the last option, but one which must be adequately catered for. The NPPW alongside the Waste Management Plan for England (2021) forms the National Waste Management Plan.

**26.6** A significant change in the national policy when compared to its predecessor (PPS10: Planning for Sustainable Waste Management) is in relation to the national policy concerning waste facilities in the Green Belt. The NPPW policy removes the reference that WPAs should give significant weight towards locational needs and wider environmental and economic benefits when considering waste planning applications in the Green Belt; instead these planning considerations should not be given more significant weight compared to others when planning applications are decided for waste facilities in the Green Belt. This is a significant issue for Calderdale as a number of well established and significant waste facilities are located in the existing Green Belt and Area Around Todmorden which has similar restrictive policies on further development.

**26.7** Targets for reducing the amount of Biodegradable Municipal Waste (BMW)<sup>(45)</sup> landfilled have been set as follows:

- By 2020 to reduce BMW landfilled to 35% of that in 1995.

45 Waste collected by the Waste Collection Authority, including trade wastes and Civic Amenity Wastes. Material that can be broken down usually by micro-organisms into basic elements. The Government declared that municipal waste is 68% biodegradable. Calderdale MBC Municipal Waste Management Strategy 2006

## Types of Waste

**26.8** The Local Plan is required to consider a number of different types of waste, as set out below:

**Table 26.1 Waste Types**

Waste Type	Description
Local Authority Collected Waste (LACW) <sup>(1)</sup>	Includes all household wastes, street litter, waste delivered to Council recycling points, Council office waste, Household Waste Recycling Site waste, and some commercial waste from shops and smaller trading estates where local authority waste collection agreements are in place.
Commercial & Industrial (C&I)	Commercial - Waste arising from premises that are used wholly or mainly for trade, business, sport, recreation or entertainment. (Note - If a local authority has waste collection agreements in place it will be classed as LACW). Industrial - Waste arising from factories and industrial plants.
Construction, Demolition & Excavation (CD&E)	Waste arising from construction, maintenance, and demolitions of buildings, roads and other structures.
Hazardous	Previously known also as 'special waste', hazardous wastes pose a greater risk to the environment and human health and are therefore subject to a strict control regime.
Waste Water	Water and solids flowing to a sewage treatment plant operated by a water company.
Agricultural	Waste arising from farms

1. LACW was formerly referred to as Municipal Solid Waste (MSW)

## Waste Data

**26.9** The Council published a [Waste Data Evidence Report](#) to inform development of the waste element of the Local Plan. Of the available data on the different waste types, other than LACW and hazardous wastes, recorded arisings and projections of other waste types remain difficult to collect. The Environment Agency's 'Waste Data Interrogator' (WDI) has improved the situation greatly, as this database provides the largest range of recorded inputs of waste into permitted sites. It is important to note however that all data provided by the WDI is based on information on returns from permitted sites, and therefore does not include wastes that were dealt with by exempt sites, wastes that were disposed of illegally, or wastes that went directly for recycling, recovery or export. The main findings of the Waste Data Report are summarised below.

### Overall Waste Arisings

**26.10** Waste that originated within Calderdale and was treated within the Borough totalled 250,648 tonnes, whilst the Borough imported some 172,646 tonnes. Therefore, the total waste dealt with by permitted sites in Calderdale for the year 2014 is estimated to have been 423,295 tonnes. In the same year, the EA data shows that 53,711 tonnes of waste was exported from Calderdale, which means that the total waste handled at some stage in 2014 in Calderdale was 477,006 tonnes.

**26.11** In terms of waste arisings, the most accurate recording data exists on Local Authority Collected Wastes (LACW), and also hazardous wastes. The levels of LACW arisings in 2014/15 was 83,631 tonnes. According to the Environment Agency, hazardous waste arisings in 2014 were 5,605 tonnes. Data collection on other waste streams is limited to estimates, but indicates that arisings of Commercial and Industrial (C&I) waste in 2014 were approximately 256,180 tonnes, and Construction, Demolition & Excavation (CD&E) waste arisings in 2014 were approximately 207,581 tonnes.

### Estimated Future Waste Arisings and Capacity Required

**26.12** By 2031, LACW arisings are projected to be 93,738 tonnes per annum, whilst it is estimated C&I arisings will be approximately 253,444 tonnes per annum. For CD&E waste, estimated future arisings by 2031 are approximately 318,047 tonnes per annum, whilst for Hazardous waste the estimated arisings in 2031 are 8,382 tonnes per annum.

**26.13** For the purpose of the Local Plan, future capacity requirements necessary to deal with LACW and C&I waste streams are based on these figures. It is considered that in terms of both CD&E and hazardous wastes, the Local Plan does not need to allocate sites for these waste streams, as there is sufficient capacity for CD&E waste, whilst the levels of and approaches to managing hazardous wastes require a sub regional approach through the Duty to Cooperate. The waste data report provides further analysis on the spare waste capacity in terms of CD&E waste.

**26.14** In light of the waste hierarchy and the drive to reduce the amount of waste going to landfill by 2031, the waste data report provided in-depth analysis concerning a number of different scenarios in terms of the future waste capacity requirements, dependent on the levels of recycling and treatment achieved. The scenarios are as follows:

- Scenario 1 -
  - Meeting the National Waste Strategy household waste targets as a minimum (50% recycling of household waste);
  - Reaching an overall LACW landfill diversion of 75% through 25% treatment rates;
  - Applying an equivalent C&I waste 50% recycling rate;
  - Applying an equivalent C&I landfill diversion rate of 75% through 25% treatment rates
- Scenario 2 -
  - Meeting the National Waste Strategy household waste targets as a minimum (50% recycling of household waste);
  - Reaching an overall LACW landfill diversion of 80% through 30% treatment rates;
  - C&I waste
    - 80% recovery rate split between 55% recycling and 25% treatment;
- Scenario 3 -
  - Meeting the National Waste Strategy household waste targets as a minimum (50% recycling of household waste);
  - Reaching an overall LACW landfill diversion of 85% through 35% treatment rates;
  - C&I waste
    - 85% recovery rate split between 60% recycling and 25% treatment

A summary of the resulting impacts on capacities is provided in Table 26.2.

**Table 26.2 - Waste Recycling and Treatment Capacity Shortfalls**

Scenario	LACW Recycling Capacity required 2031 (tonnes)	C&I Recycling Capacity Required 2031 (tonnes)	Total LACW and C&I Recycling Capacity required (tonnes)	Current Recycling Capacity Surplus or Shortfall v Scenario 1, 2 and 3	LACW Treatment Capacity Required 2031 (tonnes)	C&I Treatment Capacity required 2031 (tonnes)	Total LACW and C&I Treatment Capacity required (tonnes)	Current Treatment Capacity Surplus or Shortfall v Scenario 1, 2 and 3
1	44,369	126,722	171,091	<b>-72,491</b>	22,185	63,361	85,546	<b>-23,546</b>
2	44,369	139,394	183,763	<b>-85,163</b>	26,621	63,361	89,983	<b>-27,983</b>
3	44,369	152,067	196,436	<b>-97,836</b>	31,058	63,361	94,419	<b>-32,419</b>

**26.15** The table above illustrates the resulting capacity shortfalls from all three scenarios. It is clear that in order to meet any of the scenarios' targets, there is a need for additional waste capacity within the Borough. Whilst it is acknowledged that in reality, waste companies have contracts with other waste companies that mean waste travels across district, county and sometimes national borders, commercial decisions will eventually determine whether facilities are built and what types of facilities are delivered. The capacity shortfall in recycling capacity ranges from 72,491 tonnes to 97,836 tonnes per annum, whilst treatment capacity shortfalls range from 23,546 tonnes to 32,419 tonnes per annum. Information on converting capacity shortfalls to land take is scarce. Estimates of land required for different types of facilities were provided back in 2004, by the then Office of the Deputy Prime Minister (ODPM). In terms of allocating any new waste sites, the land take required would be similar for all scenarios.

**Table 26.3 - Summary of Future Capacity Scenarios for LACW and C&I**

Scenario	Recycling / Composting Capacity Shortfall by 2031	Additional Facilities Required - Recycling / Composting	Estimated Land Required (hectares)	Treatment Capacity Shortfall by 2031	Additional Facilities Required - Treatment	Estimated Land Required (hectares)
Scenario 1 - 75% landfill diversion rates	-72,491 tonnes per annum	Composting - additional capacity of approx. 25,000 tonnes per annum  Recycling - additional capacity of approx. 50,000 tonnes per annum	Approx. 3ha	-23,546 tonnes per annum	Additional capacity of approx. 25,000 tonnes per annum	Approx. 1ha
Scenario 2 - 80% landfill diversion rates	-85,163 tonnes per annum	Composting - additional capacity of approx. 25,000 tonnes per annum  Recycling - additional capacity of approx. 65,000 tonnes per annum	Approx. 3.5ha	-27,983 tonnes per annum	Additional capacity of approx. 30,000 tonnes per annum	Approx. 1ha

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Scenario	Recycling / Composting Capacity Shortfall by 2031	Additional Facilities Required - Recycling / Composting	Estimated Land Required (hectares)	Treatment Capacity Shortfall by 2031	Additional Facilities Required - Treatment	Estimated Land Required (hectares)
Scenario 3 - 85% landfill diversion rates	-97,836 tonnes per annum	Composting - additional capacity of approx. 25,000 tonnes per annum  Recycling - additional capacity of approx. 75,000 tonnes per annum	Approx. 4ha	-32,419 tonnes per annum	Additional capacity of approx. 35,000 tonnes per annum	Approx. 1.5ha

**26.16** In allocating the waste sites W1 and W2 the Local Plan provides capacity of 2.28ha to meet the forecasted waste capacity scenarios presented in the Waste Data Report Update. There is also the potential of additional capacity on site W3 on Land North of Holmfield Industrial Estate and other windfall sites that may come forward during the plan period. This is in addition to the spare capacity that exists in a number of the existing operational sites, which will also be safeguarded in the Local Plan.

### Existing Waste Facilities

**26.17** The waste data report identified those permitted waste sites that had recorded inputs during the available reporting period from 2007 to 2014. Those sites that had recorded inputs from 2013 onwards are considered as operational for the purposes of the Local Plan; therefore these facilities are addressed through the Safeguarding Policy. Waste sites that had not recorded any inputs since 2012 were included in the list of sites assessed through the 'Waste Sites Assessment' which accompanies this document.

### Landfill

**26.18** There are no landfill sites in Calderdale which accept general waste, and according to Environment Agency data, the main landfill site in Calderdale is Clockface Quarry, which only accepts inert waste (for example soil and rubble) and has a permitted tonnage of 350,000 tonnes per annum. Overall, the Environment Agency estimated that Clockface Quarry has 1,080,000 tonnes capacity remaining as at December 2010. Taking the inputs from 2011 to 2014 into account, this leaves an estimated capacity of 755,827 tonnes. In 2014, 77% of the inputs to landfill or restoration schemes were accounted for by Clockface Quarry, with the remainder of inputs to two other sites forming part of a reclamation or construction scheme; neither of these types of site are considered as offering a long term landfill facility.

### Duty to Cooperate

**26.19** Through the Duty to Cooperate, the Council has sought information from and provided information to other WPAs in terms of the movement of waste within certain thresholds. The information received from other WPAs that receive significant levels of Calderdale's exported waste indicated that at present there was sufficient capacity remaining in these sites. In terms of non inert waste disposed of in landfill, it is not proposed to allocate a site in the Local Plan, although policies will provide a framework for assessing any such proposals. The Council is also represented at the Waste Planning Officers Technical Advisory Board for the Yorkshire and Humber region.

### Local Plan Waste Policies

Policy WA1 is the preferred strategic approach to planning for sustainable waste management and applying the waste hierarchy.

## Policy WA1

### Planning for Sustainable Waste Management

- I. The Council will implement the waste hierarchy through the following policy.
- II. Proposals for new or extended waste management facilities must support the waste hierarchy, with the order of priority as follows:
  - a. Prevention
  - b. Preparing for reuse
  - c. Recycling
  - d. Other recovery, including energy recovery
  - e. Disposal
- III. Proposals will be expected to contribute to a continual reduction in the amount of biodegradable waste being disposed of in landfill sites.
- IV. Proposals for new landfill facilities for inert or non inert waste will not be permitted unless:
  - a. The proposal is for inert waste disposal that are related to the restoration of a mineral site or land-raising and will provide clear benefits for biodiversity and /or recreation and/or agriculture, or
  - b. It can be demonstrated that the residual waste to be disposed of has already been subject to extensive treatment and there are no alternative means of disposal at other permitted sites.
- V. In addition the following applies:
  - a. Any important mineral resources identified through the Mineral Safeguarding Policy would not be sterilised;
  - b. Suitable measures to recover energy from the landfill gas are proposed, and
  - c. The proposal would not pose an unacceptable impact on natural resources, especially groundwater sources, and would accord with the criteria in Policy WA4.
- VI. In all cases proposals for new landfill (inert and non inert) facilities will be required to be consistent with other policies in the Local Plan.
- VII. Support will be given to proposals that maximise as far as practicable the Borough's self sufficiency in relation to waste management.

### Non-Waste Developments and Sustainable Waste Management

- VIII. Non-waste development proposals must provide evidence as to the arrangements for on-site waste management, including the provision of appropriate storage and segregation facilities, both during the construction phase and once occupied. The following types of applications will be excluded:
  - a. Householder development
  - b. Conservation area consent
  - c. Listed buildings consent
  - d. Advertisement consent

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- e. Tree works
  - f. Certificates of lawfulness of existing or proposed use or development
- IX. All development proposals should be consistent with the objectives of the waste hierarchy.

**Table 26.4 Monitoring: Policy WA1 - Planning for Sustainable Waste Management**

<b>Outcomes</b>	Continual reduction in waste disposed of in landfill Reduced levels of exported waste
<b>Indicators</b>	Total waste arisings by type Waste recycling levels Waste recovered Waste disposed of in landfill Number of planning applications for waste management facilities by type Annual assessment of capacity of waste management facilities
<b>Targets</b>	National waste reduction targets: By 2020 to reduce Biodegradable Municipal Waste landfilled to 35% of that produced in 1995 Calderdale local target for recycling and composting of Local Authority Collected Waste is 50% by 2020

### Policy WA2

#### New Waste Facilities

The following sites are allocated for waste facilities:

Site Ref. No.	Site Location	Site Area (ha)	Indicative Developable Area (ha)
<a href="#">W1 Appendix 1</a>	Bacup Road, Sharneyford, Todmorden	3.15	1.48
<a href="#">W2 Appendix 1</a>	Atlas Mill Road, Brighouse	2.08	0.80
<a href="#">W3 Appendix 1</a>	Land North of Holmfield Industrial Estate, Halifax*	6.85	-

\*Also allocated as a New Employment Site (Policy SD4 'Allocated Employment Sites') – Part of this Employment Site could provide additional waste capacity.

Planning applications will need to address the issues identified in Appendix 1.

## Policy WA3

### Safeguarded Waste Sites

- I. There are a number of existing operational waste sites that operate in the Borough and contribute to the provision of a network of waste facilities set out in Policy WA5. It is important that these sites are safeguarded to ensure the Borough continues to have the ability to reduce both the amounts of waste ending up in landfill and the levels of waste it exports elsewhere.
- II. Alternative uses proposed for Safeguarded Waste Sites that result in a loss of an existing or allocated waste management facility must be accompanied by the following evidence:
  - a. Qualitative assessment of how much waste management capacity would be lost as a result of the proposal, and
  - b. It can be demonstrated that there is no longer a need for the facility or capacity can be met elsewhere in the district, or
  - c. The need for the non-waste development overrides the need for safeguarding.
- III. Policy WA3 will also apply to Local Plan waste allocations that are developed within the lifetime of the Plan.

**Table 26.5 Monitoring: Policies WA2 and WA3 - New Waste Facilities and Safeguarded Sites**

<b>Outcomes</b>	A network of waste facilities that enable a continual reduction in waste disposed of in landfill Reduced levels of exported waste.
<b>Indicators</b>	Annual assessment of capacity of waste management facilities; Number of non waste development permissions at Safeguarded Sites.
<b>Targets</b>	Ongoing reductions in exported waste

## Policy WA4

### Proposals for New Waste Management Facilities

- I. Applications for new waste management facilities should prioritise previously developed land, sites identified for employment uses, and redundant agricultural and forestry buildings and their curtilages. All applications for new or extended waste management facilities will be required to provide evidence that the proposal would not give rise to unacceptable impacts on people or the environment.
- II. Proposals will be required to avoid unacceptable impacts on the local environment including noise, dust, air quality, vibration, odour, litter, contamination, attraction of vermin or birds; in particular, the following will be assessed:
  - a. The proposal does not create unacceptable impacts on water resources and the natural water environment, groundwater levels, water quality, or flood risk, along with the capacity of flood storage or existing flood defence structures;
  - b. The proposal will not give rise to unacceptable impacts on those elements which contribute to the significance of a heritage asset, including its setting;
  - c. The proposal respects the surrounding landscape character, being of a scale, form and design appropriate to its location and setting;



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- d. Biodiversity and geodiversity, including sites subject to European, national and local statutory protection, will suffer no unacceptable impacts as a result of the proposal;
- e. Evidence as to the ability of the existing highway network to safely accommodate the traffic generated;
- f. The impact on Potentially Unstable Land;
- g. No unacceptable impacts result from a cumulative impact of waste management facilities in a particular location;
- h. Additional information concerning the operation of the facility will be required, including hours of operations, traffic movements, vehicle cleansing, loading, and unloading arrangements;
- i. The proposal is consistent with other policies in the Local Plan.

**Table 26.6 Monitoring: Policy WA4 - Proposals for New Waste Management Facilities**

<b>Outcomes</b>	
<b>Indicators</b>	
<b>Targets</b>	National waste reduction targets: By 2020 to reduce Biodegradable Municipal Waste landfilled to 35% of that produced in 1995 Calderdale local target for recycling and composting of Local Authority Collected Waste is 50% by 2020

### Policy WA5

#### Existing Waste Management Facilities

The Council has a number of existing major waste facilities which are identified below and on the [Policies Map](#).

Site category	Facility Type	Facility Name	Site Ref
Metal Recycling Site	Car Breaker	Dam Top Works, Ripponden	WEX1
	Car Breaker	Fairlea Mill, Halifax	WEX2
	Car Breaker	Calder Mill, Hebden Bridge	WEX3
	Metal Recycling	Land / Premises at Exmoor Street, Halifax	WEX4
Processing	Paper Recycling	Stainland Board Mill, Hollywell Green	WEX5
Transfer	Household Waste Recycling centre	Ainleys (Elland) HWRC	WEX6
		Atlas Mill, Brighouse HWRC	WEX7
		Eastwood, Todmorden HWRC	WEX8
		Lee Bank, Halifax HWRC	WEX9
		Meerclough Rd, Sowerby Bridge HWRC	WEX10

	Non Hazardous Waste Transfer	Belmont Industrial Estate, Sowerby Bridge	WEX11
		Halifax Transfer Station (also HWRC), Lee Bank	WEX12
		Unit 6 Woodman Works, South Lane, Elland	WEX13
Treatment	Composting	Far Shawcroft Farm, Akroyd Lane, Wadsworth, Hebden Bridge	WEX14
		Sharneyford Works, Bacup Road, Todmorden	WEX15
	Material Recycling Facility	High Level Way Material Recycling Facility, Pellon Lane Halifax	WEX16
	Non Hazardous Waste Transfer (Treatment)	Balkram Edge Farm, Mount Tabor, Halifax	WEX17
		Stanley Works, Lucy Street, Halifax	WEX18
		Yard 1, George Street, Brighouse	WEX19
	Physical – Chemical Treatment	Swalesmoor Farm, Swalesmoor Road, Boothtown, Halifax,	WEX20
		Brighouse Upper Sludge Treatment Facility	WEX21
	WEEE Treatment Facility	North Dean Business Park, Stainland Road, Halifax	WEX22
		Unit 10-17, Ashday Works Business Park Elland Road Brighouse	WEX23
	Inert Waste Transfer / Treatment	North Dean Business Park, Halifax, West Yorkshire	WEX24
		Wood Top Quarry, Swales Moor Road, Halifax	WEX25
	Landfill	Inert Landfill	Clockface Quarry

Note: The list is made up of active waste sites according to Environment Agency Data

*In addition to these sites, there are a number of smaller waste sites that contribute to managing waste in Calderdale; although not shown on the Policies Map, such waste management sites will be protected in line with the waste policies in the Local Plan.*

## Annex 1 Car & Bicycle Parking Standards

**A1.1** The provision of parking standards for different land uses is important in influencing travel choices. It is vital to ensure that otherwise well-planned development does not adversely affect the operation, aesthetic or safety of, or access to, the highway.

**A1.2** The National Planning Policy Framework (NPPF) states that when setting local parking standards for residential and non-residential development, Local Planning Authorities should take into account:

- Accessibility of the development
- The type, mix and use of development
- Availability of and opportunities for public transport
- Local car ownership levels
- An overall need to reduce the use of high-emission vehicles

**A1.3** On 27 March 2015, a Written Ministerial Statement updated Paragraph 39 of the NPPF. This addition stated that “Local Planning Authorities should only impose local parking standards for residential and non-residential development where there is a clear and compelling justification that is necessary to manage their local road network.”

**A1.4** In light of this, the Council has demonstrated in its evidence base that strong justification exists for the retention of parking standards to manage the local road network. It is therefore essential that Calderdale has the ability to manage the provision of off-street parking in new developments where on street parking would create or exacerbate existing problems.

**A1.5** In accordance with national policy, it is important to ensure that Calderdale’s parking guidelines reflect local circumstances and strike the right balance between providing appropriate levels of car parking spaces while also promoting sustainable forms of transport in areas of good public transport accessibility.

**A1.6** Within the town centres of Calderdale the application of the advisory parking requirements could have serious consequences for traffic congestion, amenity, conservation efforts, regeneration, use of valuable town centre land, or compromise efforts to encourage travel by alternative modes of transport. As a result the Council will not expect developers to provide parking with their developments within these centres. In some circumstances, for instance within conservation areas or within the curtilage of listed buildings, it may be necessary on conservation or amenity grounds to preclude parking altogether. However, there may be circumstances within the town centres where essential operational parking is needed. The Council will assess these requirements on their merits, and will not seek to allow parking that would be used for general long stay purposes.

### Parking Guidance

**A1.7** New development should provide parking taking account of the allowances set out below. In determining the appropriate level of parking to be achieved for any given development, consideration will be given to the following factors:

- Accessibility of the site;
- Its relationship to urban areas, including proximity to town centres and other locations of high accessibility;
- Relevant parking or traffic management strategies;
- Opportunities for the use of alternative modes of transport including public transport, walking and cycling;

**A1.8** Parking provision above these allowances should be demonstrated as part of the Transport Assessment supporting the application.

### Parking for Those with Physical Disabilities

**A1.9** Developments that allow access to the public, including retail, offices, cultural and recreational uses should provide car parking for disabled people at a ratio of 1 disabled space per 10 spaces provided. This is additional to that in the advisory allowances below. Therefore, if 50 spaces are required to serve a development, an additional 5 spaces for disabled people also should be provided.

### Parking for Bicycles and Motorcycles

**A1.10** New commercial, retail, employment and leisure development should provide opportunities for the parking of bicycles and motorcycles in secure facilities. Large residential conversions and major new blocks of apartments (creating over five units) should also provide facilities for the secure storage and parking of bicycles and motorcycles.

**A1.11** Where garages are provided within residential development, these should facilitate, where possible, the parking of a bicycle.

### Facilities for Deliveries

**A1.12** All new commercial, retail, employment and leisure development should provide facilities for the delivery and collection of goods. In particular, adequate space must be provided for delivery vehicles to unload in an appropriate manner, off the public highway where necessary or desirable and to leave the site in a forward gear.

### Exceptions

- **Town Centres:** Within the designated town centres shown on the [Policies Map](#), the Council will generally not expect developers to provide parking and therefore the advisory allowances will not apply. However in some circumstances, at the discretion of the Council, where it is considered that on-street parking problems will arise or that issues of road safety may be compromised, then parking may be required. For larger applications such matters will be assessed during the consideration of the Transport Assessment. Where a developer, for operational or other reasons seeks to provide parking space, this will be limited to that genuinely necessary to serve the development and will not be allowed to cater for long stay or commuter parking.
- **Conservation Areas and Listed Buildings:** Within conservation areas and at listed buildings, the provision of parking may not always be appropriate for reasons of amenity or conservation value. The Council will consider the provision of parking within these areas on their merits at the time of the application.
- **Railway Stations and Interchanges:** Appropriate provision of parking facilities will be encouraged near railway stations and interchanges to encourage motorists to use public transport for part of their journeys.
- **Urban areas** for the purposes of this guidance are: Halifax, Sowerby Bridge, Brighouse, Rastrick, Hipperholme, Elland, West Vale, and Greetland.  
**Rural:** All other settlements, and outlying parts of the Borough - for example Todmorden, Hebden Bridge, Mytholmroyd, Ripponden, Stainland/Holywell Green, Southowram, Northowram and Shelf - together with the rural areas and the countryside, fall into Rural Areas/Market Towns.

**A1.13** All figures are based upon the gross floor area of the development. Parking allowances are expressed in terms of 1 space per xx (number) square metres gross floor area.

# Annex 1 Car & Bicycle Parking Standards

Table A1.1 Car Parking Guidelines

TYPE OF DEVELOPMENT		PARKING GUIDELINES: 1 space per xx sq m
<b>E(a)</b>	<b>SHOPS</b>	
	Food Retail - under 500 sq m	<ul style="list-style-type: none"> <li>35 sq m</li> </ul>
	Food Retail - 500 to 999 sqm	<ul style="list-style-type: none"> <li>20 sq m</li> </ul>
	Food Retail - 1,000 sq m or over	<ul style="list-style-type: none"> <li>URBAN: 14 - 25 sq m</li> <li>RURAL: 14 - 20 sq m</li> </ul>
	Non-Food Retail - under 1,000 sq m	<ul style="list-style-type: none"> <li>25 sq m</li> </ul>
	Non-Food Retail - 1,000 sq m or over	<ul style="list-style-type: none"> <li>URBAN: 25 - 60 sq m</li> <li>RURAL: 20 - 30 sq m</li> </ul>
<b>E(c)</b>	<b>FINANCIAL AND PROFESSIONAL SERVICES</b>	
	Under 2,500 sq m	<ul style="list-style-type: none"> <li>35 sq m</li> </ul>
	2,500 sq m or over	<ul style="list-style-type: none"> <li>URBAN: 35 - 60 sq m</li> <li>RURAL: 35 sq m</li> </ul>
<b>E(b)</b>	<b>CAFÉS AND RESTAURANTS</b>	<ul style="list-style-type: none"> <li>In settlements defined on the Policies Map - 5 sq m</li> <li>Green Belt and the Area Around Todmorden - 3.5 sq m</li> </ul> <p>(The different maximums recognise that within urban areas, opportunities for walking to these facilities are much greater than within rural areas, where the preponderance to use a vehicle may be greater.)</p>
<b>E(b)</b>	<b>PUBS, DRINKING ESTABLISHMENTS, AND TAKEAWAYS</b>	<p>If there is sufficient public car parking available in close proximity, parking within the site will not normally be required unless dictated by local conditions.</p> <p>Parking within the site curtilage is required where there are parking restrictions in the vicinity. The number of spaces required will be informed by the Transport Assessment submitted with the planning application.</p>
<b>E(g)</b>	<b>BUSINESS</b>	
	Uses which can be carried out in a residential area without detriment to its amenity	

## Annex 1 Car & Bicycle Parking Standards

TYPE OF DEVELOPMENT		PARKING GUIDELINES: 1 space per xx sq m
	Under 2,500 sq m	<ul style="list-style-type: none"> <li>30 sq m (All areas)</li> </ul>
	Over 2,500 sq m	<ul style="list-style-type: none"> <li>URBAN: 30 - 60 sq m</li> <li>RURAL: 30 sq m</li> </ul>
<b>B2</b>	<b>GENERAL INDUSTRY</b>  Use for industrial process other than one falling within class E(g)	<ul style="list-style-type: none"> <li>URBAN: 50 - 75 sq m</li> <li>RURAL: 30 - 50 sq m</li> </ul>
<b>B8</b>	<b>STORAGE OR DISTRIBUTION</b>	<ul style="list-style-type: none"> <li>250 sq m</li> </ul>
	<b>MIXED USE DEVELOPMENTS</b>	These should provide parking to meet the needs of each element of the development within the maximum allowances set out in these standards.
<b>C1</b>	<b>HOTELS</b>	<ul style="list-style-type: none"> <li>1 space per 4 staff (likely to be present at any one time); PLUS 1 space per bedroom</li> </ul>
<b>C2</b>	<b>RESIDENTIAL INSTITUTIONS</b>	
<b>C2</b>	<b>HOSPITALS</b> (Levels of parking at hospitals may be varied in accordance with the Transport Assessment and Travel Plan)	<ul style="list-style-type: none"> <li>1 space per 4 staff (likely to be present at any one time); PLUS</li> <li>1 space per 4 daily visitors.</li> </ul>
<b>C2</b>	<b>NURSING HOMES / RESIDENTIAL HOMES</b>	<ul style="list-style-type: none"> <li>1 space per 4 staff (likely to be present at one time); PLUS</li> <li>1 space per 5 bedrooms</li> </ul>
<b>C3</b>	<b>DWELLING HOUSES</b>	<p>For residential uses, given the problems with footway parking and other inconsiderate parking on new developments with low levels of off-street parking, raising concerns about road safety and the free flow of traffic, these standards should be treated as minimum.</p> <p>Provision of parking for residential developments should be within curtilage except where communal parking is proposed.</p>
<b>C3</b>	<b>ALL HOUSES, DWELLINGS, FLATS AND APARTMENTS</b>	<ul style="list-style-type: none"> <li>1 space per dwelling PLUS</li> <li>1 space per dwelling where parking is available within the curtilage of the dwelling, otherwise 1 space per 2 dwellings, (giving a total of 1.5 spaces per dwelling on developments where communal parking is provided). These numbers can further be considered as part of the Transport Assessment supporting the development proposals and should not be regarded as maximum allowances.</li> </ul>

## Annex 1 Car & Bicycle Parking Standards

TYPE OF DEVELOPMENT		PARKING GUIDELINES: 1 space per xx sq m
		<ul style="list-style-type: none"> <li>Larger dwellings, in excess of 5 bedrooms will be assessed separately.</li> <li>Lower provision of residential parking will generally be acceptable in more sustainable locations such as Town Centres or in locations of high accessibility.</li> </ul>
<b>C3</b>	<b>SHELTERED HOUSING</b>	<ul style="list-style-type: none"> <li>1 space per 2 units PLUS</li> <li>1 per 4 units for visitors</li> </ul>
<b>C4</b>	<b>Houses in Multiple Occupation (HMOs)</b>	<ul style="list-style-type: none"> <li>1 space per 4 units</li> </ul>

### A1.14 General Note on Residential Parking

- For residential conversions or new development where there may be no opportunity for off-street or in-curtilage parking, account will be taken of the effects of parking on the highway and the availability of public parking and of public transport as an alternative travel mode in the vicinity of the development. Permission will not be refused on the grounds of lack of parking, except where on-street parking would result in a road safety hazard, significant congestion or compromise other material considerations of concern.
- Where parking is provided within the curtilage, consideration of the need to remove Permitted Development Rights or the imposition of conditions will be undertaken regarding the retention of the parking spaces to ensure their availability at all times in order to reduce the likelihood of on-street parking. Where a residential property is to be extended, the result of which will be to place the extended dwelling in another parking band, consideration will be given to the need to seek increased parking provision within the curtilage of the site.
- On larger development sites where a range of house types may be provided, communal parking should be provided where feasible or appropriate in order to reduce the overall parking requirement on the development site and to ensure that an average of 1.5 spaces per dwelling is provided across the development.
- Garages will only be considered as forming part of the parking provision if the internal dimensions are at least 6m by 3m and the opening is at least 2.4m wide. No more than one garage space will be permitted as counting towards the parking provision, i.e. where two or more spaces are required, the non-garage spaces should be off-street within the property curtilage.

# Annex 1 Car & Bicycle Parking Standards

Table A1.2 Car Parking Standards for Non-Residential Institutions

USE CLASS	TYPE OF DEVELOPMENT	PARKING GUIDELINES
<b>E / F1</b>  <b>NOTE:</b>  Levels of parking at schools and colleges to be assessed under the Transport Assessment and Travel Plan	<b>NON-RESIDENTIAL INSTITUTIONS</b>	
	Primary Schools	<ul style="list-style-type: none"> <li>1 space per 2 staff PLUS</li> <li>5 spaces for visitors</li> </ul>
	Secondary Schools	<ul style="list-style-type: none"> <li>1 space per 2 staff PLUS</li> <li>10 spaces for visitors</li> </ul>
	Further Education and Colleges	<ul style="list-style-type: none"> <li>1 space per 2 staff PLUS</li> <li>1 per 15 Full time Students</li> </ul>
	Health Centres / Surgeries	<ul style="list-style-type: none"> <li>3 spaces per consulting room</li> </ul>
	Day Nurseries / Crèches	<ul style="list-style-type: none"> <li>1 space per 2 staff members (likely to be present at any one time)</li> <li>PLUS no more than 4 spaces for visitors. Parking on-street may be acceptable</li> </ul>
	Libraries	<ul style="list-style-type: none"> <li>1 space per 25 sq m</li> </ul>
	Places of Worship	<ul style="list-style-type: none"> <li>1 space per 25 sq m</li> </ul>
	Museums	<ul style="list-style-type: none"> <li>1 space per 3 staff (likely to be present at any one time); PLUS</li> <li>1 space per 10 patrons expected to be present at any time.</li> </ul>
<b>E / Sui generis</b>	<b>ASSEMBLY AND LEISURE</b>	
	Cinemas, Theatres, Concert Halls and Conference Facilities	<ul style="list-style-type: none"> <li>URBAN: 1 space per 5 - 10 seats</li> <li>RURAL: 1 space per 5 seats</li> </ul>
	Stadia	<ul style="list-style-type: none"> <li>1 space per 15 seats</li> <li>Sufficient parking for coaches should be provided to the satisfaction of the Council taking account of the Transport Assessment and Travel Plan and be designed/managed as a resource separate from car parking.</li> </ul>



## Annex 1 Car & Bicycle Parking Standards

USE CLASS	TYPE OF DEVELOPMENT	PARKING GUIDELINES
	SPORTS FACILITIES	<ul style="list-style-type: none"> <li>Generally - 1 space per 3 staff likely to be present at any one time</li> <li>PLUS as follows for each sporting activity below</li> </ul>
	Outdoor Facilities	<ul style="list-style-type: none"> <li>1 space per 2 players expected to be present at any time</li> </ul>
	Sports Halls	<ul style="list-style-type: none"> <li>1 space per 10 sq m</li> </ul>
	Squash/Tennis Clubs	<ul style="list-style-type: none"> <li>2 spaces per court</li> </ul>
	Swimming Pools	<ul style="list-style-type: none"> <li>1 space per 10 sq m pool area</li> </ul>
	Spectator Area	<ul style="list-style-type: none"> <li>1 space per 15 seats</li> </ul>
	Other leisure and assembly uses	<ul style="list-style-type: none"> <li>URBAN: 1 space per 22 - 100 sq m</li> <li>RURAL: 1 space per 22 - 25 sq m</li> </ul> <p>The above stipulations are for guidance and the requirement should be calculated from first principles in the Transport Statement or Assessment.</p>
<b>OTHER USES</b>	<b>OTHER USES OUTSIDE THE USE CLASSES ORDER</b>	
	Private Hire Operating Centres	<ul style="list-style-type: none"> <li>1 space per vehicle operating from the centre (This applies in all areas).</li> </ul>
	Hostels	<ul style="list-style-type: none"> <li>1 space per 4 staff (likely to be present at any one time); PLUS</li> <li>1 space per 4 residents;</li> </ul>
	Auction rooms	<ul style="list-style-type: none"> <li>1 space per 2 sq m standing room or 1 space per 4 seats</li> </ul>
	Car Repairs and Car Workshops	<ul style="list-style-type: none"> <li>1 space per 2 staff (likely to be present at any one time); PLUS</li> <li>3 spaces per maintenance bay</li> </ul>
	Car Sales	<ul style="list-style-type: none"> <li>1 space per 2 staff (likely to be present at any one time); PLUS</li> <li>1 space per 6 vehicles for sale.</li> </ul>
	Petrol Filling Stations	<ul style="list-style-type: none"> <li>1 space per 2 staff likely to be present at any one time</li> </ul>

## Annex 1 Car & Bicycle Parking Standards

### A1.15 Bicycle and Motorcycle / Moped Parking Guidance

It is important that secure facilities are provided for cyclists to park their bicycles if there is to be an increase in the usage of this environmentally friendly and healthy mode of transport. Security for bicycle parking for both long stay and visitor parking is very important to assist in reducing opportunities for crime. Where long stay bicycle parking (for employees) is to be provided, this should ideally be within the building or an appropriate annex. Bicycle parking requirements are set out in the following table:

**Table A1.3 Bicycle Parking Guidelines**

USE CLASS	TYPE OF DEVELOPMENT	MINIMUM PARKING GUIDELINES (Gross sq m)
<b>E(a)</b>	Shops	<ul style="list-style-type: none"> <li>1 secure space/stand per 10 employees PLUS 1 stand/space per 200 sq m</li> </ul>
<b>E(b)</b>	Café, Restaurant, Pubs, Drinking Establishments, Takeaway	<ul style="list-style-type: none"> <li>None required</li> </ul>
<b>E(c)</b>	Financial and Professional Services	<ul style="list-style-type: none"> <li>1 secure space/stand per 10 employees Or 1 space/stand per 300 sq m</li> </ul>
<b>E(g)</b>	Business	<ul style="list-style-type: none"> <li>1 secure space/stand per 10 employees Or 1 space/stand per 325 sq m</li> </ul>
<b>C2</b>	Hospitals/Nursing Homes	<ul style="list-style-type: none"> <li>1 space/stand per 10 staff in secure facilities PLUS 1 space/stand per 3 beds</li> </ul>
<b>C3</b>	Dwelling Houses	<ul style="list-style-type: none"> <li>Provision of secure parking within the development for cycles</li> </ul>
	Flats/Apartments	<ul style="list-style-type: none"> <li>Provision of secure parking within the development for cycles</li> </ul>
<b>F1</b>	Primary Schools	<ul style="list-style-type: none"> <li>1 space per 20 pupils (includes spaces for staff)</li> </ul>
	Secondary Schools	<ul style="list-style-type: none"> <li>1 space per 10 pupils (includes spaces for staff)</li> </ul>
	Further Education and Colleges	<ul style="list-style-type: none"> <li>1 space per 30 students (includes space for staff)</li> </ul>
	Places of Worship	<ul style="list-style-type: none"> <li>1 space per 50 seats</li> </ul>
	Museums, Galleries, Public Exhibition Halls	<ul style="list-style-type: none"> <li>1 space per 10 staff PLUS spaces for visitors</li> </ul>
<b>E(e)</b>	Health Centres/Surgeries	<ul style="list-style-type: none"> <li>1 space/stand per 2 consulting rooms</li> </ul>
<b>Sui generis</b>	Cinemas	<ul style="list-style-type: none"> <li>1 secure space/stand per 10 staff PLUS 1 space/stand per 200 sq m</li> </ul>
	Stadia	<ul style="list-style-type: none"> <li>1 space per 10 staff PLUS spaces for visitors</li> </ul>

## Annex 1 Car & Bicycle Parking Standards

### Motorcycle/Moped/Scooter Parking Guidance:

Table A1.4 Motorcycle/Moped/Scooter Parking Guidance

USE CLASS	TYPE OF DEVELOPMENT	MINIMUM MOTORCYCLE/ MOPED/ SCOOTER PARKING GUIDELINE (Gross sq m)
<b>E(a)</b>	Retail under 500 sq m	<ul style="list-style-type: none"> <li>1 space (total)</li> </ul>
	Retail over 500 sq m	<ul style="list-style-type: none"> <li>1 space per 500 sq m (minimum)</li> </ul>
<b>E(b)</b>	Café, Restaurant, Pubs, Drinking Establishments, Takeaway	<ul style="list-style-type: none"> <li>1 space per 200 sq m</li> </ul>
<b>E(c)</b>	Financial and Professional Services	<ul style="list-style-type: none"> <li>1 space per 1,000 sq m</li> </ul>
<b>E(g)</b>	Business	<ul style="list-style-type: none"> <li>1 space per 1,000 sq m</li> </ul>
<b>B2</b>	General Industry	<ul style="list-style-type: none"> <li>For units under 1,000 sq m: 1 space per 500 sq m</li> <li>For units over 1,000 sq m: 1 space per 1000 sq m</li> </ul>
<b>B8</b>	Warehousing	<ul style="list-style-type: none"> <li>1 space per 500 sq m (1 space minimum)</li> </ul>
<b>C1</b>	Hotels and Hostels	<ul style="list-style-type: none"> <li>1 space per 20 bedrooms (1 space minimum)</li> </ul>
<b>C2</b>	Residential Institutions	<ol style="list-style-type: none"> <li>For Hospitals: 1 space per 50 staff (or as agreed as part of the Transport Plan for the development)</li> <li>For Nursing/Residential Homes: 1 space minimum</li> </ol>
<b>C3</b>	Dwelling Houses	No requirement but thought should be given within the design process to the storage and parking of motorcycles within any housing development
<b>F1</b>	Primary Schools	<ul style="list-style-type: none"> <li>1 space per 300 pupils (1 space minimum)</li> </ul>
	Secondary Schools	<ul style="list-style-type: none"> <li>1 space per 300 pupils (1 space minimum)</li> </ul>
	Further Education and Colleges	<ul style="list-style-type: none"> <li>1 space per 200 pupils (1 space minimum)</li> </ul>
<b>E(e)</b>	Health Centres, Clinics and Day Centres	<ul style="list-style-type: none"> <li>1 space minimum</li> </ul>
<b>F1</b>	Places of Worship	<ul style="list-style-type: none"> <li>1 space per 50 seats (1 space minimum)</li> </ul>
	Museums, Galleries, Public Exhibition Halls	<ul style="list-style-type: none"> <li>1 space per 20 staff (1 space minimum); PLUS space for visitors</li> </ul>
<b>Sui generis</b>	Assembly and Leisure	<ul style="list-style-type: none"> <li>1 space per 20 staff PLUS 1 space per 300 public seats</li> </ul>
	Stadia	<ul style="list-style-type: none"> <li>1 space per 20 staff PLUS additional spaces agreed as part of the Transport Assessment for spectators and visitors</li> </ul>

### Guidance on Space about Dwellings

**A2.1** Policy BT2 'Privacy, Daylighting and Amenity Space' (Privacy, Daylighting and Amenity Space) seeks to ensure good design, particularly in residential areas, by ensuring that adequate space about buildings is achieved. This annex provides additional guidance and standards on privacy, daylighting and amenity space to assist in evaluating the acceptability of development proposals. In order to achieve adequate space around buildings, proposals should take into account the Privacy, Daylighting and Amenity Space advice set down in Table A2.1, subject to the advice below.

**A2.2** At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development. The NPPF encourages the use of more sustainable patterns of development by promoting the effective use of land. The Local Plan therefore seeks to achieve a balance between the efficient use of land and the provision of high quality development.

**A2.3** Amendments to Part 3 (Changes of Use) of the Town and Country Planning (General Permitted Development) Order and guidance provided in the NPPF encourage the conversion and reuse of buildings. As such, a more flexible approach to development plan standards with regard to (amongst other things) overlooking may be required. It is therefore considered that in some instances it may not be appropriate or possible to achieve the recommended distances included within Table A2.1 and that a more pragmatic approach may be taken in respect of space about dwelling requirements.

**A2.4** Examples where this could occur include residential proposals for change of use, conversions, flat developments, infill developments and development in town centres. Other forms of residential proposals may be considered appropriate where they can achieve wider Local Plan objectives. Such cases will be judged on their merits, but it will still be necessary to ensure the amenity of the occupiers of the proposed and surrounding dwellings and that the development potential of any adjacent land or building is not compromised.

**A2.5** One particular area where there is an opportunity for a degree of flexibility is on the public or street side of a dwelling where privacy expectations are generally lower. In certain instances, due to changes in ground levels, development may have the potential to significantly overlook or overshadow an existing dwelling or be affected by existing properties. In these cases separation distances should be greater than the guidance set out within Table A2.1. Factors that should be taken into consideration in determining planning applications include:

- The design of a dwelling or extension in relation to its effect on the existing form of development and the appearance of the streetscape
- Levels (developers may be required to submit details of existing and proposed ground and finished floor levels)
- Privacy, aspect and overshadowing
- The use of permanent screening (although the use of soft landscaping and boundary treatment could also assist in screening)
- Whether an extension replaces an existing extension or outbuilding
- The orientation of the proposal in relation to the sun

**A2.6** Therefore, the information within Table A2.1 is not rigid in its application; rather it provides an indication of standards which will be applied with a measure of flexibility in appropriate circumstances.

**A2.7** Private garden areas are normally expected to be provided in new residential developments. Ordinarily, these must be of an adequate size, shape and level and should be in proportion with the dwelling proposed, size of plot and general character of the area. However, these requirements must be offset against the desire to achieve higher density developments, which could result in the provision of small scale easily managed gardens and private amenity spaces. That part of the private garden area sited immediately adjacent to the dwelling and primarily used for sitting out in should not be directly overlooked from other properties or gardens and measures to improve privacy should be considered. Balconies, roof gardens and first floor patios can adversely affect the privacy of neighbours and will generally be unacceptable.

## Annex 2 Space About Dwellings

Table A2.1 Privacy, Daylighting and Amenity Space Guidance

ASPECT CONSIDERED DESIGNS	MINIMUM DISTANCES	BASIC DESIGNS
<p>Where window locations are known, site layout plans should be annotated to show clearly the position of all main and subsidiary windows to the proposed dwellings and any adjacent dwellings. The following definitions will be applied where the above requirement has been met.</p> <p><b>NOTES</b></p> <p><b>1. Main aspect</b> - main windows to lounge/living rooms, dining rooms and conservatories</p> <p><b>2. Secondary aspect</b> - windows to kitchens, bedrooms, study, and subsidiary windows to lounge/living and dining rooms.</p> <p><b>3. Side aspect</b> - includes blank walls, windows to non-habitable rooms and walls to non-residential buildings.</p>	<p>The following space standards will be applied in assessing residential development proposals including extensions.</p>	<p>The following definitions will be applied where the design has not been decided or where the development is adjacent to existing development where aspects cannot be determined. These definitions will also be used where no indication is made of aspects etc, and where it is not possible to make assessments on the basis of main, secondary and side aspects.</p> <p><b>NOTES</b></p> <p><b>1. Front</b> - the public approach side to the dwelling from the street or main pedestrian route; OR architecturally the main elevation if this is elsewhere.</p> <p><b>2. Back</b> - principal private garden side of the dwelling.</p> <p><b>3. Side</b> - wall of dwelling containing no habitable room windows.</p> <p><b>4. Boundary</b> - limit of the curtilage of the dwelling.</p>
<b>Main to Main</b>	<b>21 metres</b>	<b>Front to Front;</b> <b>Front to Back;</b> <b>Back to Back</b>
<b>Main to Secondary</b>	<b>18 metres</b>	
<b>Secondary to Secondary</b>	<b>15 metres</b>	<b>Front to Side; Back to Side</b>
<b>Main to Side</b>	<b>12 metres</b>	
<b>Secondary to Side</b>	<b>9 metres</b>	<b>Back to Boundary</b>
<b>4. Where the adjacent site or land undeveloped but allocated for (and suitable for) development</b>		<b>5. Where the adjacent site or land is undeveloped but allocated for (and suitable for) development</b>
<b>Main to Boundary</b>	<b>10.5 metres</b>	<b>Back to Boundary; Front to Boundary</b>
<b>Secondary to Boundary</b>	<b>7.5 metres</b>	
<b>Side to Boundary</b>	<b>1.5 metres</b>	<b>Side to Boundary</b>

### The Effect of Slopes

**A2.8** In certain circumstances, because it is sited on a slope, development may have the potential to overlook or overshadow an existing dwelling or be affected by existing properties. In these cases separation distances should be greater than the minimum given above.

### Overlooking

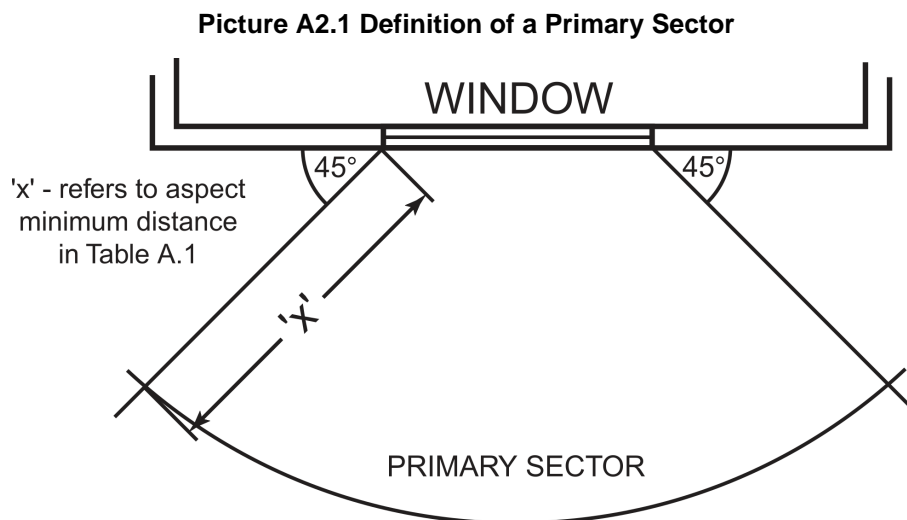
**A2.9** In respect of main and secondary to side elevations, where the main concerns are overshadowing and overlooking, the distances quoted relate to buildings directly in front of windows and not when they are set to one side. For the effects of angles of overlooking, and the definition of the primary sector, see the diagrams below.

### Angle of Overlooking

**A2.10** In addition to the consideration of distances between windows in the above guidance, development will normally only be permitted where facing habitable room windows do not fall within a primary sector defined by drawing lines at 45 degrees to the wall from both sides of the window opening and being of the minimum length set out in the preceding standards (refer to paragraphs A2.3 and A2.4 for further guidance). The following diagram illustrates these requirements:

How to Define the Primary Sector:

(a) A primary sector of view will be defined from habitable room windows by drawing a 45 degree line from both sides of the window.

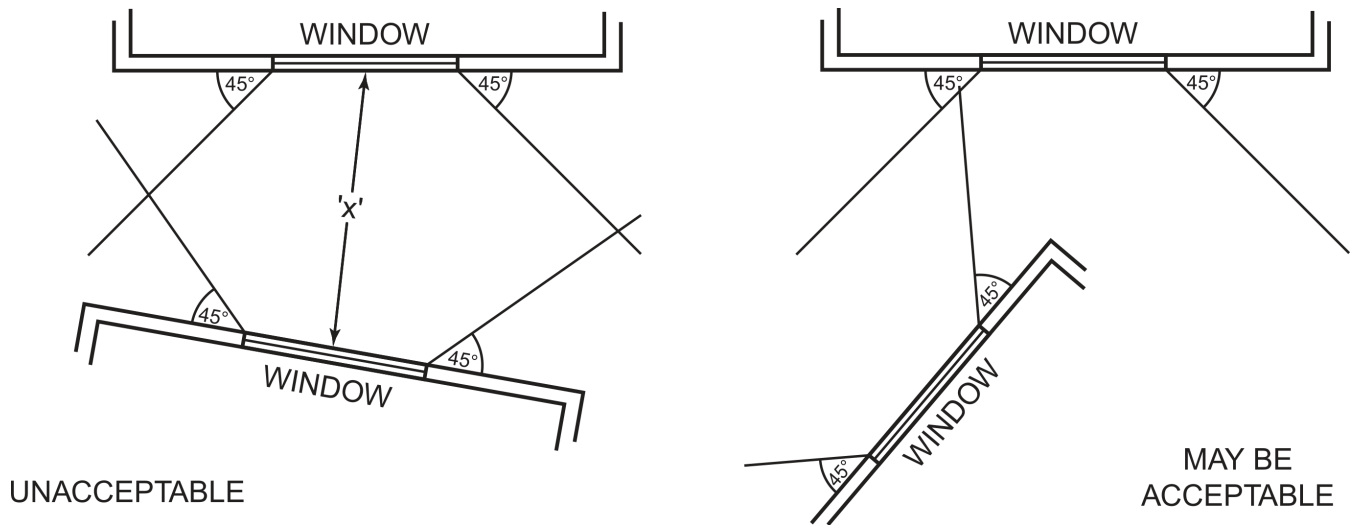


Definition of a Primary Sector:

(b) Facing habitable room windows will not normally be allowed where they are within the minimum distance for aspect considered designs (Table A2.1) and each window falls within the primary sector measured from the opposing window.

## Annex 2 Space About Dwellings

Picture A2.2 Facing Habitable Rooms



### Possible Exceptions to Standards

- There may be a need for making exceptions to the standards, particularly when assessing alterations or conversions to Listed and historic buildings, developments in Conservation Areas, change of use proposals, conversions, flat developments, infill developments, developments in town centres, and other forms of residential proposal which may achieve wider Local Plan objectives. In such cases proposals will be assessed on their individual merit.
- Windows to non-habitable rooms - where these would otherwise not meet the standards stated they may be obscure glazed or positioned at high level in the room.
- Screening - screening between habitable room windows may allow distances of less than those stated. However, the screening should result in no undue loss of light to habitable room windows. Screens should generally rise 2m above ground level and be built of appropriate durable materials.

### Definitions

**Habitable rooms** include: lounge/living room, dining room, conservatory, kitchen, bedroom, study

**Non-habitable rooms** include: bathroom, lavatory, utility room, hall, storm porch, stairway, landing, garage

**Subsidiary windows** - Second or subsequent windows, much smaller than the main window. Their purpose is mainly to obtain slightly more light or ventilation to a part of a room rather than to secure views out.

**Obscure glazing** - Patterned or frosted glass/glazing materials which lets in light but prevents clear vision through.

**High level windows** - Windows with a sill set at a high level to allow light and ventilation to enter a room but making viewing out more difficult. Skylights usually have a similar function.

**Screening** - Permanent walls and fencing used to overcome privacy problems. They will generally be higher than eye level.

**Main aspect** - Main windows to lounge/living rooms, dining rooms and conservatories.

**Secondary aspect** - Windows to habitable rooms, but not the main aspect. Windows serving rooms that are used for both kitchen and dining purposes can be classed as either main or secondary aspect. Each case will be judged on its merits. Factors that will assist in this assessment include the usage of the room directly adjoining a principal window and the availability of other rooms for dining.

**Side aspect** - Blank walls and walls only containing windows to non-habitable rooms, and walls to non-residential buildings.

**Front elevation** - For the purposes of these guidelines, the front elevation is taken to mean the elevation which combines as many as possible of the following:

- It faces the street or 'main' street (where terraces have alternate front and back streets)
- It faces the main garden area of the property
- It contains the main windows to the lounge/living room
- It has the main architectural features that unify the building and give its character, e.g. bay or mullioned windows, front doors, distinctive stonework

**Rear elevation** – For the purposes of these guidelines, the rear elevation is taken to mean the elevation which combines as many as possible of the following:

- It faces the 'back' street (where terraces have alternative front and back streets)
- It faces the rear yard/garden
- It contains kitchen, dining room or subsidiary windows
- It has existing extensions or outbuildings

**Boundary** - The limit of the curtilage of a dwelling.

### House extensions

**A2.11** Not all house extensions require planning permission. Where they do, the recommended window guidelines outlined in Table A2.1 will apply together with the following additional requirements:

#### **(A) Extensions to back-to-back houses and to the front of through terraces**

**A2.12** Planning permission will not normally be granted for applications for extensions to back-to-back houses, or the front elevation of through terrace houses which comprise:

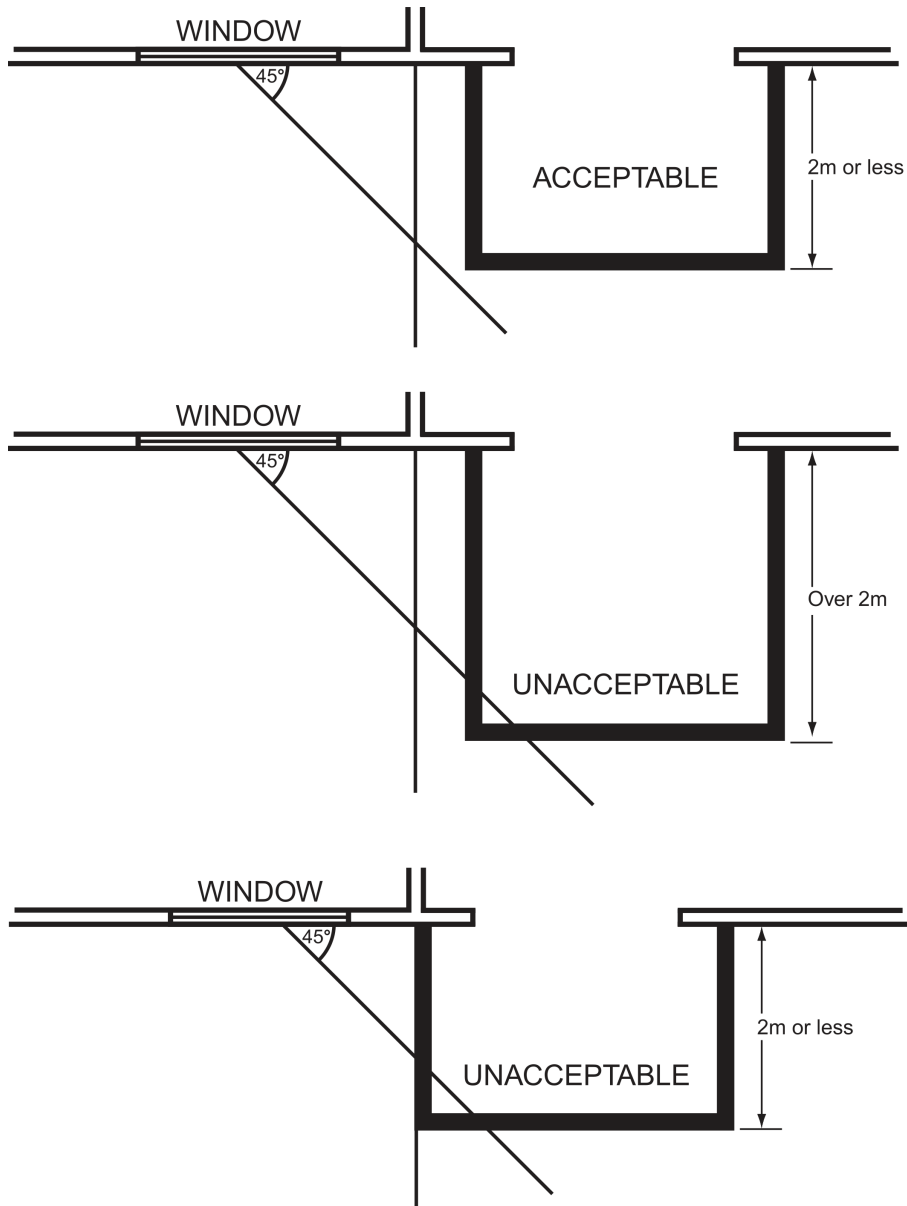
- a. Extensions of two or more storeys
- b. Single storey extensions projecting more than 2 metres from the front main wall of the property
- c. Single storey extensions projecting 2 metres or less which cross a 45 degree line drawn from the centre of the nearest main aspect window of the adjoining house(s)



## Annex 2 Space About Dwellings

The above information is portrayed in the following diagrams:

**Picture A2.3 For Single Storey Extensions to Back-to-Back Houses and to the Front of Through Terrace Houses**



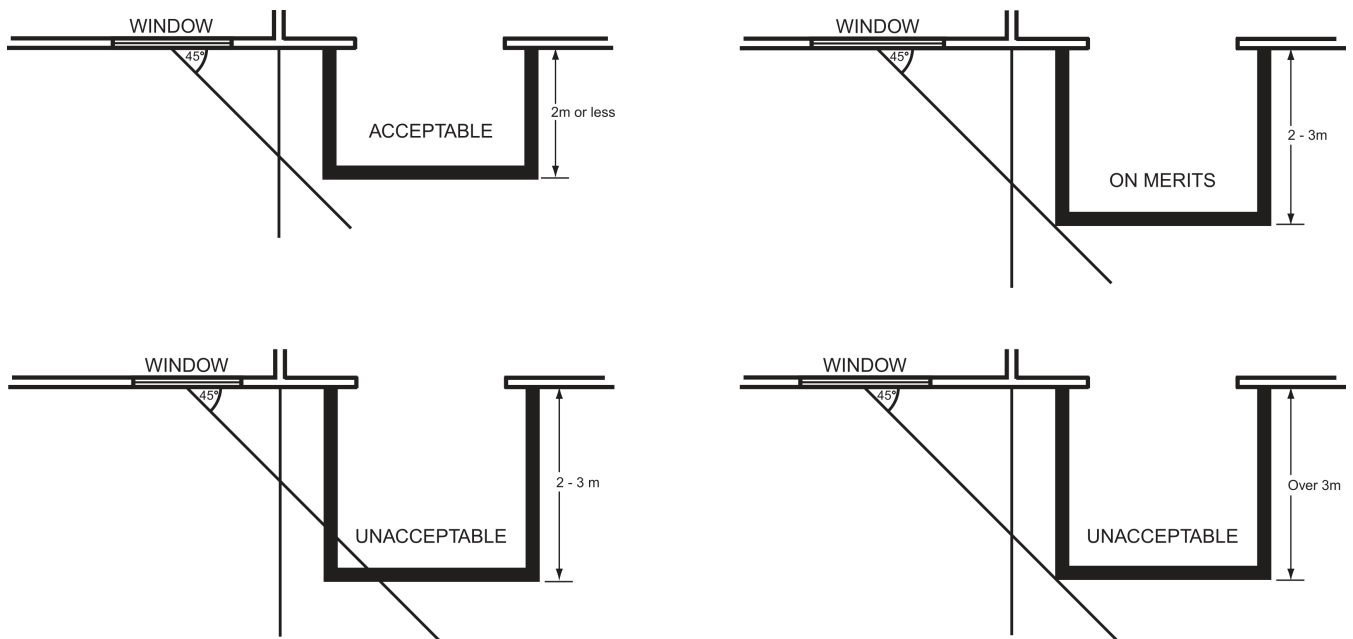
### (B) Extensions to rear of through terrace houses

**A2.13** Planning permission will not normally be granted for applications for extensions at the rear of through terrace houses which comprise:

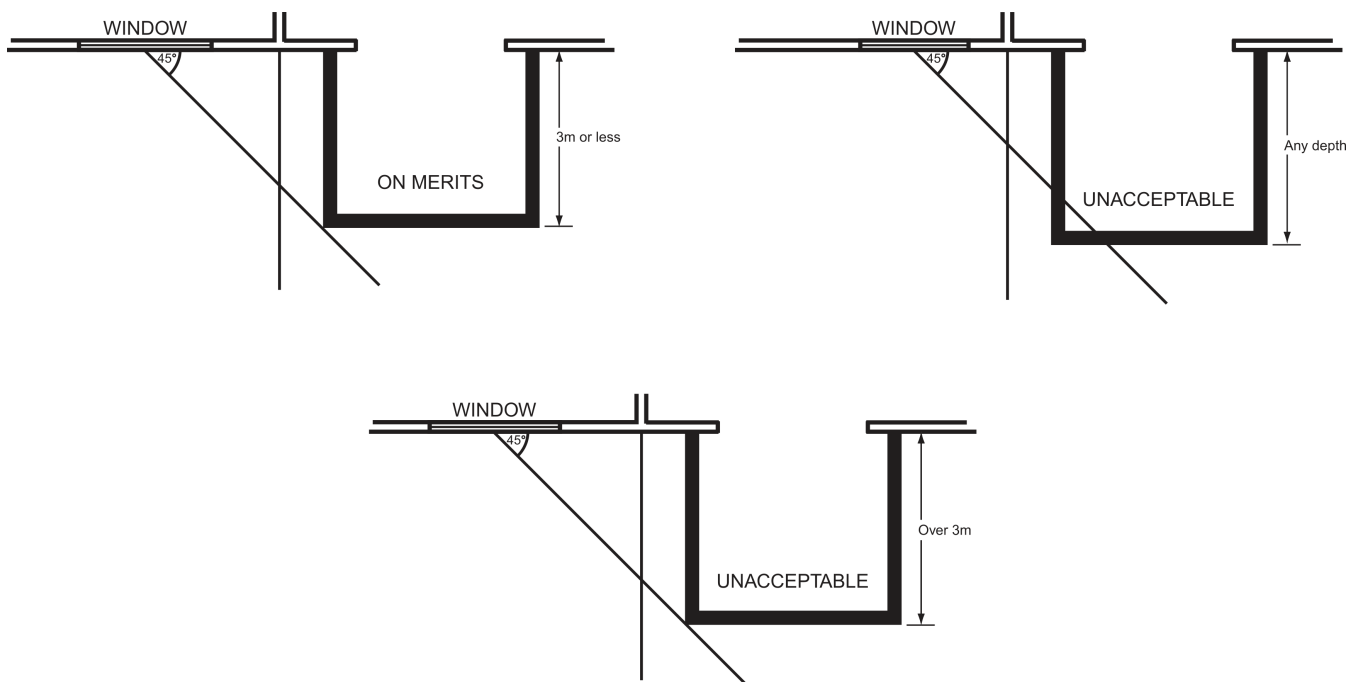
- Any extension projecting 3 metres or more;
- Single storey extensions projecting over 2 metres which cross a 45° line drawn from the centre of the nearest main aspect window of the adjoining house;
- Extensions of two or more storeys (of any depth) which cross a 45° line drawn from the centre of the nearest main aspect window of the adjoining house

The above information is portrayed in the following diagrams:

**Picture A2.4 For Single Storey Extensions to Rear of Through Terrace Houses**



**Picture A2.5 For Two or More Storey Extensions to Through Terrace Houses**



### (C) Extensions to semi-detached houses

**A2.14** Planning permission will not normally be granted for applications for extensions to semi-detached houses which comprise:

- a. Single storey extensions projecting over 3 metres which cross a 45° line drawn from the centre of the nearest main aspect window of the adjoining house
- b. Extensions of two or more storeys projecting over 2 metres which cross a 45° line drawn from the centre of the nearest main aspect window of the adjoining house

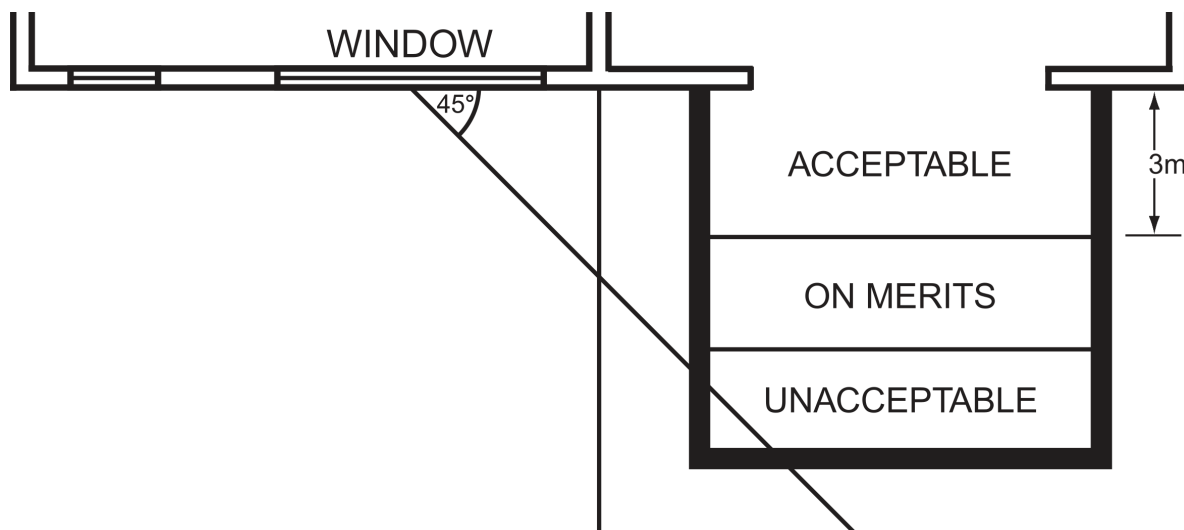
**A2.15** Extensions to the side of semi-detached houses can cause both visual and practical problems and the variety of these means that it is not possible to generalise in this guidance. However, in considering applications for extensions to the side of these properties, regard should be had to the appearance, overshadowing, overlooking

## Annex 2 Space About Dwellings

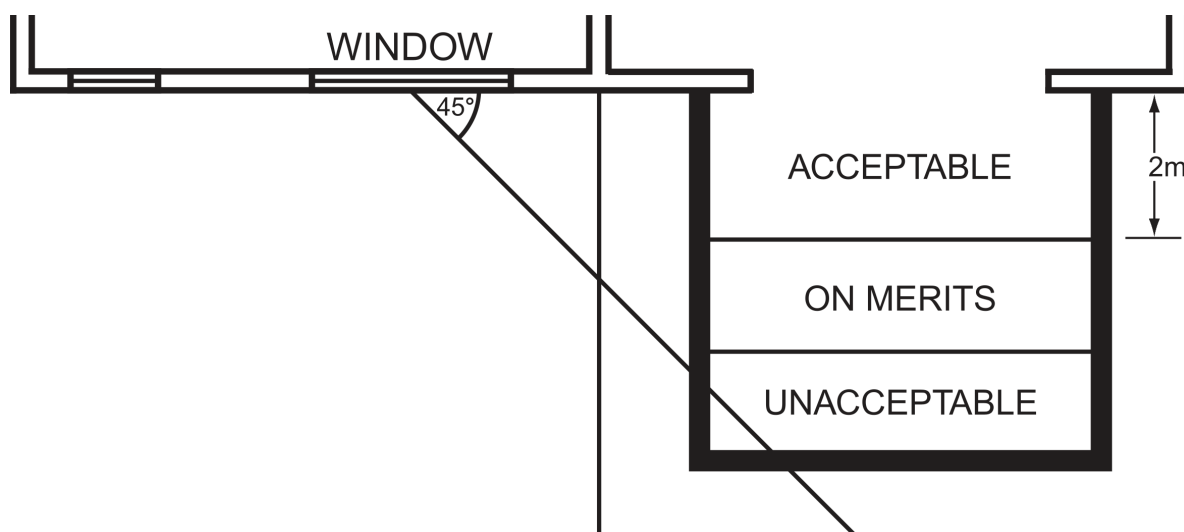
and other practical effects and to the standards in other relevant parts of this guidance and to relevant Local Plan policies.

The above information is portrayed in the following diagrams:

**Picture A2.6 For Single Storey Extensions to Semi-Detached Houses**



**Picture A2.7 For Two or More Storey Extensions to Semi-Detached Houses**



### (D) extensions to detached houses

**A2.16** The variety of such cases means that general rules cannot be made. However, the minimum space guidance should be applied.

## Annex 3 Trees on or Adjacent to Development

**A3.1** Paragraphs 23.14 to 23.17 and Policy GN5 in 23 'Green Infrastructure and Natural Environment' on the green infrastructure and natural environment concern trees on or adjacent to development sites. This Annex provides further detailed technical information to assist implementation of the Policies.

### Submission of a Tree Survey

**A3.2** The need for a tree survey is stated in paragraph 23.16. The matters this survey should include are set out below:

- An accurate site survey including ground levels and existing features;
- The location, species, canopy size, and likely root system spread of all trees on and adjacent to the site;
- A tree condition survey;
- An assessment of the ecological value of the trees;
- An arboricultural implications study;
- A hedgerow survey (where relevant);
- Fill levels plus cut and fill details;
- Service and drainage details;
- The location of site compound, storage areas and temporary access where relevant;
- Details of measures to be taken to protect trees during construction; and
- The internal layout of dwellings where relevant.

### Shade Cast

**A3.3** New development should take account of shade cast by existing trees if future pressure to fell or prune those trees is to be avoided. The Council will take into consideration the following factors when assessing the degree of shade cast and how close to an existing tree(s) a new building will be permitted:

- a. The location of the building in relation to the tree(s). The assessment needed to establish whether or not a building would be subject to shade cast is achieved by taking a 45 degree angle from the average attainable height of the species of tree (as stated in Table A3.1) to the ground level in the sector between the north-east and north-west of the tree(s). Any window and associated room falling within that zone would be subject to shade cast. Residential proposals are particularly susceptible to shade cast. As such, where windows to habitable rooms of dwellings would lie in the sector between the north-east and north-west of a tree, a minimum distance equivalent to the average attainable height of the tree will be required (subject to allowance being made for the spread of the tree's crown and site features such as slope and aspect). Where the minimum distance cannot be achieved the dwelling would be subject to an unacceptable level of shade cast and as such is not likely to be acceptable
- b. The type of building (for example, more light will be needed in a house than an industrial unit)
- c. The tree(s) species and average attainable height
- d. The aspect of the tree from the proposed building (for example, a tree on the north side of a building will take less light from a building than one on the south side)
- e. The topography of the site (for example, a tree located at a lower level than a building will generally take less light from it than one located at a higher level than it)
- f. Potential post development nuisance problems. Consideration will be given to the likelihood of future requests to fell and prune trees that may cause a nuisance through, for example, interference with TV reception and leaf litter in gutters
- g. In residential proposals gardens can also be subjected to shade cast which can be particularly disliked in private south facing gardens, thus increasing the likely pressure from future residents to request felling of the appropriate trees. The likely shade cast effects on private garden areas of development proposals will also be taken into account.

**A3.4** Table A3.1 lists the likely attainable heights of a variety of trees commonly found in the Borough. The maximum attainable height would only be achieved in good conditions and on open ground. As these conditions are not always prevalent in the Borough a more realistic average attainable height of trees is calculated by averaging the height at 20 years together with the maximum attainable height. It is this average attainable height that will be used to establish the level of shade cast. The list includes most trees likely to be encountered on development sites and those suitable for planting in residential areas. There are many other species and cultivars too numerous to list here, some of which would be acceptable depending on location. Inclusion in the list does not imply suitability for

## Annex 3 Trees on or Adjacent to Development

a particular situation. Information concerning the average attainable height of trees that do not appear on the list can be sought from the Council's Tree Officer.

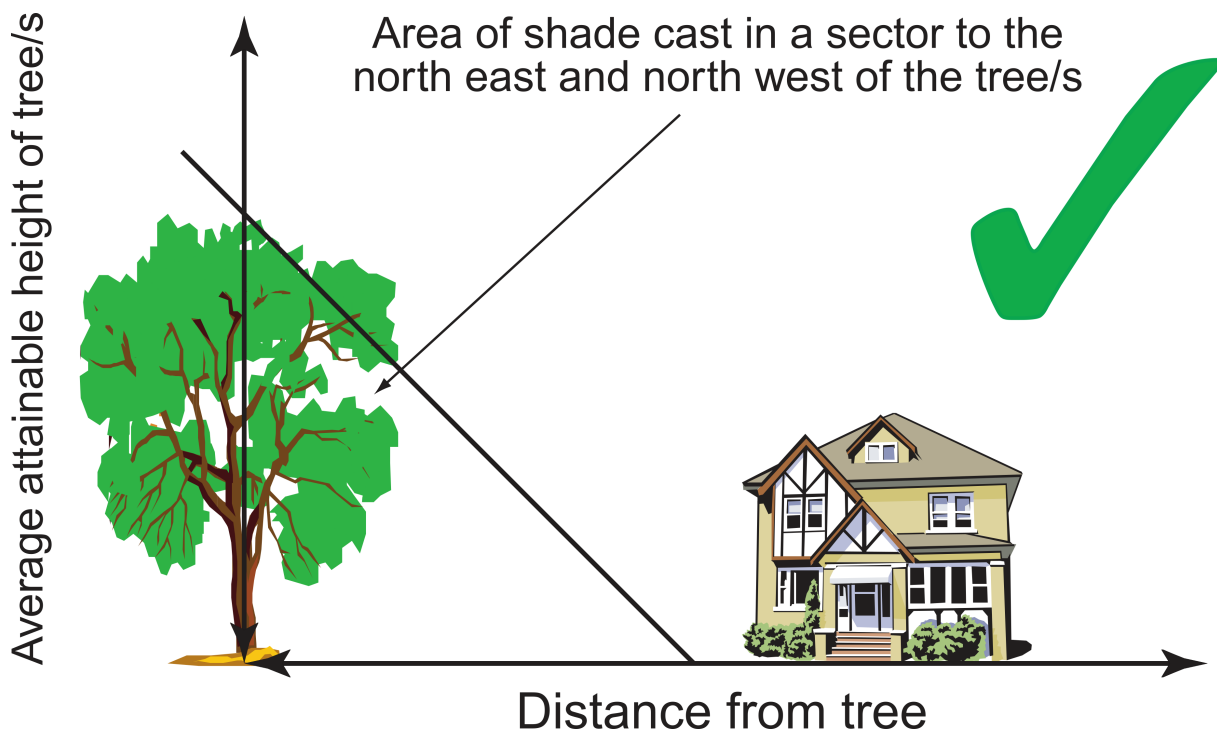
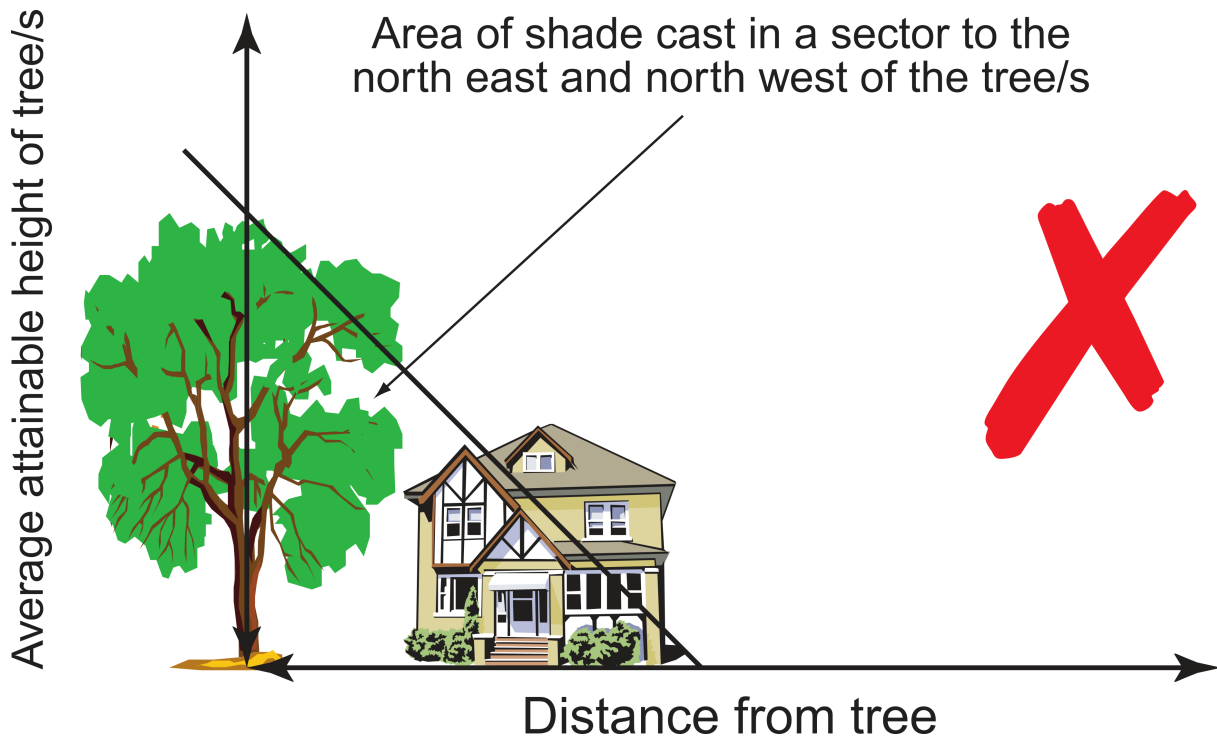
**Table A3.1 The Attainable Height of Common Trees**

Tree Type	Average Height at 10 years (metres)	Average Height at 20 years (metres)	Maximum Attainable Height (in good conditions and on open ground) (metres)	Average Attainable Height (metres)
Ash (Common)	8	11	35	23
Alder (Common)	8	15	25	20
Beech (Common)	6	10	40	25
Birch (Silver)	8	18	26	22
Cedar (Deodar)	8	12	36	24
Dogwood (Pacific)	3	6	12	9
Douglas Fir	9	17	59	38
Elm (Wych)	8	15	38	27
Hawthorn	4	6	15	11
Hazel (Common)	4	6	8	7
Holly	4	6	20	13
Hornbeam	7	11	20	16
Horse Chestnut	8	11	38	25
Larch (European)	8	15	43	29
Lime (Common)	8	11	46	29
Maple (Norway)	8	13	28	15
Oak (Common)	6	11	26	19
Pine (Scots)	8	12	36	24
Poplar (Lombardy)	10	17	36	27
Robinia	9	15	30	23
Rowan	8	12	18	15
Spruce (Norway)	8	15	44	30
Sycamore	10	15	35	25
Walnut (Common)	5	12	30	21
Whitebeam	5	9	20	15
Wild Cherry	8	14	30	22
Willow (Crack)	10	15	25	20

Source: 'The Trees of Britain and Northern Europe' A. Mitchell, J Wilkinson (1982) Collins, St. James's Place, London

## Annex 3 Trees on or Adjacent to Development

### Examples of Shade Cast Assessment in Residential Development Proposals



## Annex 4 Glossary

This Glossary provides definitions of the phrases and acronyms used in the Local Plan. It does not pretend to be fully comprehensive.

### A

<b>Accessibility</b>	The ability of people to move around an area and reach places and facilities, including elderly and disabled people, those with young children and those encumbered with luggage or shopping.
<b>Adoption</b>	The final confirmation of a development plan or Local Plan status by the Local Planning Authority.
<b>Affordable housing</b>	Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.
<b>Aged or veteran tree</b>	A tree which because of its great age, size or condition is of exceptional value for wildlife, in the landscape, or culturally.
<b>Air Quality Management Areas</b>	Areas designated by the local authority because they are not likely to achieve national air quality objectives by the relevant deadlines.
<b>Amenity</b>	Elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the relationship between them, or less tangible factors such as tranquillity.
<b>Amenity greenspace</b>	Open land, often landscaped, that makes a positive contribution to the appearance of an area or improves the quality of the lives of people living or working in the locality. It often provides opportunities for activities such as sports, and can serve other purposes such as reducing the noise from a busy road or providing shelter from prevailing winds.
<b>Ancient woodland</b>	Defined as sites that have had continuous woodland cover since at least 1600AD.
<b>Authority Monitoring Report (AMR)</b>	A report prepared by the Local Planning Authority assessing progress with and the effectiveness of a Local Plan.

### B

<b>Biodegradable waste</b>	Waste that is capable of breaking down naturally, such as food, garden waste and paper.
<b>Biodiversity</b>	The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.
<b>Biodiversity Action Plan (BAP)</b>	A strategy prepared for a local area aimed at conserving and enhancing biological diversity.
<b>Biomass</b>	Living matter within an environmental area, for example plant material, vegetation, or agricultural waste used as a fuel or energy source.
<b>Blue infrastructure</b>	Infrastructure relating to water, such as rivers, streams, ponds and lakes that may exist as natural features or be added to an urban environment as an aspect of its design.
<b>Brief</b>	A planning brief can include site-specific development briefs, design briefs, development frameworks and masterplans that seek to positively shape future development.

<b>Brownfield or previously developed land</b>	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.
<b>Buffer zone</b>	An area of land separating certain types of development from adjoining sensitive land uses. Often used in relation to minerals, waste development and/or biodiversity.

### C

<b>Capacity (in retailing terms)</b>	Potential spending by the public within the catchment area, with which to support existing and additional retail floorspace.
<b>Catchment (in retailing terms)</b>	The geographical area from which a retail destination draws its trade. Sometimes measured in terms of 'Drive Time'.
<b>Change of Use</b>	A change in the way that land or buildings are used (see Use Classes Order). Planning permission is usually necessary in order to change from one 'use class' to another. Annex A includes a list of Use Classes.
<b>Character</b>	A term relating to conservation areas or listed buildings, but also to the appearance of any rural or urban location in terms of its landscape or the layout of streets and open spaces, often giving places their own distinct identity.
<b>Circular</b>	A government publication setting out procedural matters and guidance.
<b>City region</b>	The concept of the city region can be understood as a functionally inter-related geographical area comprising a central, or Core City, as part of a network of urban centres and rural hinterlands. The Leeds City Region is an amalgam of districts within which the economic activity is largely contained. It comprises the West Yorkshire metropolitan boroughs of Bradford, Calderdale, Kirklees, Leeds and Wakefield, with Craven, Harrogate, Selby and York from North Yorkshire and Barnsley in South Yorkshire.
<b>Climate change</b>	Long-term changes in temperature, precipitation, wind and all other aspects of the Earth's climate. Often regarded as a result of human activity and fossil fuel consumption.
<b>Climate change adaptation</b>	Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities.
<b>Climate change mitigation</b>	Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.
<b>Combined Heat and Power (CHP)</b>	The combined production of heat, usually in the form of steam, and power, usually in the form of electricity.
<b>Commercial waste</b>	Waste arising from premises that are used wholly or mainly for trade, business, sport, recreation or entertainment
<b>Community Infrastructure Levy (CIL)</b>	A levy allowing Local Planning Authorities to raise funds from owners or developers of land undertaking new building projects in their area. Learn more about the <a href="#">CIL</a>



## Annex 4 Glossary

<b>Community Land Trusts (CLTs)</b>	Independent non-profit trusts which own or control land and facilities in perpetuity for the benefit of the community.
<b>Community Right to Build Order</b>	An Order made by the Local Planning Authority (under the Town and Country Planning Act 1990) that grants planning permission for a site-specific development proposal or classes of development.
<b>Comparison Shopping</b>	Retail items not bought on a frequent basis, for example televisions and white goods (fridges, dishwashers etc).
<b>Competent Person (to prepare site investigation information)</b>	A person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation.
<b>Condition</b>	Requirements attached to a planning permission to limit, control or direct the manner in which a development is carried out.
<b>Conservation (for heritage policy)</b>	The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
<b>Conservation area</b>	Local Planning Authorities have the power to designate any area of special architectural or historic interest as a conservation area. This means the LPA has extra powers to control works and demolition of buildings to protect or improve the character or appearance of the area. Conservation area consent has been replaced by planning permission for relevant demolition in a conservation area.
<b>Conservation area character appraisal</b>	A published document defining the special architectural or historic interest that warranted the area being designated.
<b>Contaminated land</b>	Land that has been polluted or harmed in some way making it unfit for safe development and usage unless cleaned.
<b>Convenience goods</b>	Everyday essential items, such as food.
<b>Conversion</b>	Generally means the physical work necessary to change the use of a building from a particular use, classified in the use classes order, to another use. Can also mean the sub-division of residential properties into self-contained flats or maisonettes.
<b>Critical Drainage Area</b>	A Critical Drainage Area is considered to be an area contributing surface water runoff, either as direct overland flow or from the existing sewer network, which causes flooding at locations within that area.
<b>Crushed rock</b>	Hard types of rock, which have been quarried, fragmented and graded for use as aggregate.
<b>Cumulative impact</b>	A number of developments in a locality or a continuous activity over time that together may have an increased impact on the environment, local community or economy.
<b>Curtilage</b>	The area normally within the boundaries of a property surrounding the main building and used in connection with it.
<b>Cycle network</b>	An integrated network of both on- and off-road routes to facilitate an easier and safer journey for cyclists.

### D

<b>Density</b>	In the case of residential development, a measurement of the number of dwellings per hectare.
<b>Design code</b>	A set of illustrated design rules and requirements which instruct and may advise on the physical development of a site or area. The graphic and written components of the code are detailed and precise, and build upon a design vision such as a masterplan or other design and development framework for a site or area.
<b>Design guide</b>	A document providing guidance on how development can be carried out in accordance with good design practice, often produced by a local authority with a view to retaining local distinctiveness.
<b>Designated heritage asset</b>	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
<b>Development Plan</b>	A document setting out the Local Planning Authority's policies and proposals for the development and use of land and buildings in the authority's area. This includes adopted Local Plans and Neighbourhood Plans, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.
<b>Development Plan Document (DPD)</b>	<p>Development Plan Documents are prepared by Local Planning Authorities and outline the key development goals of the Local Plan.</p> <p>All DPDs must be subject to rigorous procedures of community involvement, consultation and independent examination, and adopted after receipt of the Inspector's report. Once adopted, development control decisions must be made in accordance with them unless material considerations indicate otherwise.</p>
<b>District Centre</b>	A group of shops and some service outlets serving part of an urban area and providing a geographic focus for it, separate from the town centre but with more variety than local centres.

### E

<b>Ecological network</b>	These link sites of biodiversity importance.
<b>Economic development</b>	Development, including those within the B and E(g) Use Classes, public and community uses and main town centre uses (but excluding housing development).
<b>Edge of centre</b>	For retail purposes, a location that is well-connected and within up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.
<b>Elevation</b>	The actual facade (or face) of a building, or a plan showing the drawing of a facade.
<b>Employment complementary uses</b>	Employment complementary uses include uses within the E, F, and sui generis use classes, e.g. small shops, takeaways, cafés, restaurants, day nurseries/creches, gyms and other leisure uses.
<b>Employment Land Availability/Review (ELA / ELR)</b>	The total amount of land reserved for industrial and business use awaiting development.

## Annex 4 Glossary

<b>Energy from waste</b>	The conversion of waste into a useable form of energy, often heat or electricity.
<b>Enterprise Zone</b>	In England, Enterprise Zones are geographically defined areas, hosted by Local Enterprise Partnerships in which commercial and industrial businesses can receive incentives to set up or expand. The Clifton Business Park is part of the M62 Enterprise Zone which is designated by the Government to receive grant funding and support.
<b>Environment Agency (EA)</b>	The Government agency responsible for regulating major industry and waste, treatment of contaminated land, water quality and resources, fisheries, inland river, estuary and harbour navigations to include flood protection advice, conservation and ecology.
<b>Environmental Impact Assessment (EIA)</b>	A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.
<b>Established Need</b>	A need for a mineral when assessed against existing permitted reserves of suitable material, taking into account any apportionment and other appropriate policy guidance.
<b>Evidence base</b>	The information and data gathered by Local Planning Authorities to justify the "soundness" of the policy approach set out in Local Plans, Development Plan Documents and Supplementary Planning Documents, including physical, economic, and social characteristics of an area

### F

<b>Flood plain</b>	Generally low-lying areas adjacent to a watercourse, tidal lengths of a river or the sea, where water flows in times of flood or would flow but for the presence of flood defences.
<b>Flood Risk Assessment (FRA)</b>	An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered – usually as part of a planning application – but may be used to inform development proposals.
<b>Fly tipping</b>	The illegal disposal of waste on land.
<b>Footfall / Pedestrian Flow</b>	The numbers and movements of people to provide an indicator of the commercial health of a shopping centre, whilst also informing potential businesses of the likely level of passing trade.
<b>Fossil Fuels (a non-renewable fuel)</b>	Carbon-rich fuel (coal, oil and natural gas) formed from the remains of ancient animals and plants. Their combustion is considered to contribute to the 'greenhouse effect'.
<b>Front-loading</b>	Community involvement in the production of Local Development Documents to gain public input and seek consensus from the earliest opportunity.

### G

<b>Garden Suburb</b>	Involves the planned expansion of a city or town and can contribute to creating more sustainable patterns of development when located in the right place, with well-planned infrastructure including access to a range of facilities, and when developed at appropriate densities.
<b>Geodiversity</b>	The range of rocks, minerals, fossils, soils and landforms.
<b>Green Belt (not to be confused greenfield)</b>	A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped. The purpose of the Green Belt is to: <ul style="list-style-type: none"> <li>• Check the unrestricted sprawl of large built up areas</li> </ul>

	<ul style="list-style-type: none"> <li>● Prevent neighbouring towns from merging</li> <li>● Safeguard the countryside from encroachment</li> <li>● Preserve the setting and special character of historic towns</li> <li>● Assist urban regeneration by encouraging the recycling of derelict and other urban land</li> </ul> <p>Green Belt boundaries are defined in a Local Planning Authority's development plan.</p>
<b>Green corridor</b>	Green corridors can link housing areas to the national cycle network, town and city centres, places of employment and community facilities. They help to promote environmentally sustainable forms of transport such as walking and cycling within urban areas and can also act as vital linkages for wildlife dispersal between wetlands and the countryside.
<b>Green infrastructure</b>	A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
<b>Greenfield</b>	Land (or a defined site), often farmland, that has not previously been developed. Now includes domestic gardens following Government statements.

## H

<b>Habitats Directive</b>	European Directives to conserve birds species and natural habitats and flora. The Special Protection Areas (SPA) and Special Area of Conservation (SAC) are established under these Directives.
<b>Habitats Regulations Assessment (HRA)</b>	The European Habitats Directive (92/43/EC) requires 'appropriate assessment' of plans and projects that are, either alone or in combination with other plans and projects, likely to have a significant impact on national and international designated sites.
<b>Hard rock</b>	Consolidated rock such as limestone and granite.
<b>Heritage asset</b>	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the Local Planning Authority (including local listing).
<b>Heritage Impact Assessment</b>	A document that outlines the historic or archaeological significance of a building or landscape within its wider setting. It includes an outline of any proposed works, an assessment of their impact on the building or landscape and a mitigation strategy.
<b>Historic England</b>	A public body of the Department for Culture, Media and Sport with responsibility for all aspects of protecting and promoting the historic environment. Historic England is responsible for advising the government on the listing of historic buildings.
<b>Historic environment</b>	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
<b>Historic Environment Record</b>	Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.
<b>Historic parks and gardens</b>	A park or garden of special historic interest. Graded I (highest significance), II* or II. Designated by Historic England.

## Annex 4 Glossary

<b>Housing association</b>	A common term for the 2,000 or so independent, not-for-profit organisations that work with councils to offer flats and houses to local people.
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### I

<b>Impact Assessment (retail and leisure proposals)</b>	An assessment undertaken for applications for retail and leisure development (normally on developments over 2,500 square metres gross floorspace, but they may occasionally be necessary for smaller developments, such as those likely to have a significant impact on smaller centres) on the impact of the proposal on the vitality and viability of existing centres within the catchment area of the proposed development. The assessment includes the likely cumulative effect of recent permissions, developments under construction and completed developments.
<b>Inclusive design</b>	Designing the built environment, including buildings and their surrounding spaces, to ensure that they can be accessed and used by everyone.
<b>Independent Examination</b>	The process by which a planning inspector may publicly examine a Development Plan. The findings set out in the report can recommend changes to ensure the document is "sound".
<b>Inert waste</b>	Waste not undergoing significant physical, chemical or biological changes following disposal, as it does not adversely affect other matter that it may come into contact with, and does not endanger surface or groundwater. Often used in the restoration of mineral sites.
<b>Infill development</b>	The development of a relatively small gap between existing buildings.
<b>Infrastructure</b>	Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.

### K

<b>Key diagram</b>	The diagrammatic interpretation of the spatial strategy as set out in a Local Plan.
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### L

<b>Landfill (including land raising)</b>	The permanent disposal of waste into the ground, by the filling of man-made voids or similar features, or the construction of landforms above ground level (land-raising).
<b>Landfill gas</b>	The gas generated in any landfill site accepting biodegradable material. It consists of a mixture of gases, mainly methane and carbon dioxide.
<b>Landscape appraisal</b>	A method of assessing appearance and essential characteristics of a landscape.
<b>Landscape character</b>	The distinct and recognisable pattern of elements that occur consistently in a particular type of landscape. It reflects particular combinations of geology, landform, soils, vegetation, land use and human settlement.
<b>Layout</b>	The way buildings, routes and open spaces are placed or laid out on the ground in relation to each other.
<b>LEAP</b>	Abbreviation of Local Equipped Area for Play, normally designed for unsupervised play of age ranges 4-12 but considerate of other age range and users.
<b>Listed building</b>	A statutory protection for structures of special architectural or historic interest. Listed buildings are graded I, II* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures (e.g.

	wells) within its curtilage. Historic England is responsible for designating buildings for listing.
<b>Local Aggregates Assessment (LAA)</b>	A sub regional assessment of aggregates production and reserves (sand, gravel, crushed rock and recycled minerals). Used to assist to predict future requirements for minerals/aggregates production.
<b>Local Centre</b>	A small group of shops and perhaps limited service outlets of a local nature (for example, a suburban housing estate) serving a small catchment. Sometimes also referred to as a local neighbourhood centre.
<b>Local Development Documents (LDDs)</b>	These include Development Plan Documents (which form part of the statutory development plan) and Supplementary Planning Documents (which do not form part of the statutory development plan). LDDs collectively deliver the spatial planning strategy for the Local Planning Authority's area.
<b>Local Development Framework (LDF)</b>	<p>The Local Development Framework (LDF) is a non-statutory term used to describe a folder of documents, which includes all the Local Planning Authority's local development documents. An LDF is comprised of:</p> <ul style="list-style-type: none"> <li>● Development Plan Documents (which form part of the statutory development plan)</li> <li>● Supplementary Planning Documents</li> </ul> <p>The local development framework will also comprise:</p> <ul style="list-style-type: none"> <li>● The Statement of Community Involvement</li> <li>● The Local Development Scheme</li> <li>● The Authority Monitoring Report</li> <li>● Any Local Development Orders or Simplified Planning Zones that may have been added</li> </ul> <p>This phrase is no longer being used in Calderdale to describe the statutory plan. It has been replaced by the term Local Plan.</p>
<b>Local Development Scheme (LDS)</b>	The Local Planning Authority's scheduled plan for the preparation of the Local Plan.
<b>Local Enterprise Partnership (LEP)</b>	A body, designated by the Government, established for the purpose of creating or improving the conditions for economic growth in an area. For Calderdale this is the Leeds City Region LEP.
<b>Local Geological Sites</b>	Sites designated by the West Yorkshire Local Sites Partnership for their importance for geodiversity.
<b>Local Green Space</b>	A designation introduced by the NPPF to allow communities to identify and protect open land of community importance. These can only be identified within the Local Plan or a Neighbourhood Development Plan.
<b>Local Landscape Designation (for example, 'Area of High Landscape value')</b>	Non-statutory and locally designated areas outside the national landscape designations, which are considered by the Local Planning Authority to be of particular landscape value to the local area.
<b>Local Nature Partnership</b>	A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it.

## Annex 4 Glossary

<b>Local Nature Reserve</b>	Non-statutory habitats of local significance designated by local authorities where protection and public understanding of nature conservation is encouraged. (See also Site of Nature Conservation Importance or Site of Biological Interest).
<b>Local Plan</b>	The plan for the future development of a district drawn up by the Local Planning Authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.  In Calderdale, the term Local Plan has replaced the Local Development Framework.
<b>Local Planning Authority (LPA)</b>	The public authority whose duty it is to carry out specific planning functions for a particular area. All references to Local Planning Authority apply to the district council, London borough council, county council, or National Park Authority, to the extent appropriate to their responsibilities.
<b>Local Wildlife Sites</b>	Sites designated by the West Yorkshire Local Sites Partnership for their importance for biodiversity.
<b>Localism Act 2011</b>	The Localism Act has devolved greater powers to councils and neighbourhoods and given local communities more control over housing and planning decisions.
<b>Low level restoration</b>	The re-establishment of land following mineral extraction, without infilling (filling the hole created by extraction).

## M

<b>Main town centre uses</b>	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
<b>Major hazards</b>	Major hazard installations and pipelines, licensed explosive sites and nuclear installations, around which Health and Safety Executive (and Office for Nuclear Regulation) consultation distances to mitigate the consequences to public safety of major accidents may apply.
<b>Management plan</b>	A plan for the detailed, sometimes day-to-day management or conservation of important areas, including nature conservation, archaeology, or historic sites, in order to maintain and enhance those special features or qualities.
<b>Marine dredged aggregate</b>	Sand and gravel dredged from deposits on the seabed and landed at shipping wharves for use as aggregate.
<b>Masterplan</b>	A type of planning brief outlining the preferred usage of land and the overall approach to the layout of a developer. To provide detailed guidance for subsequent planning applications.
<b>Material consideration</b>	A matter that should be taken into account in deciding a planning application or on an appeal against a planning decision.
<b>Materials Recycling Facility (MRF)</b>	A facility for sorting and packing recyclable waste.

<b>Mechanical Biological Treatment (MBT)</b>	The treatment of residual waste using a combination of mechanical separation and biological treatment.
<b>Mineral</b>	Rock or other material that has a commercial value when extracted.
<b>Mineral development</b>	Any activity related to the exploration for or winning and working of minerals, including tipping of spoil and ancillary operations such as the use of processing plant.
<b>Mineral Planning Authority (MPA)</b>	The planning authority responsible for planning control of minerals development. County councils are normally responsible for mineral matters for their area.
<b>Mineral reserves</b>	Mineral deposits which have been tested to establish the quality and quantity of material present and which could be economically and technically exploited.
<b>Minerals resource</b>	A potential mineral deposit where the quality and quantity of material present has not been tested.
<b>Mineral Safeguarding Area</b>	An area designated by Minerals Planning Authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.
<b>Mixed use (or mixed use development)</b>	Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.

### N

<b>National Highways</b>	An executive agency of the Department for Transport. National Highways is responsible for operating, maintaining and improving the Strategic Road Network of England.
<b>National Nature Reserves</b>	Areas designated with the aim of securing protection and appropriate management of the most important areas of wildlife habitat, and to provide a resource for scientific research. All National Nature Reserves are Sites of Special Scientific Interest.
<b>National Planning Policy Framework (NPPF)</b>	National policy relating to land use and planning. Introduced in March 2012.
<b>National Trails</b>	Long distance routes for walking, cycling and horse riding (e.g. Pennine Way).
<b>Natura 2000 Sites</b>	A network of breeding and resting sites for particularly rare and threatened species, designated under EU legislation.
<b>Natural England</b>	Natural England is the Government's statutory adviser on landscape in England, with responsibility for landscape designations such as National Parks, Areas of Outstanding Natural Beauty and Heritage Coasts.  Natural England is also concerned with England's future landscapes, with involvement in planning policy and a range of environmental land management projects.
<b>NEAP</b>	Neighbourhood Equipped Area for Play: These play areas must cater for the whole spectrum of the users of the play area but targeted at ages 4-14.
<b>Need (in retail terms)</b>	The balance of supply and demand between retailers and consumers. Often expressed as personal expenditure available to support additional shops to extensions to existing shops.
<b>Neighbourhood Development Order (NDO)</b>	Neighbourhood Development Orders grant planning permission for specific development in a particular area. This could include things like specified changes of use, certain kinds of alteration or the reinstatement of historical features. An NDO could be used to grant



## Annex 4 Glossary

	outline planning permission for specified uses on allocated sites, such as housing, commercial uses or recreational uses.
<b>Neighbourhood Forum</b>	A formal body which has been granted specific planning powers relating to Neighbourhood Planning. These bodies have a minimum of 21 members and a written constitution which sets objectives relating to the development and improvement of the area for which the Forum has been designated.
<b>Neighbourhood Plan</b>	A plan prepared by a parish council or neighbourhood forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004). These plans cannot propose less development than the Local Plan, where this has stipulated development requirements.
<b>Non-fossil fuels</b>	Sources of energy not derived from the combustion of fossil fuels. Examples include renewable energy resources such as wind or hydroelectric (water) power.
<b>Non-statutory nature reserve</b>	Sites established and managed by a variety of public and private bodies e.g. Yorkshire Wildlife Trust or the Royal Society Protection of Birds.

### O

<b>Objectives and Indicators</b>	Objectives are what are trying to be achieved, and indicators are measures that show whether or not objectives are being achieved. They can be used to help show whether planning policy is effective, or be used in helping to conduct a Sustainability Appraisal.
<b>Open Space</b>	All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.
<b>Out-of-Centre</b>	A location which is not in or on the edge of a centre but not necessarily outside the urban area.
<b>Out-of-Town</b>	A location out of centre that is outside the existing urban area.
<b>Overbearing</b>	A term used to describe the impact of a development or building on its surroundings, particularly a neighbouring property, in terms of its scale, massing and general dominating effect.
<b>Over-development</b>	An amount of development (for example, the quantity of buildings or intensity of use) that is excessive in terms of demands on infrastructure and services, or impact on local amenity and character.
<b>Overlooking</b>	A term used to describe the effect when a development or building affords an outlook over adjoining land or property, often causing loss of privacy.
<b>Overshadowing</b>	The effect of a development or building on the amount of natural light presently enjoyed by a neighbouring property, resulting in a shadow being cast over that neighbouring property.

### P

<b>Passive Solar Heating</b>	A solar heating system using a simple solar collector, building materials, or an architectural design to capture and store the sun's heat. Very simple examples include a garden greenhouse, or a south-facing window in a dwelling.
<b>Permitted Development</b>	A right to carry out certain limited forms of development without the need to make an application to a Local Planning Authority, as granted under the terms of the Town and Country Planning (General Permitted Development) Order.

<b>Permitted reserves</b>	Mineral deposits with the benefit of planning permission for extraction.
<b>Phasing or phased development</b>	The phasing of development into manageable parts. For example, an annual rate of housing release for a large development that may need to be controlled so as to avoid destabilising housing markets and causing low demand.
<b>Photovoltaics / photovoltaic cells</b>	Conversion of solar radiation (the sun's rays) to electricity by the effect of photons (tiny packets of light) on the electrons in a solar cell. For example, a solar-powered car or a calculator.
<b>Plan-led system</b>	The principle that the decisions upon planning applications should be made in accordance with the adopted development plan, unless there are other material considerations that may indicate otherwise.
<b>Planning Advisory Service (PAS)</b>	A service to help and advise Local Planning Authority struggling to meet best value performance targets for development control.
<b>Planning Aid</b>	Planning Aid provides free and independent advice and support to community groups and individuals unable to employ a planning consultant.
<b>Planning Inspectorate (PINS)</b>	The Planning Inspectorate's work includes national infrastructure planning under the Planning Act 2008 process (as amended by the Localism Act 2011), processing planning and enforcement appeals and holding examinations into local plans and community infrastructure levy charging schedules.
<b>Planning Obligation</b>	A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal. Sometimes called "Section 106" agreements.
<b>Planning Practice Guidance (PPG)</b>	National guidance to assist practitioners interpret the policies in the NPPF. Introduced in October 2014
<b>Playing field</b>	The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2010.
<b>Policies Map</b>	A component of a Local Plan and an important part of the development plan, showing the location of development proposals or areas where policy protections apply in all current Development Plan Documents, on an Ordnance Survey base map.
<b>Pollution</b>	Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.
<b>Pollution Prevention and Control / Integrated Pollution Control</b>	A system of regulations and permit regime designed to prevent or reduce pollution.
<b>Primary aggregates</b>	Naturally occurring sand, gravel and crushed rock used for construction purposes.
<b>Primary Shopping Area</b>	Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).
<b>Public Open Space</b>	Urban space, designated by a council, where public access may or may not be formally established, but which fulfils or can fulfil a recreational or non-recreational role (for example, amenity, ecological, educational, social or cultural usages).

## Annex 4 Glossary

<b>Public Right of Way</b>	A Public Right of Way is a highway over which the public have a right of access along the route.
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### R

<b>Reasoned justification</b>	The supporting text in a development plan or Local Development Document explaining and justifying the approach set out in the policies contained in the document.
<b>Reclamation (in terms of mineral operations)</b>	Operations designed to return an area to an acceptable environmental state, whether for the resumption of the former land use or for a new use. It includes restoration, aftercare, soil handling, filling and contouring operations.
<b>Recycled aggregates</b>	Aggregates produced from recycled construction waste such as crushed concrete and planings from tarmac roads.
<b>Regional Aggregates Working Party</b>	A working group consisting of local authority officers, representatives of the aggregates industry and central government established to consider the supply and demand for aggregate minerals.
<b>Registered Social Landlord (RSL)</b>	Organisations that provide affordable housing. Most housing associations are RSLs. They own or manage some 1.4 million affordable homes, both social rented and intermediate. <i>See also:</i> housing association.
<b>Renewable and low carbon energy</b>	Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions compared to conventional use of fossil fuels.
<b>Residual Waste</b>	Waste remaining after materials for re-use, recycling and composting have been removed.
<b>Restoration (in terms of minerals operations)</b>	Steps to return land to its original or another suitable and beneficial new use following the completion of mineral working.
<b>Retail Floorspace</b>	Total floor area of the property that is associated with all retail uses. Usually measured in square metres. May be expressed as a net figure (the sales area) or in gross (including storage, preparation and staff areas).
<b>Retail Hierarchy</b>	Retail area of different character and use. These are defined: <ul style="list-style-type: none"> <li>● Strategic Town Centre;</li> <li>● Town Centre</li> <li>● District Centre</li> <li>● Local Centre</li> </ul>
<b>Retail park</b>	A grouping of retail warehouses.
<b>Retail warehouses</b>	Large, usually out-of-town or out-of-centre units selling non-food items such as DIY, furniture, leisure and household goods.
<b>Ribbon development</b>	Development, usually residential, extending along one or both sides of a road but not extended in depth.
<b>Right to Buy</b>	A scheme under which most council tenants and some housing association tenants may buy their homes at a lower price than the full market value. Only properties that are particularly suitable for occupation by elderly or disabled people, or are let in connection with the tenant's employment, are exempt. People qualify for a discount on the basis of the number of years that they have been social rented housing tenants, subject to a Government-specified maximum amount that varies region by region.

<b>Rural diversification</b>	The expansion, enlargement or variation of the range of products or fields of operation of a rural business (branching out from traditional farming activities, for example new income generating enterprise like renewable energy, tourism and food processing).
<b>Rural Exception Site</b>	Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

### S

<b>Safeguarding zone</b>	An area defined in Circular 01/03: Safeguarding aerodromes, technical sites and military explosives storage areas, to safeguard such sites.
<b>Saved Policies / Saved Plan</b>	Policies within unitary development plans, local plans and structure plans that are saved for a time period during replacement production of Local Development Documents.
<b>Scheduled Ancient Monument</b>	Nationally important monuments, usually archaeological remains, that enjoy greater protection against inappropriate development through the Ancient Monuments and Archaeological Areas Act 1979.
<b>Secondary aggregates</b>	Includes mineral by-products such as waste sand from china clay, industrial wastes such as slag and railway ballast, and industrial by products such as spent foundry sand.
<b>Section 106 Agreement</b>	A legal agreement under section 106 of the 1990 Town & Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.
<b>Sequential approach / sequential test</b>	A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield housing sites before greenfield sites, or town centre retail sites before out-of-centre sites.
<b>Setting of a heritage asset</b>	The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
<b>Significance (for heritage policy)</b>	The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.
<b>Site of Special Scientific Interest (SSSI)</b>	A site designated by Natural England under the Wildlife and Countryside Act 1981 as an area of special interest by reason of any of its flora, fauna, geological or physiographical features (plants, animals and natural features relating to the Earth's structure).
<b>Sites and Monuments Record</b>	List, description, and assessment of all known ancient monuments and sites of archaeological interest in an area including a map of each site.
<b>SME (Small to Medium Enterprise)</b>	An independent business managed by its owner or part owners and having a small market share either by number of employees or turnover.
<b>Soundness</b>	To be considered sound, a Development Plan Document must be positively prepared, justified, effective and consistent with national policy. For a more detailed definition see the National Planning Policy Framework (2021), paragraph 35.

## Annex 4 Glossary

<b>Source Protection Zone</b>	The Environment Agency identifies Source Protection Zones to protect groundwater (especially public water supply) from developments that may damage its quality.
<b>Spatial planning</b>	<p>Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function.</p> <p>This will include policies which can impact on land use by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.</p>
<b>Special Area of Conservation (SAC)</b>	Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2017. In Calderdale this area is coterminous with the Special Protection Area and covers parts of the Pennine Moorland.
<b>Special Needs Housing</b>	Housing to meet the needs of groups of people who may be disadvantaged, such as the elderly, the disabled, students, young single people, rough sleepers, the homeless, those needing hostel accommodation, key workers, travellers and occupiers of mobile homes and houseboats.
<b>Special Protection Areas (SPA)</b>	Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive. In Calderdale this area is coterminous with the Special Area of Conservation and covers parts of the Pennine Moorland.
<b>Statement of Community Involvement (SCI)</b>	The Statement of Community Involvement sets out the processes to be used by the local authority in involving the community in the preparation, alteration and continuing review of all local development documents and development control decisions. The Statement of Community Involvement is an essential part of the Local Plan.
<b>Statutory body</b>	A government-appointed body set up to give advice and be consulted for comment upon development plans and planning applications affecting matters of public interest. Examples of statutory bodies include: Historic England, Environment Agency, Health & Safety Executive and Sport England.
<b>Strategic Environmental Assessment (SEA)</b>	A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.
<b>Strategic Flood Risk Assessment (SFRA)</b>	A requirement of the NPPF and former policy guidance. It considers strategic evidence on flood risk throughout the catchment of the River Calder (joint study with Kirklees and Wakefield), it will assist in determining suitable locations for new development and where requirements for Flood Risk Assessment (FRA) are required alongside planning applications.
<b>Strategic Housing Land Availability Assessment (SHLAA)</b>	The SHLAA provides an assessment of the likely deliverability of sites put forward to the Council by landowners and developers. It does not in itself change the status of any land.
<b>Strategic Housing Market Assessment (SHMA)</b>	The Strategic Housing Market Assessment (SHMA) estimates housing need and demand for both market and affordable housing across the Borough. It also considers future demographic trends and identifies the housing needs of specific groups such as first time buyers and older people.

<b>Supplementary Planning Document (SPD)</b>	Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.
<b>Sustainability Appraisal (including Environmental Appraisal)</b>	An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.
<b>Sustainable Drainage Systems</b>	Sustainable drainage systems are a natural approach to managing drainage in and around development. They work by slowing and holding back the water that runs off from a site, allowing natural processes to break down pollutants.
<b>Sustainable transport modes</b>	Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.

### T

<b>Town Centre</b>	Area defined on the local authority's proposal map, including the Primary Shopping Area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.
<b>Tranquil area</b>	Areas sufficiently remote from the visual or audible intrusion of development or traffic to be considered unspoilt by urban influences.
<b>Transitional Arrangements</b>	Generally used to describe arrangements that are put in place to manage the change from one system of regulations or procedures to another. More recently used to describe government regulations outlining the process of preparing development plans begun before, and to be completed after, the Planning and Compulsory Purchase Act 2004. It includes existing "saved" unitary, structure and local plans until new Local Development Documents are adopted.
<b>Transport Assessment</b>	An assessment of the effects upon the surrounding area by traffic as a result of a development, such as increased traffic flows that may require highway improvements.
<b>Travel Plan</b>	A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.
<b>Tree Preservation Order (TPO)</b>	A mechanism for securing the preservation of single or groups of trees of acknowledged amenity value. A tree subject to a Tree Preservation Order may not normally be topped, lopped or felled without the consent of the Local Planning Authority.

### U

<b>Urban design</b>	The art of making places. It involves the design of buildings, groups of buildings, spaces and landscapes, in villages, towns and cities, to create successful development.
<b>Urban Extension (Garden Suburb)</b>	Involves the planned expansion of a city or town and can contribute to creating more sustainable patterns of development when located in the right place, with well-planned infrastructure including access to a range of facilities, and when developed at appropriate densities.

## Annex 4 Glossary

<b>Urban fringe</b>	The urban fringe is the transitional area between urban areas and the countryside. It can provide a valuable resource for the provision of sport and recreation, particularly in situations where there is an absence of land within urban areas to meet provision.
<b>Urban regeneration</b>	Making an urban area develop or grow strong again through means such as job creation and environmental or physical renewal.
<b>Urban sprawl</b>	The uncontrolled or unplanned extension of urban areas into the countryside.
<b>Use Classes Order</b>	The Town and Country Planning (Use Classes) Order 1987 puts uses of land and buildings into various categories. Planning permission is not needed for changes of use within the same use class. These regulations were amended by the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, which took effect on 1 September 2020.

### V

<b>Vernacular</b>	The way in which ordinary buildings were built in a particular place, making use of local styles, techniques and materials.
<b>Vernacular building</b>	A building built without being designed by an architect or engineer or someone with similar formal training, often based on traditional or regional forms.
<b>Veteran trees</b>	A veteran tree is usually in the mature stage of its life and will often show signs of decay that provides holes, cavities and crevices which are especially important for nesting bats and birds.

### W

<b>Waste</b>	Waste is any material or object that is no longer wanted and requires disposal. If a material or object is reusable, it is still classed as waste if it has first been discarded.
<b>Waste Hierarchy</b>	A framework for securing a sustainable approach to waste management. Waste should be minimised wherever possible. If waste cannot be avoided, then it should be re-used; after this value recovered by recycling or composting; or waste to energy; and finally landfill disposal.
<b>Waste Planning Authority (WPA)</b>	The local authority responsible for waste development planning and control. They are unitary authorities, including National Park Authorities, and county councils in non-unitary areas.
<b>Waste Transfer Station</b>	A site to which waste is delivered for sorting or baling prior to transfer to another place for recycling, treatment or disposal.
<b>West Yorkshire Combined Authority (WYCA)</b>	A statutory authority with functions relating to transport, including public transport (Metro), economic development and regeneration. It is a collaborative authority established under the Local Democracy, Economic Development and Construction Act 2009. Its constituent authorities are Bradford, Calderdale, Kirklees, Leeds and Wakefield, with additional representation from York City Council and the Leeds City Region Local Enterprise Partnership (LEP).
<b>Wildlife Habitat Network</b>	A network which links sites of biodiversity importance and is intended to protect and strengthen ecological links.
<b>Wind farm</b>	A group of wind turbines located in areas exposed to wind. A wind farm may vary in terms of the number and size of turbines.

<b>Windfall site</b>	Development sites which have not been specifically identified as available in the Local Plan process. They can comprise previously-developed or greenfield sites that have unexpectedly become available. Where a site is identified in the SHLAA or Brownfield Land Register it cannot be a windfall site.
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### Z

<b>Zero-carbon home</b>	Over a year, the net carbon emissions from all energy use in the home are zero. This includes energy use from cooking, washing and electronic entertainment appliances as well as space heating, cooling, ventilation, lighting and hot water.
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## Annex 5 Notes on Policies

### Saved Policies

**A5.1** This adopted Calderdale Local Plan contains no "saved" policies carried over from the Replacement Calderdale Unitary Development Plan (RCUDP) (2006) as amended by the Secretary of State in 2009. All policies within the RCUDP have been deleted and no longer carry any weight in the decision-making process.

**A5.2** This means that all planning applications submitted after the adoption of the Local Plan will be assessed against the policies in the adopted Local Plan, together with formally "made" Neighbourhood Development Plans, which, when taken together form the statutory Development Plan for Calderdale or the policies in the National Planning Policy Framework (NPPF), where the Development Plan is silent or out of date.

### Differences to the Publication Draft

**A5.3** As a result of modifications made to the Local Plan during the process of its Examination, some policies have been inserted, deleted or renumbered since the Publication Draft 2018. The guide below is therefore produced for ease of reference.

Policy number (Publication Draft 2018)	Policy title	Policy number (Adopted Local Plan)
SD1	Presumption in Favour of Sustainable Development	SD1
SD2	Sustainable Development	[Deleted from the Local Plan]
SD3	Housing Requirement	SD2
SD4	Provision of Land for Future Employment Use Requirements	SD3
SD5	Allocated Employment Sites	SD4
SD6	Allocated Mixed Use Sites	SD5
SD7	Allocated Housing Sites	SD6
	Regeneration Action Areas	<b>SD7</b> [New policy]
	Developer Contributions	<b>IM10</b> [New policy]
	Existing Waste Management Facilities	<b>WA5</b> [New policy]

## Appendix 1 Site allocations - Supporting Information

A separate Appendix to the Local Plan provides the detailed information about the land allocations established under Policies SD4 (Employment), SD5 (Mixed Use) and SD6 (Housing) of the Local Plan. It is intended to assist developers in formulating detailed development proposals to bring sites forward. The document also includes supporting information on Minerals and Waste Allocations (Policy MS5 and WA2).

The sites are listed both by allocation type and the nine Local Plan Areas. Each site schedule is accompanied by a site plan showing both the site boundary and the indicative developable area which is based on constraints identified from the site assessment. The lists of reports required and site specific considerations direct those wishing to bring schemes forward to the most relevant issues to be addressed.

**These lists are not exclusive and other matters may arise at the detailed planning stage in accordance with Local Plan policy and Local List requirements, such as an Air Quality Assessment which will be required on most Local Plan allocations.** Similarly, the developable areas as well as site capacities are indicative and may be subject to changes based on the evidence provided at the planning application stage and when actual development schemes are drawn up.

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