

Calderdale Local Plan Consultation Statement

August 2018

Calderdale Local Plan
Consultation Statement
May 2018

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Introduction

1. Purpose of the document

- 1.1 The purpose of this document is to set out how the council engaged with communities and stakeholders in the preparation of the Local Plan.
- 1.2 The government's principle for community engagement is set out in National Planning Policy Framework (NPPF) paragraph 155 which states:

"Early meaningful engagement and collaboration with neighbourhoods, local organisations and businesses is essential. A wide section of the community should be proactively engaged, so that Local Plans, as far as possible, reflect a collective vision and a set of agreed priorities for the sustainable development of the area, including those contained in any neighbourhood plans that have been made".

- 1.3 Town and Country Planning (Local Planning) (England) Regulations 2012 require local authorities to produce a statement detailing community engagement in the production of the Local Plan (regulation 17). This statement meets this requirement by setting out:

- Which bodies and persons were invited to make representations during the preparation of the Local Plan;
- How these bodies and persons were invited to make such representations;
- A summary of the main issues raised by those representations; and
- How those main issues have been taken into account in the preparation of the Local Plan.

- 1.4 Regulation 18 further states that a local planning authority must—

(1) (a) notify each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and
(b) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain.
(2) The bodies or persons referred to in paragraph (1) are—
(a) such of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan;
(b) such of the general consultation bodies as the local planning authority consider appropriate; and
(c) such residents or other persons carrying on business in the local planning authority's area from which the local planning authority consider it appropriate to invite representations

(3) In preparing the local plan, the local planning authority must take into account any representation made to them in response to invitations under paragraph (1).

- 1.5 The Council's current Statement of Community Involvement (SCI) 2015 sets out how the council will involve people in the development of development plan documents. It is considered that the consultation processes outlined in this statement comply with the SCI and National Planning Policy Framework. It should be noted that the SCI has itself been subject to consultation when it was first prepared, and when it was subsequently refreshed in 2015.
- 1.6 It should also be noted that the Council regards much of the early public engagement on the Core Strategy and the Land Allocations and Designations Plan (LADPlan), which was undertaken under the former Regulations and guidance from PPS12 as relevant to the preparation of the combined Local Plan. This Report also covers the issues arising from the early engagement on those documents.

2. REGULATORY FRAMEWORK

- 2.1 Work commenced on the Calderdale Core Strategy in 2008, following the adoption of the replacement Calderdale Unitary Development Plan (2006). The Regulatory Framework and Government Guidance was established by the Town and Country Planning (Local Development)(England) Regulations 2004, as amended in 2008 and 2009. The guidance was provided in PPS12 "Local Development Frameworks", released in 2004 and revised in 2008 to "Local Spatial Planning". These planning policy statements were supported by PPS12 Companion Guide released in 2004. This guidance was used for the initial stages of production of the Local Development Framework and the Core Strategy, but the documents were all deleted when the National Planning Policy Framework was released in 2012.
- 2.2 The Council's Statement of Community Involvement (SCI), was the first part of the Local Development Framework to be formally adopted. This occurred on February 13th 2008 following consultation and Examination by the Planning Inspectorate during November 2007.
- 2.3 Given the changes to the Regulatory Framework and the National Planning Policy Framework, the Council recognised that the Adopted (2008) SCI was non-compliant and could cause confusion to stakeholders and Members of the public. As a result the opportunity was taken in 2014 to address the deficiencies and re-work the SCI. Consultation on revisions to the SCI were undertaken during 2015 and the final revised Version was adopted by Council in April 2016.
- 2.4 As a result of the Regulatory changes and the adoption of a revised SCI in 2016, the preparation of the Calderdale Local Plan has been guided by two different SCIs and several different sets of Regulations. This Report provides feedback based on the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).

3 RANGE OF GROUPS AND INDIVIDUALS CONSULTED

- 3.1 Consultation and engagement on the Local Plan has been undertaken under the framework provided by the Council's Statement of Common Ground (SCI), which was initially adopted in 2008 and revised in 2015/16. The Council's Statement of Community Involvement (SCI) (2016) sets out who we will consult with. The relevant bodies and organisations are listed at Appendix 3 of the SCI
<https://www.calderdale.gov.uk/v2/residents/environment-planning-and-building/planning/planning-policy>.
- 3.2 The Council has a planning policy online consultation system, (Limehouse Software – now called Objective) which it purchased in order to facilitate and manage the local Development Framework process in terms of document writing and consultation. The SCI contains details on how individuals can be added to the database be kept informed of the progress of the Local Plan. The Statutory Bodies listed in the SCI (namely the Environment Agency; Historic England and Natural England) together with the Specified Bodies were all informed and asked to comment on the Core Strategy and Local Plan at various stages of the Plan's preparation. Members of the public were invited at the various stages of Plan preparation and Engagement to become involved and provide comments and representations. All contacts on the system have been notified at key stages and invited to comment on the local plan. Contacts were notified by letter or e-mail. In addition, information on how people can register their details on the consultation mailing list is provided on the council's Local Plan web pages. As of April 2018 there are 5,175 interested parties registered on our online system who are automatically contacted about the Local Plan. Many of these are organisations (such as the Civic Trust, various Action Groups, or other community groups) are the gateway to a larger number of potential respondents. This approach being identified within the SCI as a legitimate way to disseminate information to local people.
- 3.3 The Council has further requirements for consultation as part of the Sustainability Appraisal of the Local Plan. The consultation bodies for the Sustainability Appraisal are:
- The Environment Agency
 - Historic England
 - Natural England
- 3.4 Notices were published in the Local Papers, (Halifax Courier, Brighouse Echo, Hebden Bridge Times and Todmorden News) setting out the initial stages of the Core Strategy and seeking comments. Invitations to the Statutory Bodies were also sent asking them for their views upon what the Core Strategy for Calderdale should include.
- 3.5 The following public engagement activities were undertaken pursuant to Regulation 18 to inform the preparation of the Plan and development of the Statement of Community Involvement (SCI).

- 3.6 For the purposes of reporting within this Consultation Report, the work on the Core Strategy is also pertinent in developing the overall strategy for the Local Plan.

4 KEY STAGES OF CONSULTATION

- 4.1 The preparation of the Local Plan has been an iterative process. At each stage the number of potential sites has been reduced in response to further analysis and consultation. Numerous changes have been made to the Plan as it has evolved, and these can be followed on the Council website.
- 4.2 For the purposes of this Consultation Statement it is considered more important to focus on the higher level strategic changes. In relation to this, the consultations have not only influenced sites, policies and text, but also the decisions that the Council has taken concerning the development of our evidence base.
- 4.3 The Feedback Documents produced early in the process indicate how comments influenced the strategy and direction of Policy. For the later land allocations stage, many respondents will be pleased that the site they have commented upon no longer features in the Pre-Submission Local Plan, and therefore for those comments it is clear that they have been taken into account. For other comments made at the Draft Local Plan Stage, these have been subject to further assessment and consideration. Many of the comments led to further work by the consultees, such as Ecology, Highways or the Council's Flooding Team. These consultees have undertaken further work to clarify the situation and address the points raised in the comments. As a result it can be seen that comments are taken very seriously and have influenced the outcomes in the plan by seeking further information to justify the Council's position.
- 4.4 The following Table sets out the consultation work for the Statement of Community involvement (SCI), the Core Strategy and the Land Allocations and Designations Plan (LADPlan), which were rolled into the Calderdale Local Plan. ALL the consultations are regarded as having relevance for the preparation of the Pre-Submission Local Plan).

TABLE 1: CONSULTATION UNDERTAKEN ON THE LOCAL PLAN (CORE STRATEGY; LAND ALLOCATIONS AND DESIGNATIONS PLAN (LADPlan) AND COMBINED LOCAL PLAN

Regulatory Stage	Dates	LDF or Local Plan Document	Method(s) of Consultation	No. People making Comments	No. Comments
<i>Regulations 25, 26 27 28 and 29, 34,35 and 36 (now</i>	May to July 2007	Statement of Community Involvement (SCI) Adopted February 2008	- Press Notice; - On-line and direct communication/invitation to comment; - Documents in	29	39

Regulatory Stage	Dates	LDF or Local Plan Document	Method(s) of Consultation	No. People making Comments	No. Comments
<i>abolished)</i>			Libraries and other “deposit points”		
REG 18		Call for Sites - ongoing	- On-line and Direct consultation/invitation to comment; - Workshops; - Press release and adverts;		
REG 18 <i>Formerly Reg 25</i>	November 2008 to January 2009	Core Strategy Issues & Options	- On-line and direct communication/invitation to comment; - Workshops; - Public Drop-in sessions; - Public Meetings	178	786
REG 18 <i>Formerly Reg 25</i>	November 2008 to January 2009	Green Belt Review Methodology	On-line and direct communication/invitation to comment;	29	93
REG 18 <i>Formerly Reg 25</i>	November 2008 to January 2009	Settlement Hierarchy Methodology	On-line and direct communication/invitation to comment;		
REG 18	November 2008 to January 2009	Sustainability Appraisal Scoping Report	On-line and direct communication/invitation to comment;	10	47
REG 18	21 January 2011 to 25 March 2011	Core Strategy Refined Issues & Options	- On-line and direct communication/invitation to comment; - Public Drop-in sessions; - Public Meetings; - Workshops; - Documents in Libraries and other “deposit points”	117	643
REG 18	21 January 2011 to 25 March 2011	Minerals and Waste Policy Options	- On-line and direct communication/invitation to comment; - Documents in Libraries and other “deposit points”	28	165
REG 18		Core Strategy Objectives and Policy Options	- On-line and direct communication/invitation to comment; - Public Drop-in	60	445

Regulatory Stage	Dates	LDF or Local Plan Document	Method(s) of Consultation	No. People making Comments	No. Comments
			sessions; - Public Meetings - Documents in Libraries and other "deposit points"		
REG 18	Workshops held 29 th March 2011 to 26 th May 2011	Core Strategy Refined Issues & Options	Workshops run by Planning aid England and Lisa Baxter around the District;	367 attended facilitated workshops	
REG 18		Core Strategy Sustainability Appraisal Methodology	On-line and Direct consultation/invitation to comment;		
REG 18		Settlement Hierarchy Methodology	On-line and Direct consultation/invitation to comment;		
REG 18		Habitats Regulations Assessment Methodology	On-line and Direct consultation/invitation to comment;		
REG 18	October to December 2012	Core Strategy Preferred Options	- On-line and Direct consultation/invitation to comment; - Workshops; - Public Drop-in sessions; - Public Meetings - Documents in Libraries and other "deposit points"	194	1,120
REG 18	October to December 2012	Core Strategy Preferred options : reasons for Policies	- On-line and Direct consultation/invitation to comment; - Workshops; - Public Drop-in sessions; - Public Meetings - Documents in Libraries and other "deposit points"	8	14
REG 18	October to December 2012	Core Strategy Preferred options : Sustainability Appraisal	- On-line and Direct consultation/invitation to comment; - Workshops; - Public Drop-in	4	21

Regulatory Stage	Dates	LDF or Local Plan Document	Method(s) of Consultation	No. People making Comments	No. Comments
			sessions; - Public Meetings - Documents in Libraries and other "deposit points"		
REG 18	January to March 2014	Area Workshops	Sites Workshops in the local community;		
REG 18	Feb/Mar 2015	Green Belt Review Methodology	On-line and Direct consultation/invitation to comment;	46	
REG 18	Feb/Mar 2015 2015	Site Assessment Methodology (has been subject to a number of iterations as the plan process has progressed)	On-line and Direct consultation/invitation to comment;	32	143
REG 18	May 2015 to end February 2016	(LADPLAN) and Local Plan: Local Green Space invitation to submit potential sites	- On-line and direct communication; - Documents in Libraries and other "deposit points"	14	22 (Sites proposed)
REG 18	Nov 2015 to March 2016	Combined Local Plan: Potential Sites & Other Aspects of the Local Plan	- On-line and Direct consultation/invitation to comment; - Workshops; - Public Drop-in sessions; - Public Meetings - Documents in Libraries and other "deposit points"	1,687	5,051 (4,433 about Sites; 618 about Policies or Text)
REG 18	October/November 2015	Revised Statement of Community Involvement	- On-line and Direct consultation/invitation to comment; - Documents in Libraries and other "deposit points"	5	6
REG 18	August to October 2016	Waste Sites Assessment	- On-line and Direct consultation/invitation to comment; - Documents in Libraries and other "deposit points"	24	55
REG 18	August to October	Draft Local Plan	On-line and Direct consultation/invitation to comment;	2,202	8,060

Regulatory Stage	Dates	LDF or Local Plan Document	Method(s) of Consultation	No. People making Comments	No. Comments
	2017		- on to comment; - Press Notices; - Documents in Libraries and other "deposit points"		
REG 18	August to October 2017	Sustainability Appraisal of the Draft local Plan	- On-line and Direct consultation/invitation to comment; - Press Notices; - Documents in Libraries and other "deposit points"	65	106
REG 18	August to October 2017	Habitats Regulations Assessment of the Draft local Plan	- On-line and Direct consultation/invitation to comment; - Press Notices; - Documents in Libraries and other "deposit points"	7	7

STATEMENT OF COMMUNITY INVOLVEMENT (SCI) (2007/08)

- 4.5 The Council has produced two SCIs over the years. The first SCI was produced under the initial Regulatory Framework associated with the Local Development Framework, including Examination by an independent Planning Inspector. Consultation took place with the Government Office for Yorkshire and The Humber, as well as directly with the Consultation Bodies during early 2007. Members of the public and stakeholders were also invited to make comments by the issue of Press Notices and direct and on-line mailing during a more formal consultation run May/July 2007. The Examination of the SCI took place in November 2007 and the document was Adopted by the council in February 2008, following receipt of the binding report from the Inspector recommending a number of minor amendments.

"CALL FOR SITES" (2008 and ongoing)

- 4.6 The Council launched its "Call for Sites" in 2008, following the advice of the Department of Communities and Local Government and the Planning Advisory Service for Plan preparation and the development of the pool of sites for the "Strategic Housing Land Availability Assessment (SHLAA)". The Call for Sites is ongoing as the pool of potential sites needs to be maintained for SHLAA purposes.
- 4.7 The "Call for Sites" has brought forward over 680 individual sites for consideration as part of the Local Plan process. These sites provide 1,510ha of potential which could

accommodate 45,300 dwellings at 30dpha. The “Call for Sites” together with other sites which the Council is aware of combined to create a pool of sites which has been assessed through the Site Methodology process to bring forward the Council’s preferred sites for the Pre-Submission Local Plan. Overall the Council has considered in excess of 2,463ha of land with a potential of accommodating 73,890 dwellings at 30dph.

5 SUMMARY OF MAIN ISSUES RAISED DURING REGULATION 18

CORE STRATEGY ISSUES AND OPTIONS 2008 – 2009

5.1 HEADLINE INFORMATION

The following Table indicates the responses that have been received to each of the consultation documents.

Consultation Document	Number of Respondents	Number of Comments Received
Core Strategy Issues and Options Documents	178	786
Green Belt Review Methodology	20	59
Settlement Hierarchy Methodology	10	27
Sustainability Appraisal Scoping Report	10	47
Attending events	389	-

- 5.2 The consultation was based around 27 set questions (with sub-questions) within the Issues and Options Consultation, but were based upon the documents themselves for the Sustainability Appraisal, Green Belt Review and Settlement Hierarchy. The full summary of comments is attached as Appendix 1.

SUMMARY OF COMMENTS RECEIVED AT CS ISSUES AND OPTIONS 2008/09

- 5.3 Given the scale of comment received it is not easy to summarise within this report the many and varied matters that have been raised. However many of the comments fall into a number of categories as follows: -

- Concern over the requirements of the RSS for both housing and employment growth;
- Concern over RSS requirements for growth to be focussed around Halifax and Brighouse;
- Particular concerns over the projections of growth for Brighouse – other areas of Calderdale can be developed with less damage to localities;
- Concern of a lack of evidence currently available to provide sufficient information to make justified choices; (SHLAA and SHMA came in for particular focus here);

- Concern over the ability of infrastructure within the district to support growth – particularly in relation to Brighouse and the Hipperholme / Lightcliffe area;
- Many respondents do not want any development at all;
- Some site specific concerns about development at Clifton, Brighouse (16 objections including requests for the deletion of the Clifton Employment Site (allocated in the Replacement Calderdale Unitary Development Plan (RCUDP) and its reallocation to Green Belt);
- Concern over land near William Henry Smith School, Rastrick (43 Objections);
- Concern that the Issues and Options have yet to address employment, mineral, waste and transport matters;
- Specific concern over development around, Rastrick generally (21 objections);
- Concern over land off Toothill Lane, Rastrick (7 objections);
- Many respondents raised more questions than they answered;
- Further Options for the distribution of development – including a “let the people decide” approach to all development proposals or suggestions for amalgamations of Options (particularly 2 and 3) or a modification of 4;
- Where support for options was expressed, generally this support was given to Option 3 – “Maximising the approach in the RSS” (where Halifax and Brighouse both receive significant amounts of new development although some respondents thought that Elland should also receive more than the 125 new homes implied by Option 3 itself;

CORE STRATEGY: REFINED ISSUES AND OPTIONS 2011: CONSULTATION INITIAL FEEDBACK

5.4 The emerging themes from the consultation, awareness raising and engagement that have taken place during the first 3 months of 2011 for the Core strategy of the LDF. The comments are still being considered and the area workshops are programmed to continue until the end of May 2011, therefore the following themes only represent initial findings and may change once the workshops are concluded and more detailed analysis of the comments are made. The full summary of comments is attached as Appendix 2.

General Points Raised at Refined Issues and Options 2011

5.5 The consultation responses have raised many wide ranging issues. Some of the more popular themes are included below (listed in no particular order);

- The need for **sustainable travel** solutions to the transport issues within Calderdale. **Congestion** noted as an issue in many areas;
- The plan needs to include **infrastructure** provision. Many comment that this should precede development wherever possible;
- The re-use of **brownfield** land should be prioritised;

- **Green Belt** was a particular issue with many wanting its protection and potential increase. In contrast there were comments suggesting a more flexible approach to Green Belt.
- Protection of **semi-rural and greenspaces**;
- **Growth Point Status** whilst it was generally recognised this status was not statutory there were views both for and against maintaining this status;
- Need for more **jobs**; younger people stated they are likely to move away to find jobs and 'things to do'
- More **recreational facilities** required;
- The quality of **new housing** should be improved, including **Lifetime Homes**;
- **Lack of Evidence**, this mainly related to the fact the Council had yet to publish its Strategic Housing Market Assessment (SHMA) and finalise its housing and employment figures;
- Conflict of opinion on whether we should be involved in **Leeds City Region**;
- Need to **balance employment and housing figures** to help reduce commuting;
- Need to plan for a **multi-cultural society**;
- Concern was raised regarding both the inference to the **Regional Spatial Strategy** targets and the fact that the Council had resolved to reconsider the RSS targets; and
- **Affordable Housing** there was a general feeling of a need for more.

Specific Comments at Refined Issues and Options 2011

5.6 The following comments relate to specific sections of the Core Strategy Refined Issues and Options document, again it should be noted that this summary does not set out every matter raised.

Calderdale Vision

- 5.7 Of those commenting on the overall Calderdale vision the majority supported the main emphasis. The following comments were also made:
- It is too generic needs to be more place specific;
 - Renewable energy whilst supported should not harm the environment;
 - Retail development should be kept to scale, although many wanted to see expansion of the Halifax retail offer;
 - Calderdale Council should spread its offices across Calderdale;
 - The vision needs to be more people orientated;
 - The vision is very wide-ranging and includes some elements which appear incompatible with others;
 - Home-working, including improving broadband, should be an aspiration;
 - Our heritage assets need to be evolved and adapted not 'preserved';
 - Public transport for rural communities should be included; and
 - Need to encourage job growth

Objectives

5.8 The objectives were broadly supported and considered appropriate, however the following comments were also made;

- Affordable housing should be given more prominence;
- Comments that reference to the Regional Spatial Strategy both should and should not be made in the housing objective;
- Need to split Green Infrastructure and Natural Environment into separate objectives;
- Need to include the governments 'presumption in favour of sustainable development'; and
- They should be more distinctive.

Role of Places

5.9 General support for the settlement hierarchy and the different roles of settlements. The following comments were also made;

- The role of Local Towns (Todmorden, Sowerby Bridge, Elland) and their development potential should not be undersold;
- Elland should be given an enhanced role;
- Todmorden and Hebden Bridge should be given equal status;
- Holywell Green and Stainland should be separated and classified as small rural centres.

Possible Approaches

5.10 There was significant discussion concerning the options on how development could be spread across Calderdale. Many of the comments were in conflict with others; however it is notable that there was both support and objection to all four options. The options that prompted most discussion were Option 1 Focus on Eastern Calderdale and Option 2 Enhance the Role of Todmorden.

- **Option 1: Focus on Eastern Calderdale** was considered a sustainable option by many and appears to have the greatest amount of support. However there was significant comment on potential over development around Halifax, Brighouse, Hipperholme, Northowram and Shelf.
- **Option 2: Enhance the Role of Todmorden** created the most objections and whilst a degree of development was supported by some it appears the majority consider this option unfeasible.
- **Option 3: Enhance the Role of Elland** created some support providing the associated benefits of a new rail station and town centre improvements can be achieved. It is noted some of the support came from residents living in other areas.
- **Option 4: Current Role and Function** received the least comments and support.
- A few respondents noted a combination of options 1 and 3 may provide a good scenario for future development of the district.

The 10 Local Plan Areas

- 5.11 The concept was generally welcomed and supported although a few questioned its usefulness. The distinction of primary and periphery areas was questioned by some as it was considered this could make the areas 'divisive'.
- 5.12 The following are some of the specific comments from the different areas;
- Separate Hipperholme/Lightcliffe from Northowram and Shelf;
 - Support for a railway station at Elland and Hipperholme;
 - Support for re-opening the Todmorden Curve;
 - Make sure we don't make Brighouse a commuter town;
 - Need to develop Mill Royd Street, Brighouse;
 - Need to improve Hipperholme crossroads/ Stump Cross;
 - More employment in Halifax;
 - Raise the profile of Halifax and improve its town centre but not at all costs;
 - More cultural facilities in Halifax;
 - Concerns over the 'urban village concept' for North Halifax – not all against. Needs to make sure if does happen it is properly integrated and not an 'us and them' situation.
 - Improve access to Sowerby Bridge railway station and improve town centre;
 - Investment in centre of Hebden Bridge would benefit whole of Upper Calder Valley;
 - Re-instatement of Todmorden curve;
 - Lack of facilities in Mytholmroyd/ Luddendenfoot;
 - Need transport improvements to outlying villages
 - Improve the environment and access to the canal; and
 - The moorlands should be preserved and enhanced

CORE STRATEGY PREFERRED OPTIONS CONSULTATION 2012

- 5.13 The Council released the Core Strategy Preferred Options as a further part of the ongoing Regulation 18 Consultation on 19 October 2012, with the Consultation running to 14 December 2012. During this period 16 Public Events were held across the District. The full summary of comments is attached as Appendix 3
- 5.14 Preferred Options for the Core Strategy did not address sites and generated 1,120 direct comments from 194 individuals, agents or groups. The comments were made either on-line, by email or by letter.

LAND ALLOCATIONS AND DESIGNATIONS PLAN EARLY ENGAGEMENT ON SITES: February-March 2014

- 5.15 Whilst still working on the Core Strategy, the Council undertook early engagement on potential site allocations for development and designations that were to be included within the Land Allocations and Designations Plan (LADPlan), as replacements for the Policies/Proposals Map that was prepared under the RCUPD.

The consultation comprised of ten workshops at Brighouse, Elland, Halifax (North and South), Hebden Bridge, Luddenden Foot and Mytholmroyd, Ripponden, Sowerby Bridge and Todmorden. The invitation stated:

The Council is keen to understand what site allocations and designations people think should be included in the Plan, and a series of 'early engagement' workshops with local communities have been arranged. The events will give local people the opportunity to suggest possible new sites, and comment on potential sites that have already been put forward.

A total of 402 individuals attended the events.

INVITATION TO SUBMIT APPLICATIONS FOR LOCAL GREEN SPACE 2015-2018

- 5.16 The Council invited submissions for Local Green Space between 2015 and 2018. 22 applications for Local Green Space were submitted. Of these only 3 are considered to meet the requirements of the NPPF, and have been designated in the Pre-Submission Publication Draft of the Local Plan for Regulation 19 Publication.

LOCAL PLAN: POTENTIAL SITES AND OTHER ASPECTS OF THE LOCAL PLAN - NOVEMBER 2015-MARCH 2016

- 5.17 This consultation took forward some of the policy themes from the Preferred Options of the Core Strategy (2012) but of most interest to many put forward possible sites for development and these were a prime focus of this consultation. This was not a complete initial draft plan but provided context for further engagement and plan preparation. It contained emerging draft policies as well as initial suggestions for sites, trying to take account of the evidence to date, including the Strategic Housing land availability Assessment (SHLAA) and the outcomes of the earlier workshops on sites undertaken for the LADPlan. The draft policies and supporting text sought to show how the local plan could develop as it transposed from the Core Strategy to a Local Plan.
- 5.18 Seven drop-in events were held at Hebden Bridge, Halifax (town centre), Halifax (North), Todmorden, Elland and Sowerby Bridge. The invitation to participate stated:

The main focus of the consultation at this stage is on potential sites to accommodate housing growth. Maps will be available on the Council's website and at a series of drop-in sessions. You will be able to view the location of possible development sites and consider information from detailed site assessments. There will also be the opportunity to comment on a document which presents other aspects of the Plan, including an explanation of how the future housing requirement has been assessed.

- 5.19 For this consultation a strong emphasis was placed on comments being made through the consultation portal on the Council's website. Notification of the consultation and events was sent to those registered on the consultation portal by

email and letter two weeks before the consultation period started; posters and information was sent to Councillors, Local Forum teams, Town and Parish Councils; briefings will took place with the Portfolio holder, Members and other officers (e.g. Contact Centre, Duty planning officers) prior to the events; and press releases were issued. Publicity for the consultations continued throughout using Twitter and Facebook. Attendance at the events around Calderdale was not recorded because they were informal drop-ins rather than workshops.

5.20 In February 2016 feedback was provided to Councillors and it was reported that:

- 1,687 people (including 29 agents made comments);
- 5,051 comments were made (of which 4,433 were about sites);
- 618 comments were made about the draft policies and document;

5.21 The 2015/16 consultation included what were at the time identified at 'Strategic Urban Extensions' (SUEs – now identified as 'Garden Suburbs'). Six potential SUEs were identified and more information about these can be found in the document *Justification for Southeast Calderdale* (April 2018). As a result of the discussion that the SUE's generated a series of workshops were arranged during February – March 2016 in Halifax (West and North), Brighouse, Elland, Shelf and Hebden Bridge. The Council commissioned Planning Aid England (PAE) to run the workshops and report the outcomes.

5.22 The programme and the specific PAE events were publicised and potential attendees were asked to register their interest in attending. The events were primarily aimed at attendees looking at proposals in the general locality in which the event was located though more strategic and general topics were discussed if so desired. Each event was run by PAE volunteers, though Council officers and Councillor Jennifer Lynn (Portfolio Holder) were always in attendance, primarily for information purposes. Other Councillors attended on an ad hoc basis. A total of 104 people attended the workshops.

5.23 Officers produced heat maps showing how many objections were made to individual sites. Six Sites had more than 100 negative comments:

- **LP0026:** The Gate Farm, Saddleworth Road, Greetland;
- **LP0177:** Ellistones Place, Saddleworth Road, Greetland;
- **LP0952:** New Gate Farm, Saddleworth Road, Greetland;
- **LP1330:** Healey Wood Road, Rastrick
- **LP1407:** Scar Bottom Lane, Greetland;
- **LP1451:** Land Between Bradley Wood and Woodhouse Lane, Rastrick;

5.24 Thirteen sites had between 50 and 99 comments:

- **LP0200 / LP1406 / LP1424:** Parrock Lane, Old Town;
- **LP0856:** West Lane, Southowram;

- **LP0872 / LP1440:** Mount Tabor;
- **LP0873 / LP1273:** Walker Lane, Old Town;
- **LP0926 / LP1501:** Manor Drive, Hebden Bridge;
- **LP1483 / LP1484 / LP1485:** Bradley Wood, Woodhouse Lane, Rastrick;

5.25 The main policy issues and concerns were:

- Concerns about the housing numbers;
- Issues over Green Belt release;
- Issues over brownfield targets;
- Issues over density targets;
- Issues over housing design and quality policy;
- Issues over use of national internal space standards;
- Issues over housing mix policy;
- Issues over accessible homes policy;
- Issues over Affordable Housing policy;
- Issues over Green infrastructure;
- Issues over Special protection areas and SAC;
- Issues over renewable energy;
- Issues over flood risk policy

PLANNING AID ENGLAND WORKSHOPS 2016

5.26 A written report summarising the outcomes from the sessions is attached to this document as Appendix 9. However, some of the key findings are highlighted below (taken directly from PAE's report):

- *Relatively little argument about total housing requirements.*
- *Remarkably little argument at the strategic level.*
- *What comments that were made about housing went from discussion of how this was to be provided (i.e. pepper potting or major urban extensions) but with no overall common view, to comments more akin to a detailed examination of planning applications (e.g. access roads too narrow, poor sight line and junction arrangements, congestion).*
- *The more strategic type comments related to how development ideas could be squared against the desire to maintain the generally green environment. 'Why do we need development?' That was until one went into the need for housing; did people think there was a housing crisis; how should this be dealt with; if everyone says that their locality wasn't suitable for development then where would this go? Generally, as is nearly always is the case, once one explained in detail matters such as need for housing and the consequences of providing or not providing for this, most people understood the arguments and became less polarised in their reactions. But there was still a reluctance to then see that this would be a balancing act, as is always the case in planning, between housing/services/roads and the potential effect on greenspace of whatever sort.*

- *A deal of the discussions really needed the results of the additional work/consultations you are carrying out - junction 24A, and especially the flood related work with the EA and the green belt review. People did comment that they found it difficult to make meaningful comments without that work.*
- *There was the expected common complaint about lack of publicity for the events and its transparency. To a point this was understandable BUT the upside, from my point of view, was that the events didn't become public meetings; the discussions could be arranged easily in round table format.*
- *There was a rightly felt concern that some sections of the community weren't involved. Elderly people for example might have found it physically difficult to attend. There was the usual absence of young people when we know that most results of any local plan will only be implemented when they are adults and have children of their own. Little BME involvement. I don't think this is peculiar to Calderdale but we generally need to make consultation processes more extensive and inclusive. But this is an eternal problem and something always to be borne in mind.*

LOCAL PLAN – INITIAL DRAFT AUGUST-OCTOBER 2017

- 5.27 The Council contemplated going straight from the 2015/16 consultation to Publication; however, we were mindful that we had not consulted on all aspects of the policies or the Sustainability Appraisal. The 'Local Plan – Initial Draft' consultation therefore consisted of:
- A vision for the sustainable future of Calderdale;
 - Policies to assist in the determination of planning applications and development projects;
 - Potential sites for new Housing, Employment or Mixed-Use Development;
 - Mapping which shows the potential allocations and where policies would be applied;
 - A draft monitoring framework against which the delivery of the plan can be judged;
 - Sites which have been rejected are also part of consultation;
 - Sustainability Appraisal;
 - Habitat Regulations Assessment.
- 5.28 Appendix 8 is a briefing note that was prepared for Councillors to provide information about this consultation and was prepared in July 2017. Again we undertook a number of drop-in sessions around Calderdale, and the consultation was widely publicised through various media channels.
- 5.30 The consultation resulted in:
- About 8,000 representations comprising 28,230 individual comments:
 - 25,624 comments on sites;
 - 2,496 comments on policies/text;

- 106 comments on Sustainability Appraisal;
- 4 comments on Habitat Regulations Assessment.

SUMMARY OF COMMENTS MADE DURING THE DRAFT LOCAL PLAN CONSULTATION 2017

General Comments:

- Many respondents were concerned about the timing of the Consultation during August and September, citing issues around the holiday season;
- Respondents were also concerned about the manner in which the Consultation had been disseminated, and the on-line consultation for those having limited IT skills;
- Issues around the scale of growth and in particular the selection of the Garden Suburb areas for significant development;
- Respondents cited congestion, lack of school places, difficulties in finding a Doctor's surgery, public transport deficiencies;
- Respondents raised concerns about building over the "green and pleasant land";
- Some respondents were concerned that there was limited evidence in support of the Local Plan;
- Issues around the proposals for the Clifton Business Park (now and Enterprise Zone);
- Concerns that the legal framework for preparing Local Plan has not been followed;
- Conflicts with the National Planning Policy Framework and the protection of the Green Belt, with much land being proposed for development in the Local Plan being in the Green Belt contrary to Government Policy;
- Concerns over the disproportionate spatial distribution focussing huge amounts of development on Brighouse, Hipperholme, Northowram and Shelf;
- Respondents are concerned that the focus upon brownfield and reuse of previous developed land does not appear to follow through in practice, and that Green Belt and greenfield land is being promoted instead;
- Concerns that the timetable being followed for plan preparation mean that it is not possible to give adequate consideration to the comments that have been submitted to the draft local Plan consultation;
- Issues around the Infrastructure to support the Local Plan and the different processes being followed at the City Region and local levels in seeking funding for projects which are being progressed, but not reference in the Local Plan;
- Lack of credible viability and infrastructure information to support the development proposed;
- Concerns that the Local Plan is being limited in terms of its time horizon and will not provide a fifteen year time horizon from adoption;
- Objections to the evidence base supporting the plan;
- Concerns that there is no cross-boundary coordination and consideration of issues, particularly with Kirklees and Cooper Bridge;
- Concerns that Green Belt should be preserved and not built upon;
- Some support for focus on the main towns, but the need to ensure the rural communities are not ignored and left out of the process should also be a concern;
- Concerns around the Vision for the Local Plan and how this is translated into actual development through the Local Plan process;

- Concerns over the Settlement Hierarchy and how settlements fit into this framework;
- Concerns around the Transport Evidence and lack Infrastructure Delivery Plan;
- Many comments relating to congestion and highways issues. The Local Plan will only make this worse;
- The increasing aged population does not appear to be adequately considered in the plan;
- Concerns that all the housing proposed is for families and will not meet the needs of the aging and diverse population of Calderdale;
- Need to address the empty properties in Calderdale before new housing is brought forward;
- Concerns about flood risk and whether the plan is adequately taking this into account;
- Concerns that the Objectives set for the Plan are not followed through in the document itself;
- Concerns around Climate Changes and the issues relating to this and how they are addressed in the Plan;
- The strands of sustainable development are interrelated and not separate, the goals for the plan do not recognise this relationship;
- Concerns relating to pollution levels and the Government's targets relating to West Yorkshire, including Brighouse. These need to be reflected in the Plan;
- Some general objections to the Presumption in Favour of Sustainable Development. Needs more explanation and demonstrating how this follows through the Plan, but this was also balanced by general support for the inclusion of the policy presumption;
- There are a number of comments concerning the structure of the Draft Local Plan with suggestions for a re-ordering and refocus of a number of chapters;
- General support for policies relating to sustainable design and construction, but also some suggestions for amendments;
- Concerns that the Local Plan has not taken brownfield into adequate consideration, by limiting the size threshold for allocation or 0.25ha;
- Concerns about the potential housing numbers, and the manner in which they are derived;
- Concerns that the SHMA is out of date and needs to be revised to take account of later information;
- Issues were raised about the "Liverpool" method and "Sedgefield" method to address undersupply in the housing delivery. Objections were provided to the Council's stated preference to use the Liverpool method by spreading the undersupply over the full plan period.
- Concerns that the "windfall" assumptions in relation to housing delivery are not robust. Others supported the windfall assumptions;
- Concerns that the plan cannot adequately demonstrate a five year housing supply, and that it will be out of date as soon as it is adopted;
- Concerns that the density assumptions for sites are not consistent with the evidence;

- Concerns that the housing requirement is so high and that the Council has not chosen to reduce the “needs” figure taking account of environmental issues which mean the high targets cannot be met without entering the Green Belt;
- Concerns about flood risk across the area and in particular whether the Plan has adequately taken this into account;
- Concerns that the Government’s approach to wind turbines is artificially reducing the ability of Calderdale to meet its renewable energy targets;
- The Local Plan should promote solar gain and ensure buildings are able to take account of their orientation to facilitate solar energy production;
- Concerns around the way the Plan manages the delivery of sites. It is not clear whether there is phasing or not and whether sites will be withdrawn later in the plan period if they are shown not to be needed;
- Concerns that proximity of development to the M62 Corridor will not produce an environment that is conducive to health and well-being;
- Some respondents seek the splitting of transport from Infrastructure and Master Planning and placing it in a separate Chapter;
- Specific issues around a number of the roads across the district where congestion is high and the potential for new development will only worsen conditions;
- Specific issues around the Calderdale Strategic Transport Model and the assessment of sites within the Local Plan. In particular concerns expressed that only sites over 50 dwellings have been specifically modelled;
- Specific issues around some of the Transport evidence and the trip generation rates and destinations;
- Support for the provision of electric charging points in new developments and across the district;
- Policy specific comments in relation to transport and infrastructure;
- Concerns that the regeneration of town centres does not feature strongly and that opportunities to meet housing need on town centre sites have been missed;
- Concerns that the master-planning included for larger sites does not transfer over to the need for master planning for settlements;
- A number of comments considered that master planning should only be undertaken on really large sites – those capable of accommodating more than 500 dwellings, rather than the 50-100 that the policy suggests;
- Specific comments about the master planning policy is unclear and its provisions onerous;
- Concerns that education provision is not adequately reflected in the draft plan;
- Many comments relating to sites for housing, employment and mixed-use. The vast majority were objections, but there were a limited number of positive comments;
- Concerns expressed that the employment evidence was not available to underpin the Local Plan;
- Concerns that the Local Plan Evidence does not cross-refer to the Leeds City region Strategic Economic Plan;
- Need to ensure that the Local Plan reflects the employment evidence, which was not available for this Consultation;
- Several specific comments regarding employment policies, their clarity and intentions;

- Comments relating to the designation of specific retail centres;
- Comments relating to the designation of Shopping Frontages within Halifax Town Centre;
- Concerns that there are few proposals to improve cultural and leisure provision beyond the policy framework;
- Comments regarding the Gypsy and Traveller policy, and concerns about the specific issues relating to the suggested site in Brighthouse;
- Housing policies, concerns around the density assumptions and the distribution of development generally;
- Concerns that the plan needs to provide more detail on the types of housing to be delivered on each site, eg Starter Homes or housing for the elderly;
- Concerns that the need for smaller size homes will be overtaken by the economics of building larger family housing thus not meeting the needs of Calderdale's residents;
- Other respondents considered that the Plan should not be too prescriptive on housing type and leave it for the market to decide;
- Further evidence is required on the cross boundary issues specifically relating to housing market areas;
- Specific comments about self-build housing;
- Comments around the affordable housing policy and the levels to be sought in different areas, and the evidence behind them;
- Comments concerning the built environment and protection of landscape;
- Comments around ensuring design quality is high together with the sustainability requirements for new developments;
- Comments regarding climate change standards and seeking the use of the Merton Rule;
- Comments regarding the use of BREEAM Standards to secure sustainable non-residential development.
- Comments seeking policy requirements for Passivhaus standards;
- Comments regarding the design policies generally with suggestions for amended text;
- Comments regarding the Historic Environment Chapter. Many positive, but some seeking additional safeguard and wording in the policy text;
- Requirement for Heritage Impact Assessment for specific sites identified;
- Comments regarding Green Belt and the need to ensure exceptional circumstances are set out as part of the plan-making process;
- Comments that the Local Plan is in contravention of the NPPF, because it attempts to take land out of the Green Belt;
- Many site specific comments relating to potential sites and their Green Belt status, both positive in support of prospective allocations and negative against such allocations;
- Comments concerned that growth will automatically lead to increased pollution levels and is therefore not compliant with NPPF;
- Specific comments relating to environmental protection policies;
- General comments relating to minerals policy;
- Specific comments relating to text and policies;

- Concerns over the policy framework for “fracking” and unconventional forms of extraction and exploration;
- Concerns and objections about waste policy and sites;
- Concerns that the process for the assessment of waste sites is flawed and needs to be reassessed;

COMMENTS ON THE SUSTAINABILITY APPRAISAL (2017)

- There is a serious flaw in the Sustainability Appraisal as the consideration of the Notions of Distribution all assume that Brighouse will take additional growth, without considering whether this is genuinely deliverable and feasible;
- There is no option relating the distribution of development to the Settlement Hierarchy;
- General comments relating to the role of SA and how it should be presented;
- The need to undertake SA of all rejected sites is also required;
- Specific comments relating to the SA for sites and policies;
- Need to include light pollution as one of the criteria for SA;

COMMENTS ON THE HABITATS REGULATIONS ASSESSMENT (2017)

- Concerns that some of the terminology in the HRA is incorrectly used;
- General support for the approach, but some specific comments needing to be reflected in the update version for the Final Plan;
- Concerns that hydrological effects may not be adequately reflected;
- Issues around potential mitigations relating to tree-planting in relation to flood risk may not be achievable without impacting on the nature conservation value of the SPA/SAC.

CONSULTATION WITH HARD TO REACH GROUPS REGULATION 18

- 5.29 Throughout the preparation of the Local Plan including the Core Strategy, the Council has facilitated a number of sessions with some of the Hard to reach groups. In particular with the disabled and ethnic minorities across the district.
- 5.30 As part of the early engagement for the Core Strategy sessions were held with:
- Disabilities Partnership;
 - DiL Group – Asian Men’s network;
 - Awaas women’s group;
 - Women’s Group;
 - Disabilities Partnership Meeting, King’s Church, Park Road;
 - Schools/Young People;
 - College/Young People;
 - Residents within a number of communities including : Boothtown; Mixenden; Illingworth; Sowerby Bridge; Tenants and Residents Associations (TARAs); College Students;
 - Over 50’s Group;
- 5.31 Many of the events for the Hard to Reach Groups were hosted by Planning Aid England. The summary of the issues discussed are attached as Appendix 4.
- 5.32 Officers have attended meetings with representatives of the BME community in West Central Halifax on a number of occasions and have raised awareness of the Local Plan. For the 2017 consultation we prepared an ‘Easy-read’ questionnaire, which was deposited in public buildings. Furthermore during April 2018 an officer attended the Calderdale Learning Disability Partnership to explain and discuss the Local Plan.

LOCAL PLAN – INITIAL DRAFT AUGUST TO OCTOBER 2017

- 5.33 This Consultation was the climax of the engagement on the Local Plan. Overall 25,624 recognisable comments were made on sites and 2,496 comments on policies/text (a relatively small number of comments were made on the Sustainability Appraisal and Habitat Regulations Assessment. The comments raised about sites have been broken down by issue and this is illustrated in the pie chart below.

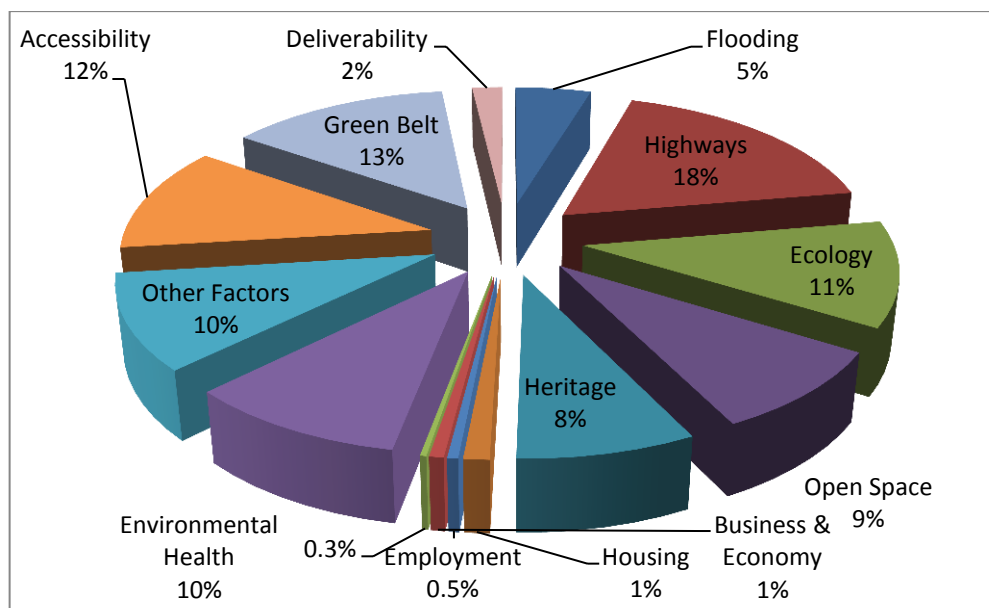


Figure: Themes Identified within the Comments Made during the Consultation 2017

- 5.34 The themes identified above were also very much reflected in the comments made on the policies and text. It can in this respect be seen that key concerns were the impact on highway (and other infrastructure); and the need to release land from the Green Belt.
- 5.35 The Council has considered all the comments made during the consultation in 2017, but given the time constraints in producing the Publication Version of the Local Plan and the scale of representations as indicated above, has been unable to provide detailed responses to individual comments made. Comments were drawn together into matters or issues for further consideration by the Council and consultees in preparing the Publication version of the Local Plan. For example, where respondents may have objected to a potential allocation on highways grounds, those issues will have been further considered by the Highways Section in determining their advice on the Local Plan. Similarly with representations relating to ecology, environmental health, historic environment or other matters. The impact of the comments may be seen in the Site Reports issued with the Publication Version of the Local Plan, or in revised text of policies.

- 5.36 Representations received during the 2017 have been very influential in developing the Publication Version of the Local Plan, although it is not possible to identify individual responses and actions arising.

6 HOW COMMENTS HAVE HELPED SHAPE THE PLAN

- 6.1 Comments made at all stages of Plan preparation have been considered by Officers and members in taking forward the work on the Local Development Framework and the Local Plan. In many cases it is possible to see directly how comments on the wording of policy have shaped the Plan. For sites, many of the controversial proposals in earlier iterations of the Plan have been deleted from the proposals for the Publication version. As a result where comments were objecting to previously proposed sites that are now deleted the link is clear. For many other sites, the comments that were made by representees were taken very seriously by the Council and further work undertaken by the Consultees such as issues relating to flooding, highways, conservation and heritage, or ecology to further assess the proposed allocations. Whilst some of the controversial sites remain there is more robust evidence behind them that is directly attributable to the comments that respondents made.
- 6.2 The proposed number of Sustainable Urban Extensions has reduced from fourteen to two between the 2015 and 2017 consultations, directly as a result of the comments made and the further work that was undertaken as a result of the comments. Whilst the two remaining Garden Suburbs continue to be locally controversial, their inclusion does reflect a wider public concern about the need to plan sustainably, earlier support for the distribution towards eastern Calderdale, rather than towards the west and the environmentally protected areas of the Pennine Moors and a recognition that provision of infrastructure – as noted in the *Infrastructure Delivery Plan* and *Justification for Southeast Calderdale Garden Suburbs* documents, large strategic allocations are necessary in order to plan effectively for the delivery of infrastructure.
- 6.2 In 2016 the *Strategic Vision for Southeast Calderdale* was prepared to illustrate the form of potential development and its relationship to existing and future infrastructure. The Council's decision to commission this document was influenced to a large degree by a desire to allay concerns expressed by local residents about the form, quality and impacts of development on the sites.
- 6.3 Throughout the process a key issue of public concern has been the loss of Green Belt to housing allocations in particular. It was in this context that the Council's Cabinet considered a report in February 2018 setting out the different options for housing requirements. Ultimately Cabinet endorsed the option 'B', which had the least impact on the impact on the Green Belt – further explanation is provided the *Exceptional circumstances for the release of Green Belt* document (April 2018).

7 CONCLUSION

- 7.1 The preparation of Calderdale's Local Plan has followed a logical and iterative process during its preparation. There have been many and various opportunities through engagement workshops, consultation events and the more formal Consultation Period to make representations on the draft policies and the potential sites that could be placed within the Plan.
- 7.2 The Council has consulted widely using a range of different methods, and the results of the consultation have had a tangible impact on the direction that the Plan and its supporting evidence have taken. There has been increasing interest in the Plan as it has been prepared and the on-line Consultation Tool (Limehouse/Objective) has been instrumental in facilitating the making comments and their recording and the ability of the Council to effectively respond.
- 7.3 The representations made when the Submission Draft Local is published will be compiled and summarised prior to submission of the Plan to the Secretary of State for its independent Examination.

Core Strategy Issues and Options

Comments and Feedback

March 2009



Core Strategy Issues and Options

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1. Introduction

1.1 This consultation statement provides details of the consultation undertaken, the comments received and the Councils response to the Local Development Framework (LDF) Core Strategy Issues and Options Consultation. All the comments received during the consultation have been carefully considered by the Council and appropriate actions will be taken as identified in this report.

2 Consultation Process

2.1 The Council began work upon the LDF Core Strategy In January 2008. Much of the early work on the LDF focused upon gathering an evidence base and early community engagement. The early community engagement was conducted between January 2008 and January 2009 and focused upon raising awareness discussions upon the content of the Core Strategy. This awareness raising and discussions took the form of 18 separate meetings and workshops. In addition information was placed on the Council website and information leaflets were placed in libraries and other locations across the district. Due to the fact these events were concerned primarily with awareness raising the number of attendees at events were not noted.

2.2 The first formal consultation stage upon the LDF Core Strategy was the Issues and Options consultation. This consultation ran for 11 weeks between 17th November 2008 and 30th January 2009. The consultation also included the Sustainability Appraisal Scoping Report, and two parts of the evidence base; the Green Belt Review Methodology and Settlement Hierarchy Model. Each of the documents was available both in hard copy and as interactive versions on the council website. In addition leaflets were produced to explain the LDF process and to summarise the Sustainability Appraisal Scoping Report and Core Strategy.

2.3 To compliment the documents and leaflets a number of consultation events were also undertaken. This included 6 drop-in events at venues across the district and 12 workshops/public meetings. Table 1 indicates the number of responses received and the number of people attending events.

Table 1: Responses to the Consultation

Consultation method	Number of respondents	Number of comments received
Core Strategy Issues and Options Documents	178	780
Green Belt Review Methodology	20	59
Settlement Hierarchy Methodology	10	27
Sustainability Appraisal Scoping Report	10	47
Attending events	389	-

3. Core Strategy Issues and Options Consultation

3.1 The following chapter identifies the comments received upon the Core Strategy Issues and Options and the Councils response to these comments. The chapter has been broken down into two sections. The first section deals with comments made at events and workshops, whilst the second section deals with comments made either on-line or in writing.

3a. Core Strategy Consultation Event feedback

3.2 Consultation upon the LDF Core Strategy Issues and Options included a number of consultation events. The events took several different forms and included awareness raising, formal public meetings, road shows and structured workshops. The following section provides a summary of the main outcomes from the events and the Councils response where appropriate.

Early Engagement

3.3 Early engagement was undertaken with partners and the public between January 2008 and January 2009. This early engagement focused upon identifying how the LDF could spatially represent the Sustainable Community Strategy and other visions and strategies. The meetings, discussions and consultations which formed part of this early engagement are set out below (unfortunately the number of people attending the events was not recorded).

Table 2: Early engagement meetings

Date	Group	Main outcomes	Core strategy response
15 January 2008	Member Training Seminar (Calderdale Councillors, Parish/ Town Councillors and Officers)	• Halifax identified as main location for growth, Brighouse area secondary • Regeneration and Public Transport key district wide issues • There were distinct issues within different parts of the district such as better leisure and recreation facilities in East Calderdale and the issue of wind farms in the Upper Calder Valley	These issues were largely incorporated into the discussion points for the Issues and Options document.
7 March 2008	Employment Land in Calderdale (Councillors, Officers, Developers, Land Owners, Partners)	Discussions around the need for good quality employment sites across the district. The lower valley was identified as an area of potential growth.	These discussions were used to inform the Employment Land Review.
13 June 2008	Planning Advisory Service Training Day (Calderdale Councillors, Parish/ Town	The event identified a number of issues considered important in the LDF vision these were; • Create an attractive district with a conserved natural	These issues were incorporated into the discussion points for the Issues and Options document.

	Councillors, Officers and Partners)	and built heritage a dynamic economy and sustained enterprise and business; • Respond to climate change (low carbon economy, plan for the effects of climate change); • Sustainable communities – education, skills and adaptability; • Tourism/ arts; • Narrowing the gap; • Economic diversity	
3 July 2008	Environment Delivery Partnership (Partners and Officers)	Identified strong links between LDF and Environment	Fed directly into the Issues and Options document.
3 July 2008	Safer Stronger Communities Partnership (Partners and Officers)	Identified need for LDF to actively engage residents and links with design agenda	Fed directly into the Issues and Options document.
5 July 2008	Planning Aid BME Training Day (Planning Aid, Members of the Black and Minority Ethnic Community, Partners)	The event identified that the LDF vision should include issues around; • Small business growth; • Good quality housing; • Community cohesion; • Cleaner, greener environment; • Better rail links within and outside the district • Consider release of Green Belt to relieve development pressures upon existing urban areas • More community facilities - not just religious	These points will be considered, together with other consultation responses, as the Core Strategy Vision evolves.
15 July 2008	Hebden Bridge Group (Arranged by Cllr Battye, Councillors and Residents)	Discussion upon the LDF process and Green Belt Review	Comments made at this events fed into the Core Strategy Issues and Options and Green Belt Review Methodology.
18 July 2008	Halifax North and East Safer, Cleaner Greener Group (Partners and Officers)	Identified the need to ensure North and East Halifax needs are identified in the LDF	The LDF will look at how it can respond to the challenges within North and East Halifax as it develops. Further information is being gathered as part of the LDF Evidence base (Spatial Atlas) to inform the Core Strategy of the issues within the area and the wider district.
22 July 2008	Healthier Communities Partnership (Partners and Officers)	Identified links between the LDF and healthier communities through provision of services and opportunities for sport, recreation, walking and cycling.	Fed directly into the Issues and Options document.
3 September 2008	Park Ward Neighbourhood Board (Partners, Officers,	Identified the need to ensure engagement with wider community accessible and need to represent the aspirations of all residents and groups.	Further events have been held and are scheduled to be held within the Park Ward area in conjunction with Planning Aid and Park Community Initiative.

	residents)		
9 September 2008	Lower Valley Area Forum (Councillors, Residents, Partners and Officers)	Discussions around the LDF content and process	An awareness raising event to raise the profile of the LDF and Issues and Options consultation.
10 September 2008	Halifax North and East Area Forum (Councillors, Residents, Partners and Officers)	Discussions around the LDF content and process	An awareness raising event to raise the profile of the LDF and Issues and Options consultation.
18 September 2008	Economy and Enterprise Delivery Partnership (Partners and Officers)	Identified strong links between LDF and Economy and Enterprise	Fed directly into the Issues and Options document.
18 September 2008	Older Peoples Delivery Partnership (Partners and Officers)	Identified need for LDF to deal with issues regarding ageing population in district.	Fed directly into the Issues and Options document.
20 November 2008	Upper Valley Area Forum (Councillors, Residents, Partners and Officers)	Discussions around the Spatial Options in the Issues and Options document. Concern over infrastructure, particularly highways and schools.	Infrastructure will be an integral component of the LDF delivery.
2 December 2008	Member Seminar (Councillors, Parish Councillors, Officers)	Discussions of LDF process and Issues and Options	An awareness raising event to raise the profile of the LDF and Issues and Options consultation.
9 December 2008	Highways Agency (Highways Agency, Officers)	Discuss impact of spatial four options.	Highways agency to submit formal comments on Core Strategy Issues and Options.
12 January 2009	Blackshaw Parish Council (Parish Councillors, Residents)	Discussions around Issues and Options document.	Parish Council and residents to formally submit views as part of process.

Road shows

- 3.4 A number of road shows were organised across the district so that the public could discuss the Issues and Options with officers. The main purpose of the events was to raise awareness and understanding of the Core Strategy Issues and Options and how to become involved in the consultation. Notes were also taken at the events, these are summarised below. All the issues raised, where relevant, will feed into the production of the later stages of the Core Strategy.

Table 3: Road show events and comments made

Date	Venue	Numbers attending			Summary of main comments
		Male	Female	Total	
17 th November 08	Halifax central library	24	7	31	- General discussions around options - Town centre needs more shops - Keep green spaces open - No more flats - Halifax Railway Station is a disgrace need to do something about it. - Not keen on Option 3 as would create lot of problems in Halifax.
18 th November 08	Wainwright Hall, Elland	5	3	8	- General discussions around options - Need for town centre growth and improvement - Need for Supermarket - Railway station should be progressed (Elland)
20 th November 08	Hope Street Baptist Church, Hebden Bridge	13	13	26	- General discussions around options - Need industry up the valley - Already enough housing around Hebden Bridge we don't want anymore. - Some affordable housing required in Upper Valley - Protect our green belt - Many underground culverts and narrow weak bridges in Hebden Bridge of which planners need to be aware.
21 st November 08	St. Pauls Methodist Church, Sowerby Bridge	11	7	18	- General discussions around options - Land to grow own food should be included - Increased density of housing and obstruction of views an issue in Sowerby Bridge. - Need a mix of housing to stop anti-social behaviour - General issues around housing growth - Level of growth and impact upon highway network
24 th November 08	Brighouse Library	15	12	27	- General discussions around options - Lots of congestion need to sort before consider more housing (Brighouse & Hipperholme) - Growth point option may be good if provides right improvements - Don't build on fields off St. Giles Road - Clifton Site (EM42) should be reverted to green belt. - Do not want Brighouse to be part of Halifax (Calderdale).
3 rd	Todmorden	16	9	25	General discussions around options

December 08	Town Hall				• Need for some housing development in Todmorden to keep the town lively • Improvements to the town centre required • Extend green belt boundary around all of Upper Valley (replace area around Todmorden policy) • Renewable energy schemes could be good in the area – particularly hydro-electric
Totals		84	51	135	

Black and Minority Ethnic Communities (BME) Consultation

3.5 These consultation events focused upon the BME communities with a particular emphasis upon Park Ward, the ward with the highest concentration of BME communities in the district. The events were jointly run and organised by Planning Aid, Park Community Initiative and the Council.

3.6 A total of 4 small events were held in November and December 2008, together with a questionnaire which was handed to groups and individuals. The events and questionnaires focused upon the Core Strategy Issues and Options.

Table 4: Black and minority ethnic communities events feedback

Date	Group	Number of Attendees	Main outcomes	Core Strategy Response
20 November 2008	Awaas Group (Womens Group)	6	Raven St. Community building would be better if demolished and rebuild	Too detailed for Core Strategy. Comment will be considered as part of Land Allocations & Designations DPD.
			Need more green spaces in area	Noted. The open space audit will be used to identify deficiencies in open space and rectify these where possible.
			Need new/ improved leisure facilities: swimming pool, gym	Noted. The social infrastructure required to make communities work better will be investigated. However this may, at least in part, require funding through development.
			Crime is an issue for area.	Noted. The design of new development will take this into account.
			More employment opportunities required.	Agree. An Employment Land Review is currently being undertaken to identify the fitness for purpose of current employment sites and allocations and the need for new sites. Accessibility to these sites is also an important consideration.
			Refurbish old/ vacant houses before building new.	Noted. The Council has an empty homes strategy to reduce voids.

Date	Group	Number of Attendees	Main outcomes	Core Strategy Response
			Housing needs to be right type – not flats	Agree. A Strategic Housing Market Assessment will be undertaken to identify housing need.
			Spatial Options: Option 1 – No, means don't get anything new Option 2 - No, not enough space, devalue existing properties, lose valued green space. Option 3 - Yes, unanimous. More services will bring more jobs, getting the balance right between houses, jobs and greenspace. Public need to be consulted more on planning applications for new houses in area, etc. Option 4 - No.	Noted. The comments will be used to inform the evolution of the preferred options.
25 November 2008	Womens Group	12	New housing of all types required in Park Ward	Agree. A Strategic Housing Market Assessment will be undertaken to identify housing need.
			Regeneration of housing in Park Ward	Noted. This will be considered as part of the evolving Core Strategy.
			Need range of jobs in Park Ward	Agree. An Employment Land Review is currently being undertaken to identify the fitness for purpose of current employment sites and allocations and the need for new sites. Accessibility to these sites is also an important consideration.
			Better public transport to facilities and services	Noted. Access to services will be considered through the Settlement Hierarchy.
			Not enough open space in Park Ward	Noted. The open space audit will be used to identify deficiencies in open space and rectify these where possible.
			Lack of leisure facilities: swimming pool, theatre, cinema	Noted. The social infrastructure required to make communities work better will be investigated. However this may, at least in part, require funding through development.
			More energy efficient buildings	Agree. Sustainable construction will be considered as part of the Core Strategy.
			Don't build on flood plains	Agree. A Strategic Flood Risk Assessment has been carried out to ensure areas of flood risk are avoided.
			Spatial Option (Vote) Option 1 – need change in Park Ward this option unlikely	Noted. The comments will be used to inform the evolution of the

Date	Group	Number of Attendees	Main outcomes	Core Strategy Response
			to provide Option 2 – best option need to move area forward with some change (but not too much) Option 3 – May put too much pressure on area and infrastructure (roads etc.) need jobs and open spaces too. Option 4 - Park needs to be improved in a structured way. Developers won't know local issues, culturally and ethnically.	preferred options.
2 December 2008	General Workshop	9	Lack infrastructure to cope with additional housing	Noted. An infrastructure study will be undertaken to identify the need for additional infrastructure to deal with housing growth.
			Location of new housing should be on old industry/ brownfield sites	Agree. The strategy of brownfield first will be a key component of the developing Core Strategy. However the fitness of existing employment sites for continued employment uses need to be investigated.
			High densities but not flats required	Noted. The density of new development will be dependent upon its location.
			Need affordable housing which takes account of cultural needs	Agree. A Strategic Housing Market Assessment will be undertaken to identify housing need.
			Lack of good quality, safe open spaces in Park Ward	Noted. The open space audit will be used to identify deficiencies in open space and rectify these where possible.
			Need to deal with vacant housing first.	Noted. The Council has an empty homes strategy to reduce voids.
			Need to improve housing stock	Noted. This will be considered as part of the evolving Core Strategy.
			Access to services and facilities is poor.	Noted. Access to services will be considered through the Settlement Hierarchy.
			Spatial Option (Vote) Option 1 - 0 Option 2 - 5 Option 3 - 0 Option 4 - 3	Noted. This will feed directly into development of the Spatial Option.
November/	Questionna	18	The most popular choices for the location of new housing	Noted. This will feed directly into development of the Preferred

Date	Group	Number of Attendees	Main outcomes	Core Strategy Response
December 08	ire Responses		was overwhelmingly brownfield land . Other options in order of preference were: 1. Green open land on the edge of towns 2. Green Belt/ countryside outside of towns 3. Green open land within towns	Spatial Option. The strategy of brownfield first will be a key component of the developing Core Strategy.
			A number of issues were raised the most frequently raised were: • Better transport connections to other areas • Affordable housing (cheaper than market value) • More larger housing e.g. for families • More jobs • Better leisure facilities e.g. cinemas, sports centres • More open spaces e.g. parks	Noted. All these issues will feed directly into the development of the Core Strategy.
			Spatial Options (Vote): Option 1 – 0 Option 2 – 2 Option 3 – 15 Option 4 – 1	Noted. This will feed directly into development of the Spatial Option.
9 th February 2009	DIL (Mens) Group	5	Park Ward deprived area. Health problems and lack of development.	Noted.
			There is a lack of parking. Heavy traffic also a problem. Hanson Lane should not be a through road.	Noted.
			Need better health facilities within the area.	Noted. The Core Strategy will investigate how infrastructure may be provided within an area.
			Community building required within the area which many groups could use.	
			Need usable open spaces	
			Lack of consultation and understanding from officials.	Noted. The council are actively working with Planning Aid to increase the effectiveness of consultation in Park Ward.
			Crime rate is high.	Noted. Design of new developments may assist.

Calderdale college events

3.7 Yorkshire Planning Aid and Calderdale College ran two sessions, on 26th January 2009, with students at the College based upon the Core Strategy Issues and Options. The two sets of students were a group of 16 students studying within the construction department and a group of 7 students with learning disabilities.

Table 5: Calderdale college construction department students:

Comment	Council Response
Economy & Enterprise: 1. Concern raised over declining construction industry. 2. Town centre generally good but lack of a cinema noted as a particular issue.	1. Noted. The Core Strategy will aim to provide employment land fit for modern purposes. 2. Noted. The lack of a cinema too detailed for Core Strategy however a Retail Needs Study has been commissioned to look at town centre offer.
Environment: 1. Traffic congestion major issue 2. Location of bus and train station created problems for pedestrian access to town 3. Calderdale has good access to countryside 4. Preserve character of towns (Todmorden highlighted) 5. Urban areas unclean and under-developed 6. More affordable housing required	1. Noted. The capacity of existing and need for new infrastructure will be an integral part of the Core Strategy. 2. Noted. These issues are being considered as part of the Halifax Town Centre and Piece Hall SPD 3. Noted. 4. Agreed. The character of the towns will be conserved therefore new development will need to account for this. 5. Noted. Derelict areas will be considered for development under the Land Allocations and Designations DPD. 6. Agreed. The Strategic Housing Market Assessment will provide an assessment of need for affordable housing across the district.
Healthier Communities: 1. Open space important	1. Agree. The Open space, sport and recreation audit and Green Infrastructure study will aid the identification and protection of important open spaces.
Safer and Stronger Communities:	

1. Redevelopment may assist in creating stronger communities 2. Crime an issue for urban communities	1. Noted. 2. Noted.
Children and Young People: 1. Town centre does not cater for young people, lack of cinema particular concern	1. Noted. The lack of a cinema too detailed for Core Strategy however infrastructure will be considered as part of the Core Strategy.
Spatial Options (vote) Option 1- 0 Option 2- 0 Option 3- 6 Option 4- 8	Noted. This will feed directly into development of the Spatial Option.

Table 6: Calderdale college students with learning disabilities:

Comment	Council Response
Economy & Enterprise: 1. Halifax town centre generally good but lack of a cinema noted as a particular issue. 2. Brownfield sites ideal economic regeneration and residential development location.	1. Noted. The lack of a cinema too detailed for Core Strategy however a Retail Needs Study has been commissioned to look at town centre offer. 2. Agree. The strategy of brownfield first will be a key component of the developing Core Strategy. However the fitness of existing employment sites for continued employment uses need to be investigated.
Environment: 1. Rich architectural environment of Halifax town centre was ideal for redevelopment for residential purposes. 2. Good access to areas of natural beauty	1/2. Noted.
Healthier Communities: 1. Wheelchair access to buildings, provision of lifts and pavements poor. 2. Traffic congestion particular issue	1. Accessibility is a key issue for the Core Strategy. 2. Noted. The capacity of existing and need for new infrastructure will be an integral part of the Core Strategy.

3. Parklands and sports centres need to be more user friendly for all users 4. Community supported housing is considered best housing option for this group.	3. Accessibility is a key issue for the Core Strategy. 4. Noted. The Strategic Housing Market Assessment will provide an assessment of need across the district.
Safer and Stronger Communities: 1. Crime problems in parks 2. Most new housing being built inappropriate for this group.	1. Noted. 2. Noted. The Strategic Housing Market Assessment will provide an assessment of need across the district.
Older People: 1. Sheltered accommodation required but not at the expense of younger people.	1. Noted. The Strategic Housing Market Assessment will provide an assessment of need across the district.
Children and Young People: 1. Not enough youth facilities, particularly in Brighouse.	1. Noted. The infrastructure needs of an area will be considered as part of the Core Strategy.

Pennine Housing Tenants Federation Consultation

3.8 Yorkshire Planning Aid led two events in conjunction with Calderdale Council and Pennine Housing with the Tenants Federation. The first event held on 17th December 2008 was attended by 22 tenants and focused upon the different areas of Calderdale and what the participants liked and disliked about their area. The second event held on 14th January 2009, also attended by 22 tenants, focused upon general issues and the four spatial options in the Core Strategy Issues and Options document.

Table 7: Initial Pennine Housing Tenants Federation Consultation comments/ issues

Comment/ issue	Council response
Hebden Bridge really quiet. Full of southerners and commuters.	Not relevant
Need for affordable housing. Lots standing empty new build	Noted. The Strategic Housing Market Assessment will provide an assessment of need for affordable housing across the district.
Empty mills & public houses, brownfield sites	Agree. The strategy of brownfield first will be a key component of the developing Core Strategy.
Provision for rented accommodation	Noted. The Strategic Housing Market Assessment will provide an assessment of need for different types of housing across the district.

Comment/ issue	Council response
Conservative government	Not relevant
New roads would be required	Noted. The infrastructure needs of an area will be considered as part of the Core Strategy.
6 people didn't want to expand development into green fields	Noted. The strategy of brownfield first will be a key component of the developing Core Strategy. However green fields may need to be considered in the longer term.
Sowerby Bridge, small village with uninhabited housing. Are they planning new roads?	Noted. The Council has an empty homes strategy. The infrastructure needs of an area will be considered as part of the Core Strategy.
10,000 new homes where are they going to build them.	Noted. The general location of new housing will be determined through the Core Strategy.
What about HBOS, what if that went down.	Noted. The LDF cannot control the loss of individual companies however it can aid their retention and provision for new business by providing land and premises fit for modern business purposes. The Employment Land Review aims to identify a modern portfolio of employment sites for the district which will inform the Core Strategy and Land Allocations and Designations DPDs.
Effectiveness of planning department. People win on appeal.	Disagree. The LDF will provide a robust up to date policy framework for decisions upon planning applications.
A lot of angry tenants groups who weren't consulted in the 1990s	Noted. The LDF process is aiming to increase engagement in the plan making process.
Localised industry where ever people are to be housed. AREA Ownership	Agree. It will be an aim of the Core Strategy to minimise the distances travelled to work, where possible.
Concerned re no jobs for people	Noted. The LDF cannot control the loss of individual companies however it can aid their retention and provision for new business by providing land and premises fit for modern business purposes. The Employment Land Review aims to identify a modern portfolio of employment sites for the district which will inform the Core Strategy and Land Allocations and Designations DPDs.
Don't like: Crime (Burglary) & Parking issues. Like Local shops, good community and countryside. HIPPERHOLME	Noted.
Road planning has been neglected round Luddendenfoot, especially round the area of Luddenden Lane & Burnley Road due to Britannia Homes @ xxxxx Mills	Noted. The infrastructure needs of an area will be considered as part of the Core Strategy.
St James Court HX1 1YD. Flats are good, but traffic dangerous. Bad for elderly people, but good to be near town. It could be made safer by using one way traffic.	Too detailed for Core Strategy, however comments will be considered as part of Land Allocations and Designations DPD.
St James Court HX11YD. Age group over 50. Good point handy for shopping and buses. Downside traffic needs to be one way in Albion Street. Too much street parking in same area.	Too detailed for Core Strategy, however comments will be considered as part of Land Allocations and Designations DPD.

Comment/ issue	Council response
Need NHS dentists and Drs surgeries. No building on green belts and flood plains. Need affordable rents i.e. benefits equal. Need by pass for Sowerby Bridge to the motorway.	Noted. The infrastructure needs of an area will be considered as part of the Core Strategy. A Green Belt Review and Strategic Flood Risk Assessment are being undertaken to look at these issues.
Use derelict mills and pubs etc before taking land.	The strategy of brownfield first will be a key component of the developing Core Strategy. However green fields may need to be considered in the longer term.
There are quite a lot of asthma and chest problems in Siddal. Not much green space in Siddal. We get all the fumes from traffic on Salterhebble. Siddal is the short cut to Halifax from Elland, Huddersfield, Brighouse. OAPs cannot cross the roads. Children at risk crossing roads. Older people do not want to start buying houses.	Noted.
Derelict land can't see why it's not developed	Agree. The strategy of brownfield first will be a key component of the developing Core Strategy, where relevant.

Table 8: Pennine Housing Tenants Federation Consultation Likes/ Dislikes about their areas

Area	Comment	Council Response
Elland	1. Quiet area 2. Friendly Folk 3. Good Schools, Friendly people, Lack of Shops 4. Needs a supermarket	1. Noted 2. Noted 3/4. The need for new shops/ supermarket will be investigated through the Retail Needs Study and incorporated into the LDF if relevant.
Todmorden	1. Like the flats in this area. 2. Would not like any further building. 3. Good Bus service. 4. Near enough to town centre.	1. Noted 2. Disagree. Further building will be required to account for at least locally generated need. 3. Noted. 4. Noted.
Luddendenfoot/ Kershaw	1. The best feature of Kershaw is the open aspect and the green spaces.	1. Noted.
Lumbutts	1. Like the open countryside and old cottages	1. Noted.
Heptonstall	1. Heptonstall – lovely village and area. Do not spoil.	1. Noted. An aim of the Core Strategy will be to preserve and enhance areas whilst also accommodating the needs of an area.
Halifax	1. Good eating out choice 2. Good convenient shopping	1-4. Noted 5. Not relevant to the Core Strategy

Area	Comment	Council Response
	3. Fantastic views 4. Good bus service 5. Too many traffic lights 6. Friendly folk 7. Congestion on Wharf Street and Town Hall Street 8. Not enough NHS dentists 9. Good Schools 10. Top of Tower Hill	6. Noted 7. Noted. The Core Strategy will need to take account of the infrastructure needs of the area. 8. Further action required. Discussions with the NHS may be required to identify the need for additional facilities, particularly where growth is proposed. 9/10. Noted.
Siddal	1. No doctors appointments as too many houses being built & plenty of empty properties 2. We have no zebra crossings 3. Need community centre 4. Roads congested	1. Further action required. Discussions with the NHS may be required to identify the need for additional facilities, particularly where growth is proposed. 2/3/4. Noted. The Core Strategy will need to take account of the infrastructure needs of the area.

Table 9: Second Pennine Housing Tenants Federation consultation feedback

Comment/ issue	Council response
Economy: 1. Brighouse and Elland could have more retail development related to the motorway. 2. Regeneration of Halifax centre a priority but preserve our heritage 3. Develop peripheral areas of Halifax for mixed uses. 4. If no new jobs (changing economy), no need for new homes or revised figures/ who will buy new homes in credit crunch. 5. Good range of shops in Brighouse – should be retained 6. Need better town centre shopping in Sowerby Bridge	1. Disagree. Out of town retail would detract from the health and vitality of existing town centres. 2. Agree. Halifax needs to perform the role of the main centre within the district. The draft retail needs study indicates it has recently been underperforming. The Core Strategy will seek to address this. 3. Further investigation required. This will be dependent upon outcomes of Retail Needs Study and work upon Halifax masterplan. However do not want to detract from health and vitality of existing town centre. 4. Disagree. The Core Strategy is looking forward for 15 years. There are likely to be several changes in the economy over this period. 5/6. Noted. The Retail Needs Study will identify any deficits in retail presence within these towns.
Environment:	

Comment/ issue	Council response
1. Concern about flood plain development 2. New housing need garden provision 3. High pollution in Sowerby Bridge 4. Communal areas for play required 5. Keep allotments/ areas for local food production.	1. Agree. A Strategic Flood Risk Assessment has been undertaken to identify areas of flood risk. 2. Noted. 3. Noted. The Core Strategy will attempt to minimise this by promoting alternative forms of transport and minimising travel distances. 4/5. Noted. The need for open spaces including allotments will be an integral part of the Core Strategy.
Transport: 1. Strong support for more public transport (train/ bus/ new forms) 2. Halifax bus station should be on Eureka site. 3. Road network out-dated 4. Link rail stations to park and ride 5. Congestion in Sowerby Bridge 6. Need to improve Hipperholme cross-roads. 7. Need off-road parking (houses and in towns). 8. Dangerous getting onto main roads in Upper valley	1. Agree. The Core Strategy will promote the use of public transport. 2. Noted. This is currently being investigated as part of the Halifax town centre masterplan. 3/4/5/6/7. Noted. Infrastructure requirements will be a key element of the Core Strategy. 8. Noted.
Housing: 1. Lots of vacant homes need to be filled before building new. 2. More social/ affordable housing required (Hebden Bridge & Upper Valley noted as particular problem) 3. Types of property size, number bedrooms all raised. 4. Lifetime homes good idea 5. Location important for elderly – not top of a hill 6. Mixed communities (old and young) good idea – but not cheek by jowl.	1. Noted. The Council has an empty homes strategy to reduce voids. 2/3. Noted. The Strategic Housing Market Assessment will provide an assessment of need for affordable housing across the district. 4. Agree. The Core Strategy will need to look at the provision of Lifetime homes. 5. Agree. The location of elderly persons accommodation will need to be chosen carefully. 6. Agree. Mixed communities will be considered as part of the LDF process.
Health: 1. Open spaces required to combat obesity 2. Not enough doctors. NHS dentists in Sowerby Bridge	1. Agree. Open spaces delivery and the related health benefits will be an important element of the Core Strategy. 2. Noted. Discussions regarding the need for additional services will be discussed with stakeholders.
Sites: 1. Strawberry fields Sowerby Bridge is a potential development site	1/2/3. Deal with under different DPD. These issues will be considered as part of

Comment/ issue	Council response
2. Crib Lane flats site would accommodate a lot of housing 3. Redevelop Walkleys Clogs site, Mytholmroyd for housing/ flats (private and rented)	the Land Allocations and Designations DPD.
General: 1. Schools oversubscribed 2. Crime not big issue 3. Need lighting to feel safe 4. Halifax not one community – made up of several	1. Noted. Discussions regarding the need for additional services will be discussed with stakeholders. 2/3/4. Noted
Spatial Options 1. Re-use redundant buildings/ brownfield sites first 2. Green field development not ruled out as lots of green land in district 3. Concentrate in Halifax/ Brighouse 4. Join Mytholmroyd and Hebden Bridge 5. Development required in Upper Valley particularly around Todmorden 6. Option 1 – 0 votes; concerns over potential loss of Green Belt; 7. Option 2 – 14 votes; must be pay-offs particularly transport orientated (e.g. new rail station & junction improvements Hipperholme) 8. Option 3 – 3 votes; Need new services in Halifax and must benefit all Calderdale. Difficult to envisage enough land in Halifax. 9. Option 4 – 5 votes; May contribute to more commuters (lot development near m'way;) 10. Other options put forward; a. New town b. Develop near new/ existing railway stations	1. Agree. The strategy of brownfield first will be a key component of the developing Core Strategy, where relevant. 2. Agree. A full assessment of the availability of land is being undertaken as part of the LDF evidence base. 3-10. Noted. To be considered as the Spatial Option is developed.

North Halifax Events

- 3.9 Two events consultation events were conducted in North Halifax. Both of these events were undertaken by the Council and Ovenden and Mixenden Initiative. The first event was held on 6th September 2008 at the North Halifax Garden Party. Approximately 40 people participated at this event. The aim of this event was to raise awareness of the LDF but also provide residents with the opportunity to identify what they would like to see within their area. Many of the outcomes from the day were site specific and therefore not directly relevant to the Core Strategy, but these comments will be invaluable to the Land Allocations and Designations document.

- 3.10 The second event was held on 12th November 2008 and was organised by Ovenden & Mixenden Initiative, Planning Aid and Calderdale MBC. A total of 24 people attended the event including 14 Junior Wardens. The purpose of the event was to engage Junior Wardens from each of the Primary Schools in North Halifax to talk about what they like/ dislike about their area and any changes they would like to see. Again many of the outcomes from the day were site specific and therefore not directly relevant to the Core Strategy, but these comments will be invaluable to the Land Allocations and Designations document.
- 3.11 The main conclusions which can be drawn from both events for the Core Strategy was that most of the respondents liked the North Halifax area but felt it needed to be improved. Particular concerns were raised over open space, particularly the lack of well maintained useable open space. In addition traffic congestion was considered a major problem. These issues will be fed directly into the Core Strategy.

Brighouse Public Meeting

- 3.12 This event was organised at the request of Clifton Action Group and a residents group from Hipperholme and Lightcliffe. The event was chaired by Chris McCafferty MP and attended by at least 73 residents. The event explained the LDF process and allowed residents ask questions about the new system and any particular concerns they had. In addition comments cards were available to allow residents who did not wish to speak to voice their concerns.
- 3.13 A summary of the main points from the comments cards are set out below:

Table 10: Brighouse public meeting feedback

Card No	Question a) <i>What are the most important issues in your area (please tell us where you live)?</i>	
	Comment	Council Response
1	Traffic congestion and jobs. Traffic – more roads and rail connection before any more houses are built. Congestion – more work in Calderdale plus more roads and rail. Jobs – Without more jobs there will be more traffic and congestion and people will leave the area.	Noted. The Core Strategy will aim to provide 610 new jobs per annum within the district. The infrastructure needs of an area will be considered as part of the Core Strategy.
2	Clifton Great concerns over increased traffic in area from Industrial Estate and extra housing. Especially at bottom of Clifton Common and coming off M62	Noted. The infrastructure needs of an area will be considered as part of the Core Strategy.
3	Most local residents relate best to their local action groups in Clifton, Lightcliffe, Hipperholme and feel that they are best represented via these groups. I would urge you to continue dialogue with them – it at least represents a form of local democracy – which works	Noted. Action groups will be kept informed and involved in the production of the Core Strategy and other LDF documents.

Card No	Question a) <i>What are the most important issues in your area (please tell us where you live)?</i>	
4	Thornhills Lane, Clifton I find that with current traffic problems in Brighouse any mass development is out of the question. Brighouse has seen 18% growth in the last 11 years. The main pressure on release of Green Belt Land comes from volume builders. This needs resisting.	Noted. The infrastructure needs of an area will be considered as part of the Core Strategy. The Green Belt will be investigated as part of the Core Strategy, those areas which fulfil the purposes of Green Belt will be protected from future development where possible.
5	Bailiff Bridge Not using any more Greenfield sites for building. Better infrastructure for our "village" at Bailiff Bridge.	Noted. The strategy of brownfield first will be a key component of the developing Core Strategy. The infrastructure needs of an area will be considered as part of the Core Strategy.
6	Clifton Retention of existing Green Belt use of available brownfield sites	Noted. The strategy of brownfield first will be a key component of the developing Core Strategy.
7	Green Belt preservation between Lightcliffe, Hipperholme and Hove Edge with the social, environmental and character destruction that its loss may cause. Effect if building on losing green space on communities area identities and limits of density.	Noted. The Green Belt will be investigated as part of the Core Strategy, those areas which fulfil the purposes of Green Belt will be protected from future development where possible.
8	Development on greenfield	Not enough information.
9	Kirk Lane Hipperholme. To retain its character and not to become a dormitory town for Leeds.	Noted.
10	Keep green fields Avoid increasing the traffic on all Brighouse roads Avoid light pollution from new office/ light industry/ leisure development which require 24hr lighting for security.	Noted.
	Question b) Which of the four options do you prefer? Are there any other realistic options?	
1	Unless there is any area which is going to have a massive increase in roads then surely the growth should be spread as evenly as possible. No area should be expected to take the whole of this massive disadvantage.	Noted. The infrastructure needs of an area will be considered as part of the Core Strategy. However new development may facilitate of infrastructure improvements.
8	I can't agree with any option because they are all based on numbers form a department that will be defunct in April and I don't trust their figures.	Noted. If the Core Strategy does not conform with the RSS it may be found 'unsound' at examination.
9	Option 1	Noted. This will feed into the development of the Core Strategy Spatial option.
10	None really. The research was done when everyone expected growth.	Noted. The Core Strategy is looking forward for the next 15 years and is based upon average growth conditions. Whilst the current economic downturn is an important issue. The economy is likely to go through several changes over the next 15 years.
	Question c) Do you have any other comments?	
1	The whole process has been rushed and left to the last minute. Important issues affecting the main financial	Disagree. Work upon the Core Strategy began in January 2008. The evolution of the Core Strategy will provide at least a further two opportunities for public comment.

Card No	Question a) <i>What are the most important issues in your area (please tell us where you live)?</i>	
	and emotional asset that people have should be given more time and consideration.	
2	Would need to increase funding for Calderdale Primary Care Trust to cope with increased population form 500 extra households. Would need new schools. Already a very large resident population who would experience excessive disruption for many years if new development were begun.	Noted. The infrastructure needs of an area will be considered as part of the Core Strategy. However new development may facilitate infrastructure improvements.
5	Check again whether there is any need for more housing	Noted. If the Core Strategy does not conform with the RSS it may be found 'unsound' at examination.
7	The green boundaries between areas must be preserved so social and other problems do not follow previous years where unrestricted growth has occurred. Further forums on a more localised scale will be good.	Noted. Open space provision and green infrastructure delivery will be key issues for the Core Strategy.
9	Hipperholme is of historic importance – any future development will compromise its character. It will also affect wildlife and the environment. It will become a concrete jungle	Noted. The character, environment and wildlife value of areas are key considerations for the Core Strategy. However new development does not necessarily compromise an area and indeed can enhance if well designed.
10	How seriously do you take sustainability? The Sustainability Appraisal Document says you are committed to the following: • To reduce the effect of traffic upon the environment • To protect and enhance biodiversity • To reduce pollution levels including the carbon footprint of the District • To protect and enhance the natural, semi natural and man-made landscape • To ensure efficient use of land. If you are truly committed to these principles 90% of the green field applications would be thrown out instantly The land sale application process seems like a lottery. How much does it cost to apply? Can I suggest that the cost of applying for a land sale is raised to a substantial non-refundable figure to deter a flood of speculative applications. If you impose very strict sustainability criteria and warn all non-compliant applications that they will lose a substantial sum, they will stop wasting your time. Then you will no longer have to waste your time reviewing hundreds of sites and attending meetings at which residents are understandably bamboozled by your process and unable to comment on any concrete proposals (because you don't have any at this stage).	Noted. It is a statutory requirement that the Core Strategy is subject to Sustainability Appraisal. Therefore the Core Strategy will be scrutinised for its compliance against the criteria set out within the Sustainability Appraisal document and amended where required. The Core Strategy is not about selling land rather it is about shaping places and identifying the most appropriate use of land given the requirements of the district.

3b. Core Strategy Issues and Options comments made on-line or in writing

- 3.14 The following tables identify written responses to the Core Strategy Issues and Options document and the Council response to each individual point made. Overall, 774 comments were made, of these, some 223 require further action, 444 have been noted, the Council disagrees with 27 comments, and 80 comments are matters that will be dealt with under a different Development Plan Document.

Table 11 – Core Strategy Issues and Options Comments – Action Required

Resp No.	Full Name	Organisation Details/Agent	Section/ Para/Table	Response Categories	Summary of Comments	Council Response
19	Unknown	National Offender Management Service/ Atkins Transport Ltd		Further investigation required	Raises the issue of a new prison to meet the needs of Calderdale, and the inclusion of a criteria based policy to allow the consideration of a new prison within the district.	Whilst there is potentially no issue about including a criteria based policy within the Core Strategy or other relevant DPD, the issue of a prison itself within the district has not so far been raised with the population. As the respondent states there are no proposals nor sites suggested by the prison service at this time, but the Council will potentially need to address this issue and the LDF processes.
55	Mr Roy Donson	Regional Planning Director Barratt Northern		Further investigation required	The implications of the current recession and economic downturn, which may last for at least 5 years will make the production of a sound plan a significant challenge. The need will be for flexibility and element of original thinking but the test has to be the capability of delivery. Economic viability must therefore be fully assessed.	The implications of the downturn will clearly make a great difficulty in the plan making process. Flexibility will be a watchword of the Core Strategy and the viability of proposals a fundamental aim.
252	Miss Rachael Bust	Planning and Local Authority Liaison, The Coal Authority		Further investigation required	The issue of the Coal Mining Legacy within Calderdale is raised together with coal extraction and the protection of resources in accordance with MPS1.	The Coal Mining legacy is acknowledged and the need to responsibly plan the work of the Minerals Planning Authority is fully supported. Much further work will be needed as this develops within the context of the Core Strategy, and the issues raised by the respondent will require careful consideration.
262	Mrs Rachel Wigginton	Senior Planning Officer Government Office for Yorkshire and the		Agree - further action	Comments upon streamlined system and need for further consultation prior to submission.	The changes to the system will be incorporated into the production of the Core Strategy. The Council intend to undertake further consultation as necessary prior to submission.

Resp No.	Full Name	Organisation Details/Agent	Section/ Para/Table	Response Categories	Summary of Comments	Council Response
		Humber				
437	Mr D R Witcher	Shibden Valley Society		Further investigation required	Raises concerns about the effects of the recession on future planning particularly the implications of the collapse in the housing market and potential increases in out-commuting as a result of the recession.	The effects of the recession will clearly need to be addressed within the Core Strategy, although as a long term plan the short term implications of downturn may only mask the underlying needs.
256	Mrs P Billings	Hunter Page Planning		Agree - further action	A key objective of the emerging LDF should be the promotion of more businesses of different types and sizes and in ALL parts of Calderdale - urban and rural.	Policies in the Core Strategy should be closely aligned with objectives outlined in the SCS. They should also help to ensure that the local economy is flexible enough to adapt to changing economic conditions, and support sustainable communities. Therefore the issues raised should be a key part of economic policies within the Calderdale Core Strategy.
514	mr richard jeffries	co-ordinator Calderdale Local Orchard Group		Further investigation required	Land for people to grow their own food, land for community supported agriculture, land for community orchards! The planning and provision of growing spaces across the public and private areas of Calderdale is extremely important and simply must be addressed.	These are important issues, but whether it is appropriate for these to be dealt with in such detail in a Core Strategy is uncertain. Further investigation will be needed to ascertain whether this is an appropriate way forward within the context of the Core Strategy.
496	Mr Alan Reid	Chair Clifton Action Group		Agree - further action	Why is the Land Allocations and Designations Development Plan Document next document to be produced? Concerns are raised about the "Call for Sites" and democratic responses to proposed developments.	A strategic review of the Green Belt is being undertaken within the context of the Core Strategy... as it is essential that the implications of the strategy are fully explored. Some changes to Green Belt boundaries, where there are to be strategic allocations may come forward as part of the Core Strategy - as there are requirement to identify and allocate strategic land in Core Strategy, which is fundamental to the delivery of the strategy as a whole. The Land Allocations and Designations DPD will include the full review of the Green Belt boundaries as an integral consideration of the allocations and designations as the Green Belt is designated by Calderdale and the will need to be produced within the LDF Proposals Map in

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						due course. The Core Strategy must be supported by a detailed assessment of land availability over the next 15 years. This in turn must be informed by an initial assessment of opportunities (including all land which developers may wish to put forward for consideration. (This advice is set out in the Strategic Housing Land Availability Assessment (SHLAA), and Employment Land Review guidance issued by the Department for Communities and Local Government (CLG). As a starting point these assessments have to be policy neutral (and therefore exclude the Green Belt as a potential constraint). Sites and areas that will be proposed for change will come forward for public comment through the development of the Land Allocations & Designations DPD, or within the Core Strategy if they are Strategic allocations at the appropriate time.
413	Mrs D Reid		1.4	Agree - further action	Raises questions about what a Core Strategy is.	The Core Strategy will be a framework indicating what development is needed; where this should be provided; who will provide it; the public sector resources necessary to deliver this development and a general framework against which all subsequent documents within the LDF or planning decisions will be required to be in conformity. It is NOT a land use-plan in the way that the Unitary Development Plan was, neither is a full set of policy tools for Development Control to assess planning applications. It should also be remembered that National Policy MUST be complied with during the planning process and the that Regional Spatial Strategy is also part of the Development Plan for Calderdale, and therefore that LOCAL development Framework puts into effect these higher order policies in the local context. The objector appears to miss-understand the wording in paragraph 1.4 of the consultation document. The Land Allocations & Designations DPD will be the next

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						document to be produced within the LDF (once the Core Strategy has been adopted). It is NOT the next stage in the process as suggested.
498	Mr Alan Reid	Chair Clifton Action Group		Further investigation required	Raises questions about the current housing market and the RSS.	Review of RSS is currently underway, and is being led by the Regional Assembly. No doubt all these issues will be raised through that process, and there is nothing to suggest that the Core Strategy should be postponed or delayed whilst the RSS review is undertaken.
411	Mrs D Reid		Table 1	Further investigation required	Questions the validity of the housing and employment figures within the Regional Spatial Strategy and asks if the Council intending to create unemployment?	The housing and employment figures have already been tested by independent examination during preparation of the Regional Spatial Strategy and are contained within the published document. This is part of the statutory development plan for Calderdale and the Core Strategy must be in general conformity with the RSS. Housing requirements, are intended to meet the needs of all those who resort to live in Calderdale, including for the elderly and the increases in smaller household hold sizes that are a feature of British Society. The modelling is not as straight forward as 1 house for every 2 people in employment as if this were to be the case Calderdale would only have approximately 40,000 houses whereas in fact we have in over 85,000 dwellings for a population of nearly 200,000 people of which only 80,000 are in employment. Ensuring that the economy is sound is a fundamental part of the planning process and the provision of land for employment is an essential part of the planning process. Accessibility to opportunities within other districts is also an important aspect of understanding and planning for the development of the district in its sub-regional context. The challenge is to deliver sustainable development which meets the needs of residents and businesses within the district, whilst also delivering social and environmental benefits and improved outcomes.

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521	Mr Richard Lee	Project Planning And Property Consultant	Table 1	Further investigation required	Questions whether restricting development to Halifax and Brighouse is appropriate.	The comments are noted. The role of Elland (the third largest town in Calderdale) will be fully addressed within the Core Strategy.
518	Mr Andrew Donaldson		Table 1	Further investigation required	Brighouse cannot take the numbers mentioned without creating big problems. We must look further outside this narrow corridor of directions we have got ourselves into and adjust the core strategy to serve the communities as should be intended.	The core approach of RSS 2008 is already set, and the Core Strategy must be in general conformity with this approach. However this is being tested again through a consultation on a review of the RSS which finished on January 30, 2009, and is the responsibility of the Regional Assembly. One of the purposes of the preparation of the LDF is to address the infrastructure problems and to help create sustainable communities in consultation with those communities. We are only just starting the process and there is much work to do before the Core Strategy is finalised.
499	Mr Alan Reid	Chair Clifton Action Group	Table 1	Further investigation required	Raises questions about the key requirements of Table 1 and how the consultation has been undertaken.	The RSS sets the key framework for delivering development within Calderdale. As these are already part of the Development Plan for Calderdale it is appropriate to investigate further how these requirements can actually be delivered on the ground in the local area. This is one of the main purposes of the LDF process as a whole. The RSS process is long and involved and the full documentation for housing and employment issues and selection of Principal Towns etc is available from the Regional Assembly.
263	Mrs Rachel Wigginton	Senior Planning Officer Government Office for Yorkshire and the Humber		Agree - further action	Ensure that a clear audit trail is developed.	Comments noted. The audit trail is essential and will be developed and kept up to date as the process goes on.
500	Mr Alan Reid	Chair Clifton Action Group		Agree - further action	Raises issues about the validity of the evidence upon which the Core Strategy is to be based.	The objector is correct that the evidence base is crucial for establishing whether the Core Strategy is sound. A lot of information is coming forward through various avenues and sources all of which will have a bearing upon the future scope and range of the Core Strategy, and this will have a bearing upon the next

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						rounds of consultation. The development of the new LDF is an iterative process and so there will be many more opportunities for public engagement before the plan is finally adopted.
80	Mr John Pilgrim	Yorkshire Forward	2	Agree - further action	We consider that tourism provides an economic opportunity for Calderdale, and it would therefore be beneficial if the Core Strategy would clearly link to the regional Visitor Economy Strategy.	The Core Strategy will consider the Visitor Economy Strategy, where relevant.
628	Mr Phil Megson	Strategic Planning Manager Lancashire County Council	2	Agree - further action	Section 2 at paragraphs 2.3 and 2.4 should also recognise that the western part of Calderdale is situated next to the Central Lancashire City Region.	That reference is made to the Central Lancashire City region within the LDF.
629	Mr Phil Megson	Strategic Planning Manager Lancashire County Council	2	Agree - further action	The Core Strategy should recognise the impact of development on the landscape of the South Pennines as well as impacts on natural and historic environmental features.	It is agreed that the Core Strategy should recognise and manage the impact of development on the landscape of the South Pennines. Policies in the preferred options consultation stage should reflect this.
34	Mr Steve Heckley	LTP and Planning Lead Officer WYPTE (Metro)	2.3	Further investigation required	Public transport and links to the city regions not covered within the issues and options paper.	The issues and options stated that at this time the consultation was being housing led. The LDF must and will cover accessibility and public transport concerns as it develops.
502	Mr Alan Reid	Chair Clifton Action Group	2.3	Further investigation required	Raises concerns about the congestion on the M62 and long travel times to Leeds, Manchester and Liverpool. Local jobs will be needed to support reduction in the carbon footprint of the District. Focussing on the M62 will only lead to more congestion and denude the valley towns of jobs.	Issues relating to the M62 and the location of employment land are a clear and very real concern for the LDF. Central Government supports the RSS which focuses development in Halifax and Brighouse. It is part of the balancing act within planning to ensure that new development is not just car orientated or road based, but that it contributes to sustainable economic growth, which includes considering the impacts on the M62 and scope for growth within the Calder Valley.
706	Mr Anthony Rae	Friends Of The Earth (Calderdale)	2.5	Further investigation required	Concerns about the inadequate treatment of housing and population figures. Also raises concerns that the growth in population may be linked to	Further presentation of the key information is being formulated about the housing and population projections. Whilst it is right to raise concerns, it would in reality be extremely difficult to go against the

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					the delivery of housing over which the Council lost control.	national and regional projections. The Council's current acceptance of New Growth point Status also raises further questions about housing and population delivery, which must be added to the debate.
707	Mr Anthony Rae	Friends Of The Earth (Calderdale)	2.6	Further investigation required	Concerned about the growth of older parts of the population and how this will be reflected within the Core Strategy	Much further work will be necessary to understand the implications of the housing and population figures as the Core Strategy develops.
264	Mrs Rachel Wigginton	Senior Planning Officer Government Office for Yorkshire and the Humber		Agree - further action	The comments reiterate the guidance from PPS12 para 4.36 and are concerned about the apparent lack of some evidence - notably employment forecasts, transport networks and travel to work patterns.	Much of this evidence is already available in different sources and has not specifically been presented in what was an initial housing led consultation. Further work will be necessary to ensure that the evidence is properly set out to ensure that stakeholders are properly informed.
422	Mr Neil Drayton		Table 2	Further investigation required	Lack of evidence, and concerns for the ability of the infrastructure to accommodate further growth.	The list of evidence in Table 2 is only a small part of the full evidence that will be drawn upon. These are the elements that Planning/Regeneration are commissioning itself. Further evidence draws from regional work, partners' work and it is necessary to provide a more detailed list together with the full links to enable participants in the process to understand the full range of issues.
503	Mr Alan Reid	Chair Clifton Action Group	Table 2	Further investigation required	Concerned about the evidence base and whether this will be open for public comment.	Whilst there is a lot of information yet to receive, much is already known, or covered by previous studies or evidence, which is being updated. The requirements for the Core Strategy is that it is supported by robust and credible evidence at the point of publication. Much of the evidence on community responses is actually produced with inputs from surveys and consultation events. The evidence base listed will all be available for scrutiny and challenge, but it is not being specifically consulted upon, as it is factual rather than policy based. The Core Strategy and other LDF documents will develop policy and proposals on the evidence and this will be fully open to challenge. It is anticipated that as the process of Core Strategy development progresses

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703	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Table 2	Further investigation required	Concerned that the implications of climate change and mitigation necessary are not well understood in Calderdale.	Climate change and mitigation will be an integral part of the Core Strategy and must be based on robust evidence however this is researched and documented. Further work will be necessary.
211	Ms Jenny Poxon	Head of Service Yorkshire & Humber Assembly		Agree - further action	The Core Strategy should seek to implement the spatial vision and headline outcomes of the RSS in order to be in general conformity with the Yorkshire and Humber Plan. The Core Strategy might do this by drawing on a local evidence base that shows how the RSS approach needs to be adapted to suit local circumstances.	The Core Strategy will be in general conformity with the RSS
76	Mr John Pilgrim	Yorkshire Forward		Agree - further action	Consider how the Core Strategy can maximise development locations and promote development which may positively assist in reducing the need to travel.	The Core Strategy will positively aim to reduce the need to travel through the location of development. The Settlement Hierarchy model, once complete, together with RSS accessibility criteria will assist this process.
57	Mr Roy Donson	Regional Planning Director Barratt Northern	Table 3	Agree - further action	The current economic climate may require a re-think of the RSS figures.	The current economic climate needs to be taken into consideration with regards job growth in the district. The Council are in conjunction with its partners putting together an Economy and Enterprise Strategy to provide strategic direction for the economy over the longer term, whilst also taking account of the current downturn. It should also be noted that whilst the current economic downturn is relevant the Core Strategy is looking forward for the next 15 years therefore the economy is likely to go through several changes during this period.
36	Mr Steve Heckley	LTP and Planning Lead Officer WYPTE (Metro)	Question 1	Agree - further action	Development should be directed to accessible locations as defined in the RSS accessibility criteria for employment sites.	Accessibility is a key issue for the Core Strategy. The criteria in the RSS together with the Settlement Hierarchy model will be used as a guide to the location of development. At this point in time a developer contribution SPD has not been identified within the LDS. However this may be considered as the Core Strategy develops.

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265	Mrs Rachel Wigginton	Senior Planning Officer Government Office for Yorkshire and the Humber	Question 1	Agree - further action	The number of local jobs to be provided should be based upon local evidence, especially where the target is expected to vary from that set out in RSS.	The Calderdale Employment Land Review will provide local evidence as to whether there is any justification to depart from the RSS. The implications of Growth Point Status needs to be investigated for employment should the Core Strategy provide a planning justification for this approach.
257	Mrs P Billings	Hunter Page Planning	Question 1	Further investigation required	A key LDF objective should be to promote sustainable economic growth for the whole Borough. Only with a balanced economy will the climate be right to address the problems faced by those communities that are disadvantage or excluded. In order to promote a balanced economy, the emerging LDF should promote the growth of businesses of different types and sizes and in all parts of Calderdale - urban and rural. The critical issue facing the emerging LDF at this point in time is to ensure maximum flexibility and competition to stimulate job growth therefore a small oversupply of employment sites is unlikely to cause harm.	The council are undertaking an Employment Land Review. The review will identify the need for additional employment land within the district and make recommendations for existing sites and any potential oversupply.
760	Mrs Marjorie Van-de-Gevel		Question 1	Further investigation required	Whilst logically, employment opportunities should be focussed upon the areas of highest unemployment, it follows that these are also (usually), the most deprived ones. It would be necessary, I feel, to greatly improve educational and training facilities within these areas. What the under-educated and socially deprived members of our population need above all is hope and encouragement. I think the RSS growth figure is reasonable, provided that the	Active discussions will be had both within the Council and with partners to identify how areas of deprivation can be improved these discussions will assist in the production of the spatial strategy. Reducing travel distances and encouraging the use of forms of transport other than the private car are key considerations for the Core Strategy.

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					local population is able and enabled to take advantage. It would be a shame to find that new jobs were commuted to by others outside the area. Above all we need to cut down on distances of travel to work wherever possible and especially on car journeys with one occupant.	
508	Mr Alan Reid	Chair Clifton Action Group	2.18	Agree - further action	Before any land, whether safeguarded by the RCUDP or not, is given over to employment, it should be tested against the criteria for Green Belt. If it satisfies that criteria it should be designated or re-designated as Green Belt whichever the case may be.	A Green Belt Review is currently being undertaken as part of the evidence base for the Core Strategy. This review will test the appropriateness of Green Belt against the criteria set out within PPG2.
37	Mr Steve Heckley	LTP and Planning Lead Officer WYPTE (Metro)	Question 2	Agree - further action	High trip generating land uses should be located in areas of good public transport accessibility. The M62 is currently heavily congested particularly at peak periods.	Accessibility and encouraging other forms of transport are key considerations for the Core Strategy. The Council are in active dialogue with the highways agency with regards the development of spatial options and the likely impact upon the M62.
86	Mr John Pilgrim	Yorkshire Forward	Question 2	Agree - further action	The LDF will need to conform with RSS, however in short to medium term flexibility may be required to ensure these designations do not act as a constraint to business growth.	The Council are currently undertaking a review of the districts employment land portfolio to identify the most appropriate sites for retention but also identify site constraints so that these may be overcome in the short to medium term. The outcomes of the review will feed into the development of the Core Strategy.
266	Mrs Rachel Wigginton	Senior Planning Officer Government Office for Yorkshire and the Humber	Question 2	Agree - further action	If the Council are minded not to reduce the amount of industrial land in accordance with RSS then evidence to justify that decision will be required to demonstrate why it would not be sustainable to do so.	The Calderdale Employment Land Review will provide local evidence as to whether there is any justification to depart from the RSS. The implications of Growth Point Status needs to be investigated for employment should the Core Strategy provide a planning justification for this approach
489	Mr Matthew Naylor	Yorkshire Water Services	Question 2	Further investigation required	Protect employment land from other uses	Further discussions required with Yorkshire Water as Core Strategy develops to ascertain infrastructure required.

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490	Unknown	Clugston Developments/ Indigo Planning	Question 2	Further investigation required	The present level of provision within Calderdale is clearly unwarranted, as recognised by the RSS, and there is no foundation for the continued identification of a number of the historic employment sites as this is likely to preclude the use of the land for other more appropriate land uses. Southedge Quarry, Hipperholme is currently constrained by Hipperholme junction, the site represents an opportunity for redevelopment for a wider range of uses including housing, to meet the needs of the surrounding area and to provide the higher land values required to bring the site forward for development and contribute to addressing the operational problems of the junction.	The Employment Land Review will identify the relevance of existing and future employment land need. The issue of growth point status will be tested through the Core Strategy, this will inevitably impact upon the requirement for housing and associated employment sites as relevant. Further investigation is required if Growth Point Status is to be pursued.
783	Mr Oliver Freer	White Young Green	Question 2	Further investigation required	Core Strategy needs to re-assess its employment land provision to comply with the RSS. RSS policy indicates Calderdale should see a net reduction of 20ha of land for industrial and storage/ distribution uses and therefore alternative uses for sites should be considered. The Crosslee site, Hipperholme should be considered for alternative uses as this could assist in meeting housing targets and the New Growth Point. It would also assist in overcoming highway infrastructure issues within the Hipperholme area.	It is agreed that the district needs to re-evaluate its employment land provision in light of the RSS. The Employment Land Review will assist this process. The issue of growth point status will be tested through the Core Strategy and will inevitably impact upon the requirement for housing. This site may be considered as a strategic site should Growth Point Status be pursued.
82	Mr John Pilgrim	Yorkshire Forward	Question 3	Agree - further action	The Core Strategy should where possible favour locations which are accessible by modes of transport other than just the private car.	The Core Strategy will positively aim to reduce the need to travel by private car through the location of development. The Settlement Hierarchy model, once complete, together with RSS accessibility criteria will

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						assist this process.
537	Mr Alan Reid	Chair Clifton Action Group	2.25	Further investigation required	The reason Halifax has been placed at the top of the settlement hierarchy is by virtue of the preferential treatment it has received at the expense of other towns in the Calder Valley. Should not the Council take this opportunity to address this anomaly and work towards giving all the towns in the valley equal status?	The issue of whether other towns should be classified as Principal towns will be investigated through the Settlement Hierarchy and developing spatial strategy.
33	Ms Rose Freeman	Planning Assistant The Theatres Trust	Question 4	Agree - further action	Support a policy that recognises the key role played by leisure and cultural facilities in contributing towards creating and maintaining vital and vibrant town centres.	The importance of the leisure and cultural offer to creating vital and vibrant town centres is noted. The Core Strategy will look at how such uses can be preserved and enhanced within the district.
217	Dr Lesley Mackay		Question 4	Further investigation required	I feel that it would be beneficial for Todmorden to become a principal town.	This will be investigated in the settlement hierarchy and spatial strategy.
308	Mr John Walker		Question 4	Further investigation required	Halifax and Brighouse should not contain the majority of new employment and leisure facilities. Elland should be a Principal Town.	The status of Elland will need to be investigated in the settlement hierarchy and spatial strategy.
294	Mr Richard White		Question 4	Further investigation required	It is considered that Todmorden should be considered as a principle town.	This will be investigated in the settlement hierarchy and spatial strategy.
285	Mrs Helen Heyes	Assistant Town Clerk Todmorden Town Council	Question 4	Further investigation required	It is considered that Todmorden should be designated as a principle town for the benefit of both Todmorden and the whole Upper Valley.	This will be investigated in the settlement hierarchy and spatial strategy.
446	Mr D R Witcher	Shibden Valley Society	Question 4	Further investigation required	Halifax and Brighouse should contain the majority of new employment and leisure facilities. Elland the only other possible Principal Town.	The case for Elland will be investigated in the settlement hierarchy and spatial strategy.
491	Unknown	Clugston Developments/ Indigo Planning	Question 4	Further investigation required	It is recommended that a policy framework is provided within the Core Strategy relating to neighbourhood	The Calderdale Retail Needs Assessment will provide an assessment of retail need within the district. Further investigation with regards retail provision is

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					shopping and local centres provision, particularly in areas where there is a proven retail need and in areas of significant housing growth. Hipperholme is identified as a primary location for new housing in the New Growth Points: Programme of Development, it is appropriate that a specific allocation for new retail provision is set in this area; it is Clugstons view that this would appropriately be centred on the Southedge Quarry site given that it would be central to the Growth Point area within a highly accessible location to serve the local community.	required if Growth Point Status is to be pursued.
616		Land & Development Practice	Question 4	Further investigation required	Elland, Sowerby Bridge and Hebden Bridge have good potential for providing increased facilities for employment and leisure growth. Focusing specifically on Halifax and Brighouse is too simplistic an approach.	The case for Elland, Sowerby Bridge and Hebden Bridge will be investigated in the settlement hierarchy and spatial strategy.
596	Mr B Howarth	Head of Planning Dacre Son & Hartley	Question 4	Further investigation required	There should be scope in the Core Strategy to promote certain settlements to higher settlements e.g. Neighbourhood Service Centre to a Local Service Centre, should growth occur and facilities improve such that the sustainability of a settlement improves. The growth of sustainable sites should not be unduly restricted by their settlement status.	This will be considered as part of the Settlement Hierarchy Model and evolving spatial strategy.
605	Mr S Wright	Dacres Commercial	Question 4	Further investigation required	There should be scope in the Core Strategy to promote certain settlements to higher settlements e.g. Neighbourhood Service Centre to a Local Service Centre, should growth occur and	This will be considered as part of the Settlement Hierarchy Model and evolving spatial strategy.

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					facilities improve such that the sustainability of a settlement improves. The growth of sustainable sites should not be unduly restricted by their settlement status.	
273	Mrs Rachel Wigginton	Senior Planning Officer Government Office for Yorkshire and the Humber		Agree - further action	The Core Strategy must make clear reference to Minerals Policy and ensure that Calderdale meets its obligations as Minerals Planning Authority.	Minerals Planning is a key aspect of the work of the minerals Planning Authority and the Core Strategy will need to address this as it develops.
539	Mr Alan Reid	Chair Clifton Action Group	2.27	Further investigation required	In order to establish a sustainable environment and enhance the quality of life, the priorities should be tackling climate change, addressing transport and road safety issues, providing access to key services, and conserving, enhancing and maintaining the built environment. We should not be promoting unnecessary development, particularly on land designated as Green Belt or land in Brighouse.	In addition to the priorities mentioned, the LDF is required to deliver new housing - therefore 'affordable, good quality housing' remains a priority for the LDF, alongside the Community Strategy and the Local Area Agreement. No specific sites have been proposed as yet in the issues and options paper, and only strategic sites will be proposed in the Core Strategy. The Green Belt Review will provide an understanding of the current strengths and weaknesses of the existing designation; therefore further investigation is required against the comment concerning the Green Belt.
541	Sustainable Development Team		2.28	Agree - further action	The 2005 baseline has been revised by DEFRA (published September 2008), which is now 7.2 tonnes of CO2 per capita (previously 7.4 tonnes of CO2 per capita).	The text in the paragraph needs amending to reflect revised data
717	Mr Anthony Rae	Friends Of The Earth (Calderdale)	2.28	Agree - further action	The factual information provided in paragraph 2.28 is accurate except the target per capita tonnage.	The figures in paragraph 2.28 need updating to reflect the new targets for CO2 reduction. The new figures are: 2008/9 = 1.5%; 2009/10 = 5.46%; and 2010/11 = 11.6%. The baseline figure needs amending to read 7.2, and the target per capita tonnage figure needs removing.
720	Mr Anthony Rae	Friends Of The Earth (Calderdale)	2.31	Further investigation	Paragraph 2.31 probably mis-identifies the nature of the 'opportunity' created	Further work is needed in relation to how the Core Strategy will address Climate Change, including the

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				required	by climate change; the main one will be for Calderdale to adapt early to the future low carbon economy.	low carbon economy.
545	Mr Alan Reid	Chair Clifton Action Group	2.32	Further investigation required	The Main issues for the Core Strategy to address in terms of climate change should be reflected in some form of checklist applicable to every proposed development in the district.	Not all of the issues relating to climate change will relate to every single proposed development in the district - however, it is acknowledged that some form of development management policy will be required to ensure development contributes to both mitigating climate change and adapting to the predicted impacts. Any checklist or criteria relating to such a policy needs to be carefully thought out, in order to avoid all planning applications becoming an over bureaucratic process.
103	Greater Elland Civic Trust Vicky Wilkinson Wilkinson		Question 5	Further investigation required	Yes, the Core Strategy should aim for a reduction in CO2 emissions higher than the LAA	Please note that further work is required to address climate change and its impact on Calderdale through the Core Strategy.
218	Dr Lesley Mackay		Question 5	Further investigation required	Yes, the Core Strategy should aim for a reduction in CO2 emissions higher than the LAA.	The setting of targets will need to be reviewed in order to ensure the Core Strategy remains relevant throughout the period it covers. Further work is required to address climate change and its impact on Calderdale through the Core Strategy.
337	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Question 5	Agree - further action	We should always aim for a reduction in CO2 emissions.	The Core Strategy needs to consider an overarching strategy to reduce CO2 emissions.
423	Mr Roger Drayton		Question 5	Further investigation required	A list of detailed costed options should be provided from which people can choose.	The reductions have been typically represented in either % amounts of CO2 emissions or tonnes per capita - ideally further work needs to be carried out to illustrate what these levels of reductions actually mean for the businesses and homes in Calderdale.
678	Mr Colin Holm	Government Team (West) Natural England	Question 5	Agree - further action	The Core Strategy should seek to reduce the impact of climate change. Natural England supports the targets for	The Biodiversity section of the Core Strategy needs to address the consequences of climate change on species and habitats.

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					reductions in CO2 emissions, which should be treated as minimum targets to allow for greater reductions where practicable.	
722	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 5	Further investigation required	Queries the question concerning Climate Change - the LAA only runs until 2011 - the Core Strategy will need to include targets until 2026. Proposes certain targets until 2020 and encourages the use of indicative targets until 2026. Requires the reduction of CO2 to the proposed levels to be the principal driver of Core Strategy. Strongly recommends the Council to commission research concerning how the LDF needs to be shaped to respond to climate change.	The setting of targets will need to be reviewed in order to ensure the Core Strategy remains relevant throughout the period it covers. Further work is required to address climate change and its impact on Calderdale through the Core Strategy.
83	Mr John Pilgrim	Yorkshire Forward	Question 6	Agree - further action	Avoiding all development in high risk areas may not be possible if other sustainability objectives are to be achieved. In addition, there would be benefit in highlighting the role that green infrastructure and Sustainable Urban Drainage Systems could play in managing flood risk.	In preparing the Core Strategy, the Council will need to consider various forms of managing flood risk, including Sustainable Urban Drainage Systems and Green Infrastructure.
89	Mr John Wilkinson	Jupiter Investments Ltd	Question 6	Further investigation required	A flexible policy should be taken towards development in flood risk zones.	The Strategic Flood Risk Assessment will help inform the location of development in the Core Strategy - although the Regional Spatial Strategy recognises a pragmatic approach may be required, especially in areas where there is little development land available outside high flood risk zones.
193	Mr J T Wilson		Question 6	Agree - further action	Infrastructure and surface water run off	The Strategic Flood Risk Assessment will inform the Core Strategy as to areas that are vulnerable to surface water flooding. Policies that apply to managing surface water run off will need to be incorporated into the overall approach the Core Strategy adopts towards

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						floodrisk and flood management.
242	R Collinge	Luddenden Conservation Society	Question 6	Agree - further action	The Society believes that new development should be severely curtailed on sites where there is a possibility of flooding.	The Strategic Flood Risk Assessment will be used to inform the Core Strategy as to the different levels of flood risk throughout the Calder catchment, although the Regional Spatial Strategy recognises a pragmatic approach may be required, especially in areas where there is little development land available outside high flood risk zones.
144	Edmund Thornhill	Associate I D Planning	Question 6	Agree - further action	The policy approach should reflect national policy guidance set out in PPS25.	The Core Strategy will be required to reflect PPS25, but develop policies that are relevant to Calderdale and not merely repeat national policy.
146	Edmund Thornhill	Associate I D Planning	Question 6	Agree - further action	The policy approach should reflect national policy set out in PPS25.	The Core Strategy will be required to reflect PPS25, but develop policies that are relevant to Calderdale and not merely repeat national policy.
310	Mr John Walker		Question 6	Agree - further action	Removal of clutter (buildings etc) on flood plains. Dredging out of rivers of accumulated junk. More SUDS	Agree on the point made about Sustainable Urban Drainage Systems, further investigation is required to ensure surface water run off is considered when developing policies in the Core Strategy. Disagree on the other points - It is not realistic to remove all buildings from flood plains, and the dredging out of rivers is not the responsibility of the Council.
268	Mrs Rachel Wigginton	Senior Planning Officer Government Office for Yorkshire and the Humber	Question 6	Agree - further action	The Core Strategy should reflect PPS25, and the Regional Spatial Strategy, and be informed by the Strategic Flood Risk Assessment.	The Core Strategy is required to reflect national policies and be informed by the Strategic Flood Risk Assessment (SFRA). The SFRA should also inform the Sustainability Appraisal of the Core Strategy. The Core Strategy may need to take a pragmatic approach, especially in areas where there is little development land available outside high flood risk zones, something which the Regional Spatial Strategy recognises.
549	Mr Matthew Naylor	Yorkshire Water Services	Question 6	Agree - further action	Encourages the use of SUDS, although there are a number of constraints. For instance, there are a number of considerations to take into account before Yorkshire Water would adopt a SUDS network. Strong wording is required in policies to ensure developers	In preparing the Core Strategy, the Council will need to consider various forms of managing flood risk, including Sustainable Urban Drainage Systems (SUDS) and Green Infrastructure. When developing policies of this nature, the Council will need to consider access to and maintenance of the SUDS (i.e. responsibility), Landscaping and Biodiversity, the extent of ground

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					are required to investigate the feasibility of SUDS in any development. Encouraging SUDS on small scale development can make a cumulative contribution.	investigation required, the scale of development that will be applicable to any such policy, and the land required by SUDS.
547	Mr Alan Reid	Chair Clifton Action Group	Question 6	Further investigation required	Concerns over surface water run off, lack of infrastructure, and development of hillside site.	In preparing the Core Strategy, the Council will need to consider various forms of managing flood risk, including Sustainable Urban Drainage Systems and Green Infrastructure. The Council commissioned a Strategic Flood Risk Assessment, which is informed by data from the Environment Agency and identifies areas that are vulnerable to surface water run off. The Strategic Flood Risk Assessment, alongside Planning Policy Statement 25: Development and Flood Risk will help inform the location of development in the Core Strategy - although the Regional Spatial Strategy recognises a pragmatic approach may be required, especially in areas where there is little development land available outside high flood risk zones.
675	Ms Meryl Leung	Environment Agency	Question 6	Agree - further action	The principles of PPS25: development and Flood Risk should be demonstrated in the Core Strategy. The SFRA should be implemented throughout the development of the Core Strategy. Non structural methods can be important in flood management, i.e. open spaces, therefore releasing these for development may have an impact. If after following the flood risk management hierarchy development cannot be avoided, substituted nor controlled in flood risk areas, practical steps to mitigate flood risk can be taken.	The Strategic Flood Risk Assessment (SFRA) needs to inform any proposed strategic development sites in the Core Strategy. Any Flooding Development Management Policies in the Core Strategy need to reflect the guidance set out in PPS 25, i.e. the flood risk management hierarchy.
679	Mr Colin Holm	Government Team (West) Natural England	Question 6	Agree - further action	Natural England wishes to see Flood Management Policies in the Core Strategy.	The Core Strategy will incorporate flood risk and flood management policies, which will be informed by the Strategic Flood Risk Assessment.

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699	Mr Anthony Rae	Chair Calder Future	Question 6	Agree - further action	Calderdale's rivers are identified in the section of Flooding, but not in the Natural Environment section. They need to be seen as an asset as well as a flood risk issue, and a river / canal corridor regeneration statement should be included in the Core Strategy.	Further consideration needs to be given to river and canals in the Natural Environment section, and to promote them as an asset. Also some thought needs to be given to how to approach river and canal corridor regeneration through the Core Strategy.
636	Ms Jill Smith-Moorhouse		Question 6	Agree - further action	Flood Risk should not be ignored, need to work with the Environment Agency, and developments should be in favour of the community not just a developer.	The Core Strategy is required to reflect national policies in PPS25: Development and Flood Risk and be informed by the Strategic Flood Risk Assessment (SFRA). The Council's SFRA has been informed by data from the Environment Agency, and should also inform the Sustainability Appraisal of the Core Strategy. The Core Strategy may need to take a pragmatic approach, especially in areas where there is little development land available outside high flood risk zones, something which the Regional Spatial Strategy recognises.
548	Mr Alan Reid	Chair Clifton Action Group	2.41	Agree - further action	Commercial and industrial developments need to be subject to renewable energy requirements as well as housing.	This paragraph should have read 'commercial and industrial developments of 1000 square metres or more...'. Further work is required in order to establish an evidence base on which to base a set of new requirements and thresholds in relation to renewable energy generation.
59	Mr Roy Donson	Regional Planning Director Barratt Northern	Question 7	Further investigation required	The Code for Sustainable Homes is sufficient and therefore the Core Strategy should reflect this, failure to do so would result in the Core Strategy being contrary to PPS1.	The Core Strategy will need to ensure any policies relating to sustainable construction avoid inconsistency with the Building Regulations legislation (Part L), and are consistent with national planning guidance. The government requires all new homes built to be zero carbon by 2016, therefore the Core Strategy is a vital document in reaching this target, and will be informed by the Code for Sustainable Homes.
92	Mr John Wilkinson	Jupiter Investments Ltd	Question 7	Further investigation required	Renewable energy is not economically viable; the targets are a tax on development; only solar thermal water heating is viable at a small scale. Wind	Further work is required in terms of renewable energy targets - and the viability issues referred to here. It is important to consider energy efficiency alongside renewable energy, since the more energy efficient a

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					power is inappropriate at a small scale or in residential areas. Renewable energy should be big scale projects - i.e. borough wide heating schemes or wind farms.	building is, the less (renewable or non renewable)energy will be required.
105	Greater Elland Civic Trust Vicky Wilkinson Wilkinson		Question 7	Further investigation required	Waterways should be identified for hydro power generation. Levels of on-site renewable energy generation should be set as high as possible.	It is important that the Core Strategy seeks to promote all forms of renewable energy generation including hydro power. Further work is required in terms of renewable energy targets. It is important to consider energy efficiency alongside renewable energy, since the more energy efficient a building is, the less (renewable or non renewable) energy will be required.
243	R Collinge	Luddenden Conservation Society	Question 7	Further investigation required	Concerns over the impact of windfarms on upland areas, and the impact of small household generators in conservation areas. Consideration should be given to hydro power.	According to national policy (PPS22: Renewable Energy) policies that rule out or place constraints on the development of all or specific types of renewable energy technologies, should not be included in the Core Strategy without sufficient reasoned justification. Further work is therefore required in developing a policy that promotes the use of a wide range of renewable energy technologies.
147	Edmund Thornhill	Associate I D Planning	Question 7	Further investigation required	The topography of Calderdale suggests that energy generation from wind is the most realistic source of renewable energy. Upland areas should therefore be the focus.	Upland areas do provide the highest wind resource, but the Core Strategy needs to promote other forms (as well as wind) of renewable energy that are viable in both urban and rural areas. Further work is therefore required in developing a policy that promotes the use of renewable energy.
148	Edmund Thornhill	Associate I D Planning	Question 7	Further investigation required	The Core Strategy should be in accordance with national guidance	Further work is required in terms of renewable energy targets, and ensuring policies concerning these are not in conflict with Building Regulations and national guidance.
219	Dr Lesley Mackay		Question 7	Further investigation required	Yes, wind farms. A 5-dwelling limit should be set for new developments to provide 10% of their energy from decentralised and renewable or low carbon sources.	Further work is required in developing a policy that promotes the use of renewable energy including hydro power, wind and energy crops.

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311	Mr John Walker		Question 7	Further investigation required	Hydro Power should be promoted, along with wind farms and the use of wood.	Further work is required in developing a policy that promotes the use of renewable energy including hydro power, wind and energy crops.
287	Mrs Helen Heyes	Assistant Town Clerk Todmorden Town Council	Question 7	Further investigation required	Concerned over the impact of renewable energy schemes on the countryside. Potential for Small hydro schemes should be investigated.	Further work is required in developing a policy that promotes the use of renewable energy including hydro power. The Core Strategy needs to include a policy that accommodates renewable energy developments in line with national policy (PPS22: Renewable Energy), taking account of environmental, social and economic impacts.
362	Mr Lars Hansen	(Clerk) Blackshaw Parish Council	Question 7	Agree - further action	The Core Strategy should encourage diversification of generation	Further work is required in developing a policy that promotes the use of renewable energy and is in line with PPS22: Renewable Energy. It will be necessary for the Core Strategy to incorporate a policy that promotes a wide range of renewable energy technologies.
450	Mr D R Witcher	Shibden Valley Society	Question 7	Further investigation required	Primary aim should be to reduce energy needs, renewable energy development should avoid environmental damage, and solar power should be promoted to meet the suggested levels of generation.	It will be necessary for the Core Strategy to incorporate a policy that is in accordance with PPS22: Renewable Energy, and promote a wide range of technologies, and ensure development of this kind takes account of environmental, social and economic impacts.
425	Mr Roger Drayton		Question 7	Further investigation required	No particular areas, instead wherever practicable. In favour of small scale solutions, also use of waste and combined heat and power.	Further work is required in developing a policy that promotes the use of renewable energy and is in line with PPS22: Renewable Energy. It will be necessary for the Core Strategy to incorporate a policy that promotes a wide range of renewable energy technologies.
441	McInerney Homes	McInerney Homes/ Associate Peacock & Smith	Question 7	Further investigation required	Energy efficient development should not be required to provide on site renewable energy.	It is important to consider energy efficiency alongside renewable energy, since the more energy efficient a building is, the less (renewable or non renewable)energy will be required. However, whether energy efficient development should be excused from such a requirement altogether needs further discussion.
680	Mr Colin Holm	Government	Question 7	Agree -	Renewable energy developments should	It will be necessary for the Core Strategy to

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		Team (West) Natural England		further action	be promoted through a strategic policy in accordance with national and regional policy; proposals should be assessed against a criteria based policy, and developments be required to result in net benefits and avoid significant adverse impacts. Any unavoidable impacts should be mitigated against and / or require compensation measures.	incorporate a policy that is in accordance with PPS22: Renewable Energy, and promote a wide range of technologies, and ensure development of this kind takes account of environmental, social and economic impacts.
681	Mr Colin Holm	Government Team (West) Natural England	Question 7	Agree - further action	Agree that part of the energy requirements for major developments should be produced from on site /decentralised renewables or low carbon supplies. Support a figure of at least 10% renewable energy generation.	Further work is required in terms of renewable energy targets. It is important to promote energy efficiency as well, which would reduce the overall energy needs of a development.
762	Mrs Marjorie Van-de-Gevel		Question 7	Further investigation required	Suggests a feasibility study to identify areas for renewable energy generation, and the highest possible levels should be set out in the Core Strategy.	Consideration needs to be given as to what format the evidence base for the renewable energy policy will be - i.e. one possibility is a Landscape Character Assessment. Further work is required in terms of renewable energy targets. It is important to promote energy efficiency as well, which would reduce the overall energy needs of a development.
726	Mr Anthony Rae	Friends Of The Earth (Calderdale)	2.42	Further investigation required	Benefits of phasing Housing allocations include the fact the later phases will be required to be zero carbon.	The targets for the energy efficiency of new housing (and commercial) developments need to be established for inclusion in the Core Strategy.
60	Mr Roy Donson	Regional Planning Director Barratt Northern	Question 8	Further investigation required	Concerns over the expense and viability of the zero carbon level 6 Code, as well as the impact on the design of development, which would be alien to the traditional stone buildings in Calderdale. The Council should be encouraging innovation to meet this challenge.	The Core Strategy sets out policies for the strategic development of the district from 2011 until 2026, the zero carbon, level 6, of the Code for Sustainable Homes will arrive 5 years after its adoption. The Core Strategy will therefore need to ensure any policies relating to sustainable construction avoid inconsistency with the Building Regulations legislation (Part L) which will be progressively tightened to meet the 2016 target, and are consistent with national planning guidance. The concerns raised surrounding the impact of designing energy efficient homes has

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						been noted, and are something which the design policies in the Core Strategy will need to take account of.
81	Mr John Pilgrim	Yorkshire Forward	Question 8	Further investigation required	Measures to reduce energy consumption in buildings, with the LDF potentially requiring the implementation of energy efficiency measures which comply with the BREEAM excellent or good standards, in all new developments	The Core Strategy sets out policies for the strategic development of the district from 2011 until 2026, the zero carbon, level 6, of the Code for Sustainable Homes will arrive 5 years after its adoption. The Core Strategy will therefore need to ensure any policies relating to sustainable construction and energy efficiency avoid inconsistency with the Building Regulations legislation (Part L) which will be progressively tightened to meet the 2016 target, and are consistent with national planning guidance. Further work is needed to investigate the possible use of a stepped approach to meeting the zero carbon target, and an energy hierarchy, alongside establishing a % requirement for sustainable building materials.
91	Mr John Wilkinson	Jupiter Investments Ltd	Question 8	Further investigation required	Priority should be the lifetime carbon consumption levels, not the embedded carbon content of materials, i.e. timber frames would result in poor insulation, a shorter building life, less thermal mass, lower sound proofing, lower temperature stability, and be prone to overheating in summer. Do not promote above level 4 of the Code for Sustainable Homes otherwise developments are unable to be financially justified. The Zero Carbon 2016 target is a pipe dream.	The sustainable construction policy will be required to take note of the progressive tightening of the Building Regulations (Part L), which is part of the governments reasoning behind the Code for Sustainable Homes, and be consistent with national guidance and regulations - therefore the zero carbon target can't be ignored. Concerning sustainable construction materials, it is important to use materials that will help buildings use less energy over its lifetime, as well as those that reduce the dependency on mineral extraction, and have a low carbon content, during the building phase. Sustainable design is also important, the energy efficiency of a building can be enhanced through various measures such including 'passive solar gain' (which can reduce the heating and lighting requirements of a building), green roofs and water recycling systems.
106	Greater Elland Civic Trust		Question 8	Further investigation	The Core Strategy sustainable construction policy should be as wide	The first point is noted. The policy on zero carbon needs further work, as the sustainable construction

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	Vicky Wilkinson Wilkinson			required	ranging as possible, ant to aim for zero carbon development prior to 2016, but this is considered impossible.	policy will be required to take note of the progressive tightening of the Building Regulations (Part L), which is part of the governments reasoning behind the Code for Sustainable Homes, and be consistent with national guidance and regulations.
149	Edmund Thornhill	I D Planning	Question 8	Agree - further action	Policy should be in accordance with and no more onerous than national guidance.	The sustainable construction policy will be required to take note of the progressive tightening of the Building Regulations (Part L), which is part of the governments reasoning behind the Code for Sustainable Homes, and be consistent with national guidance and regulations.
150	Edmund Thornhill	I D Planning	Question 8	Further investigation required	Policy should accord with and be no more onerous than national guidance. Achieving level 6 is costly. If the Council wishes to achieve level 6 by 2016 other development costs (£106, brownfield remediation) should be relaxed.	The sustainable construction policy will be required to take note of the progressive tightening of the Building Regulations (Part L), which is part of the governments reasoning behind the Code for Sustainable Homes, and be consistent with national guidance and regulations. Any policy that requires level 6 prior to 2016 may need to look at the costs involved, although any policy requiring new housing development from 2016 onwards to be level 6 would be in accordance with national guidance.
220	Dr Lesley Mackay		Question 8	Further investigation required	The Core Strategy should aim to ensure all new homes built are zero carbon (level 6) prior to 2016.	The Core Strategy sets out policies for the strategic development of the district from 2011 until 2026, the zero carbon, level 6, of the Code for Sustainable Homes will arrive 5 years after its adoption. The Core Strategy will therefore need to ensure any policies relating to sustainable construction and energy efficiency avoid inconsistency with the Building Regulations legislation (Part L) which will be progressively tightened to meet the 2016 target, and are consistent with national planning guidance. Further work is needed to investigate the possible use of a stepped approach to meeting the zero carbon target, and an energy hierarchy, alongside establishing a % requirement for sustainable building materials.
339	Mr J	Chairman Elland	Question 8	Further	The starting point of such a policy in the	Further research is required to develop a policy in the

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	Braithwaite	& District Regen Partnership		investigation required	Core Strategy should be level 3, level 6 appears unrealistic.	Core Strategy relating to sustainable construction that avoids repeating or being in conflict with Building Regulations, the Code for Sustainable Homes, or national guidance.
312	Mr John Walker		Question 8	Further investigation required	Where possible Solar panels should be fitted to old and new buildings, regardless of aesthetics, better use of space than windfarms. The zero carbon target should be achieved prior to 2016.	The Core Strategy and the planning system as a whole will have a very limited impact on enforcing the retro fitting of renewable energy systems (Solar or otherwise) - such measures are generally achieved by individual householders choosing to have works carried out and through grants becoming available to make the installation of energy efficient systems affordable. The Core Strategy is best placed to have a much greater impact on the installation of renewable technologies on new development. The design and resulting impact of any renewable technology on the environment is one of the issues that the policy will need to consider, in line with national policy (PPS22: Renewable Energy), taking account of environmental, social and economic impacts. The sustainable construction policy will be required to take note of the progressive tightening of the Building Regulations (Part L), which is part of the governments reasoning behind the Code for Sustainable Homes, and be consistent with national guidance and regulations.
270	Mrs Rachel Wigginton	Senior Planning Officer Government Office for Yorkshire and the Humber	Question 8	Further investigation required	This is a policy area where more guidance may be available in due course. Attention is drawn to the consultation document Definition of Zero Carbon Homes and Non-Domestic Buildings, and the 2008 Budget announcement of the government's ambition for non domestic buildings to be zero carbon from 2019. PINS have recommended Ashford BC Core Strategy as an example of how to incorporate policies relating to the Code for	The sustainable construction policy will be required to take note of the progressive tightening of the Building Regulations (Part L), which is part of the governments reasoning behind the Code for Sustainable Homes, and be consistent with national guidance and regulations. The consultation on the Definition of Zero Carbon Homes document and the recommendation of PINs to review Ashford BC Core Strategy is noted. More investigation is needed on the construction and energy efficiency of non-domestic buildings.

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					Sustainable Homes.	
427	Mr Roger Drayton		Question 8	Further investigation required	All new houses should be built to the highest practical level of sustainable construction, but am unable to see how a practical and affordable new house could be built with zero carbon emissions.	The sustainable construction policy will be required to take note of the progressive tightening of the Building Regulations (Part L), which is part of the governments reasoning behind the Code for Sustainable Homes, and be consistent with national guidance and regulations. Achieving level 6 from 2016 is a government target, and therefore the Core Strategy needs to recognise this when setting out the policy.
550	Mr Alan Reid	Chair Clifton Action Group	Question 8	Further investigation required	The Code for Sustainable Homes should be applied to all buildings. What is the purpose of sustainable homes without sustainable workplaces. These should be agreed before any land is allocated for building, and an enforcement mechanism should be in place to ensure that the requirements are met.	Agree that the Core Strategy should include an energy efficient policy for non residential buildings, for instance use of the Building Research Establishment Environmental Assessment Method should be considered. In relation to sustainable workplaces, the settlement hierarchy has assisted in identified areas that are sustainable, using a number of indicators (including employment). The purpose of the settlement hierarchy was to identify the sustainability of different settlements and their ability to accommodate future growth. In terms of an enforcement mechanism, by 2016 building regulations (Part L) will require new homes to be zero carbon, therefore this will act as a form of enforcement. Prior to this, further work will be needed to establish an enforcement mechanism should a sustainable construction policy propose certain targets.
683	Mr Colin Holm	Government Team (West) Natural England	Question 8	Agree - further action	Natural England strongly support the aim to ensure all new homes built are carbon zero, and efforts should be made to encourage house builders to contribute to this aim over the next decade.	The sustainable construction policy will be required to take note of the progressive tightening of the Building Regulations (Part L), which is part of the governments reasoning behind the Code for Sustainable Homes, and be consistent with national guidance and regulations. Achieving level 6 (zero carbon) from 2016 is a government target, and therefore the Core Strategy needs to recognise this when setting out the policy.
727	Mr Anthony	Friends Of The	Question 8	Further	Priority in the design of new	The targets for the energy efficiency of new housing

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	Rae	Earth (Calderdale)		investigation required	development (residential or commercial) should be the adoption of the highest energy efficient standards that are permissible within the planning framework.	(and commercial) developments need to be established for inclusion in the Core Strategy. The sustainable construction and design of developments is obviously the major factor in achieving this.
728	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 8	Further investigation required	Achieving zero carbon development prior to 2016 would build in long term emissions reductions, and be a visible indicator of Calderdale's sustainability credentials.	The targets for the energy efficiency of new housing (and commercial) developments need to be established for inclusion in the Core Strategy. The sustainable construction policy will be required to take note of the progressive tightening of the Building Regulations (Part L), which is part of the governments reasoning behind the Code for Sustainable Homes, and be consistent with national guidance and regulations. Achieving level 6 from 2016 is a government target, and therefore the Core Strategy needs to recognise this when setting out the policy.
763	Mrs Marjorie Van-de-Gevel		Question 8	Agree - further action	Use should be made of local stone quarries.	The use of local materials will be an important factor in developing a sustainable construction policy.
552	Mr Alan Reid	Chair Clifton Action Group	2.48	Further investigation required	There should not be a balance between conservation and development as Green Belt should be preserved and extended as a priority. Only developers favour development in Brighouse with local people being in favour of preserving the environment. The views of the local population should be given priority over everyone else.	No specific sites have been proposed as yet in the issues and options paper, and only strategic sites will be proposed in the Core Strategy which will be put forward for full public consultation. The Green Belt Review will provide an understanding of the current strengths and weaknesses of the existing designation, therefore further investigation is required against the comment concerning the Green Belt.
534	Mr & Mrs Mark & Amanda Tattersall		Figure 3	Further investigation required	Stainland should be removed from the areas of search for new development within the Settlement Hierarchy Model (and, consequently, from the green belt review).	In conjunction with the Settlement Hierarchy, the issues raised will be further investigated as part of the Green Belt Review. The Green Belt Review will provide an understanding of the current strengths and weaknesses of the existing designation. This study has yet to be completed.
244	R Collinge	Luddenden Conservation Society	Question 9	Further investigation required	The protection and enhancement of the natural environment is a priority for the Core Strategy. In addition, development	The Green Belt Review will provide an understanding of the current strengths and weaknesses of the existing green belt designation, therefore further

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					should not be allowed in any part of the Green Belt and areas of land should not be removed from this designation.	investigation is required against the comment concerning the Green Belt.
428	Mr Roger Drayton		Question 9	Further investigation required	The protection and enhancement of the environment is a priority for the Core Strategy and is key to our quality of life. Green Belt and Green Field sites must be preserved regardless of pressures from owners/developers.	In addition to protecting and enhancing the natural environment, the LDF is required to deliver new housing - therefore 'affordable, good quality housing' remains a priority for the LDF, alongside environmental issues. The Green Belt Review will provide an understanding of the current strengths and weaknesses of the existing green belt designation, therefore further investigation is required against the comment concerning the Green Belt.
677	Ms Meryl Leung	Environment Agency	Question 9	Agree - further action	Protection and enhancement of the natural environment should be a priority for the Core Strategy and is legislated for under the Natural Environment and Rural Communities Act 2006 and PPS 9: Biological and Geological Conservation. The Environment Agency supports the idea of the development of a 'Green Infrastructure Network' which could result in green spaces working for the benefit of multiple objectives.	Agree - further action required. These issues will be investigated as part of the Green Infrastructure and Amenity Space Studies that have yet to be completed as part of the evidence base for the Core Strategy.
684	Mr Colin Holm	Government Team (West) Natural England	Question 9	Further investigation required	The protection and enhancement of the natural environment is a priority for the Core Strategy. A strategic policy should clearly set out the Council's intentions in relation to the natural environment, reflecting priorities within the Regional Spatial Strategy and also national policy priorities.	A strategic policy setting out the Council's intentions in relation to the natural environment should form an integral part of the LDF and should be in general conformity with Regional and National guidance.
730	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 9	Agree - further action	Waterways need to be identified as assets in the Core Strategy and not just as a potential flooding problem.	Future drafts of the Core Strategy (either Issues and Options or Preferred / Refined Options consultation papers) need to include a section on the assets of the waterways.
50	Mr Ian	Principal	2.51	Further	The use of the term "historic	Further investigation is required to establish if the

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	Sanderson	Archaeologist West Yorkshire Archaeology Advisory Service		investigation required	environment" is preferable to that of "built heritage". The term "historic environment" is now the preferred term in the Yorkshire and Humber Plan Regional Spatial Strategy (May 2008) - see Policy ENV9.	term "historic environment" is preferable to that of "built heritage" when used to describe the historic environment in general.
51	Mr Ian Sanderson	Principal Archaeologist West Yorkshire Archaeology Advisory Service	2.52	Further investigation required	Discrepancy in the figures quoted in chapter 2.52 regarding the number of Scheduled Ancient Monuments in Calderdale.	The figures in paragraph 2.52 need updating if found to be inaccurate.
52	Mr Ian Sanderson	Principal Archaeologist West Yorkshire Archaeology Advisory Service	Question 10	Further investigation required	New development should be in keeping with the surrounding area with regard to design, scale and materials. The historic environment has many benefits to include significant roles in education, identity of place and community cohesion. Changes are required to the way Calderdale catagorises and protects various aspects of the historic environment.	Issues of design, scale and materials are an important part of the considerations within the LDF and should be integrated into relevant policies and proposals. The way in which Calderdale protects the historic environment should be appraised during the preparation of the Core Strategy.
84	Mr John Pilgrim	Yorkshire Forward	Question 10	Further investigation required	The Core Strategy should reference the need to protect assets such as Stoodley Pike, Coffin Stones, Gibson Mill and waterways in general. The value of contemporary and innovative design should be recognised in the Core Strategy.	The value of contemporary and innovative design should be recognised in the Core Strategy. The protection of historic assets will form an important part of the considerations within the LDF and should be integrated into relevant policies and proposals.
126	Mr Ian Smith	English Heritage	Question 10	Further investigation required	The historic environment contributes to the distinctive character of the district, its wellbeing, and to the quality of life. The Core Strategy should therefore set out a strategic framework for how this resource will be managed.	A strategic framework for the management of the historic environment should be included in the Core Strategy.
194	Mr J T Wilson		Question 10	Further investigation	High quality materials should be used in refurbishment programmes. New	High quality design and materials are an important part of the considerations within the LDF and should

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				required	development should be of high quality and should be durable and designed to last into the next century. The neglect and procrastination regarding the Piece Hall over many years is a sad reflection on Calderdale.	be integrated into relevant policies and proposals. The Halifax Town Centre and Piece Hall SPD will address issues relating to the Piece Hall.
156	Edmund Thornhill	Associate I D Planning	Question 10	Further investigation required	Creative, distinctive and innovative design should be encouraged as advised in PPS1.	Creative, distinctive and innovative design are an important part of the considerations within the LDF and should be integrated into relevant policies and proposals.
222	Dr Lesley Mackay		Question 10	Further investigation required	The Core Strategy needs to enforce good quality materials and design in the built heritage. The priority in the design of new development should be to allow good quality contemporary design which stands apart and sets off the historic local buildings.	Good quality materials and design are an important part of the considerations within the LDF and should be integrated into relevant policies and proposals.
314	Mr John Walker		Question 10	Further investigation required	The correct materials should be used for new development and the maintenance of existing buildings. There should be less steel and concrete constructions. Public toilets, drinking fountains and horse troughs should be rebuilt.	Issues of design and materials are an important part of the considerations within the LDF and should be integrated into relevant policies and proposals.
245	R Collinge	Luddenden Conservation Society	Question 10	Further investigation required	Guidelines should be formulated about the provision of small scale wind generators on buildings in conservation areas and buildings that have listed status.	According to national policy (PPS22: Renewable Energy) policies that rule out or place constraints on the development of all or specific types of renewable energy technologies, should not be included in the Core Strategy without sufficient reasoned justification. Further work is therefore required in developing relevant policies and proposals.
364	Mr Lars Hansen	(Clerk) Blackshaw Parish Council	Question 10	Further investigation required	The strategy should promote the protection and enhancement of local historic buildings, dry stone walls and local paved causeways.	The preservation of local historic buildings, dry stone walls and local paved causeways are an important part of the considerations within the LDF and should be integrated into relevant policies and proposals.
454	Mr D R Witcher	Shibden Valley Society	Question 10	Further investigation	The reduction of conservation staff at the Council contradicts the aims of	The preservation of listed buildings and issues of scale, design and materials are an important part of the

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				required	paragraph 2.51 which states "... preservation of the listed building is the primary aim of the Council.." Scout Hall is one built asset that may be in need of protection. The priority in the design of new development should be the enhancement of local character by ensuring that developments have appropriate scale, design and materials.	considerations within the LDF and should be integrated into relevant policies and proposals.
731	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 10	Further investigation required	Increase pedestrianisation of the town centres	Preparation of the Core Strategy will need to consider the town centres, and how they can be made more attractive to visitors and residents alike.
732	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 10	Further investigation required	Energy efficiency of new development	The targets for the energy efficiency of new housing (and commercial) developments need to be established for inclusion in the Core Strategy.
85	Mr John Pilgrim	Yorkshire Forward	2.65	Further investigation required	The Core Strategy should follow the principles set out in the waste hierarchy. The potential for the support of 'waste to work' strategies should also be explored, creating jobs and growth through recycling and reuse. The design of development should include areas for the separation, segregation and storage of waste.	Agree with the reference to the waste hierarchy and the importance of designing in areas for waste segregation, separation and storage in new development. Further research is required in respect of the 'waste to work' projects.
61	Mr Roy Donson	Regional Planning Director Barratt Northern	Question 11	Further investigation required	Existing / proposed industrial sites should be the preferred location, with incineration potentially used to provide district heating.	Your comments concerning preferred locations and preferred method of dealing with waste diverted from landfill have been noted. Overall, the Core Strategy (and the Land Allocations and Designations DPD) is required to make provision for the waste arisings identified in the Regional Spatial Strategy, and be informed by the Council' Municipal Waste Strategy. Any strategic sites identified in the Core Strategy will be required to be in accordance with national waste planning policy, including the locational criteria as set out in PPS10. Further research is necessary in order to review all relevant evidence relating to waste

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						volumes, movements, facilities and likely additional requirements affecting the district in order to progress the waste element of the Core Strategy.
53	Mr Ian Sanderson	Principal Archaeologist West Yorkshire Archaeology Advisory Service	Question 11	Further investigation required	Strongly oppose the idea that redundant farm buildings should be used as additional waste treatment facilities.	The waste element of the Core Strategy will need to be in accordance with Planning Policy Statement 10: Planning for Sustainable Waste Management. Redundant farm and forestry buildings are listed as one of the priority areas in which to consider the location of additional waste facilities (as well as the re-use of previously developed land), however your comments have been noted. Overall, the Core Strategy (and the Land Allocations and Designations DPD) is required to make provision for the waste arisings identified in the Regional Spatial Strategy, and be informed by the Council's Municipal Waste Strategy. Any strategic sites identified in the Core Strategy will be required to be in accordance with national waste planning policy, including the locational criteria as set out in PPS10. Further research is necessary in order to review all relevant evidence relating to waste volumes, movements, facilities and likely additional requirements affecting the district in order to progress the waste element of the Core Strategy.
127	Mr Ian Smith	English Heritage	Question 11	Agree - further action	Concerns over the impact of new waste treatment facilities on the environmental assets of the district, including the historic environment. Urges a robust assessment of the likely effects waste facilities may have on the Character and Setting of historic assets, and in the case of registered parks and gardens, the impact on views out of the designed landscape.	Your comments concerning the impact waste facilities may have on the historic environment have been noted. Any strategic sites identified in the Core Strategy will be required to be in accordance with national waste planning policy, including the locational criteria as set out in PPS10, one of the criteria being the possible impact on the historic environment and built heritage. It is important that the Core Strategy therefore sets out some form of design criteria in relation to any new waste facilities.
109	Greater Elland Civic Trust		Question 11	Further investigation	Brown field sites-i.e. mineral/landfill sites are the preferred location, non	Your comments concerning brownfield sites (i.e. mineral / landfill) being the preferred location,

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	Vicky Wilkinson Wilkinson			required	landfill waste should be recycled / incinerated, and waste facilities that only serve Calderdale are regarded as impractical.	recycling / incineration of non landfill waste, and the impracticality of waste facilities serving only Calderdale have been noted. Overall, the Core Strategy (and the Land Allocations and Designations DPD) is required to make provision for the waste arisings identified in the Regional Spatial Strategy, and be informed by the Council' Municipal Waste Strategy. Any strategic sites identified in the Core Strategy will be required to be in accordance with national waste planning policy, including the locational criteria as set out in PPS10. Further research is necessary in order to review all relevant evidence relating to waste volumes, movements, facilities and likely additional requirements affecting the district in order to progress the waste element of the Core Strategy.
109	Greater Elland Civic Trust Vicky Wilkinson Wilkinson		Question 11	Further investigation required	Brown field sites-i.e. mineral/landfill sites are the preferred location, non landfill waste should be recycled / incinerated, and waste facilities that only serve Calderdale are regarded as impractical.	Your comments concerning brownfield sites (i.e. mineral / landfill) being the preferred location, recycling / incineration of non landfill waste, and the impracticality of waste facilities serving only Calderdale have been noted. Overall, the Core Strategy (and the Land Allocations and Designations DPD) is required to make provision for the waste arisings identified in the Regional Spatial Strategy, and be informed by the Council' Municipal Waste Strategy. Any strategic sites identified in the Core Strategy will be required to be in accordance with national waste planning policy, including the locational criteria as set out in PPS10. Further research is necessary in order to review all relevant evidence relating to waste volumes, movements, facilities and likely additional requirements affecting the district in order to progress the waste element of the Core Strategy.
195	Mr J T Wilson		Question 11	Further investigation required	Preferred location - brownfield sites. Preferred methods of waste diverted from landfill is incineration incorporating heat/power schemes. Waste disposal	The waste element of the Core Strategy will need to be in accordance with Planning Policy Statement 10: Planning for Sustainable Waste Management. Brownfield sites are listed as one of the priority areas

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					requires a regional approach.	in which to consider the location of additional waste facilities, and your comments have been noted. Overall, the Core Strategy (and the Land Allocations and Designations DPD) is required to make provision for the waste arisings identified in the Regional Spatial Strategy, and be informed by the Council's Municipal Waste Strategy. Any strategic sites identified in the Core Strategy will be required to be in accordance with national waste planning policy, including the locational criteria as set out in PPS10. When identifying land for waste management facilities, the Core Strategy should identify the type (s) of facility that would be appropriate to the allocated site / area, and we have noted your preferred method of dealing with waste. Further research is necessary in order to review all relevant evidence relating to waste volumes, movements, facilities and likely additional requirements affecting the district in order to progress the waste element of the Core Strategy.
158	Edmund Thornhill	Associate I D Planning	Question 11	Further investigation required	Preferred location of new waste facilities is existing / proposed industrial sites.	Your comments concerning existing/proposed industrial sites being the preferred location have been noted. Any strategic sites identified in the Core Strategy will be required to be in accordance with national waste planning policy, including the locational criteria as set out in PPS10.
159	Edmund Thornhill	Associate I D Planning	Question 11	Further investigation required	Waste facilities should give priority in the first instance to waste generated in Calderdale.	Overall, the Core Strategy (and the Land Allocations and Designations DPD) is required to make provision for the waste arisings identified in the Regional Spatial Strategy, and be informed by the Council's Municipal Waste Strategy. Your comments on any new facilities treating waste generated in Calderdale as a priority are noted, further research is necessary in order to review all relevant evidence relating to waste volumes, movements, facilities and likely additional requirements affecting the district in order to progress the waste element of the Core Strategy.

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223	Dr Lesley Mackay		Question 11	Further investigation required	Use existing industrial sites. Waste that does not go to landfill should be used for energy recovery. New waste facilities should only service the waste generated within Calderdale	The waste element of the Core Strategy will need to be in accordance with Planning Policy Statement 10: Planning for Sustainable Waste Management. Brownfield sites are listed as one of the priority areas in which to consider the location of additional waste facilities, and your comments have been noted. Overall, the Core Strategy (and the Land Allocations and Designations DPD) is required to make provision for the waste arisings identified in the Regional Spatial Strategy, and be informed by the Council' Municipal Waste Strategy. Any strategic sites identified in the Core Strategy will be required to be in accordance with national waste planning policy, including the locational criteria as set out in PPS10. When identifying land for waste management facilities, the Core Strategy should identify the type (s) of facility that would be appropriate to the allocated site / area, and we have noted your preferred method of dealing with waste.
341	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Question 11	Further investigation required	Where possible incinerate all combustible waste.	Your comments regarding the preferred method of dealing with waste diverted from landfill are noted. Any proposed sites / locations will be required to accord with the policies set out in Planning Policy Statement 10: Planning for Sustainable Waste Management. In addition, the Core Strategy should identify the type(s) of waste management that would be appropriate on these sites / locations.
315	Mr John Walker		Question 11	Further investigation required	Preference is for additional waste facilities in redundant farm buildings on a temporary basis, and possibly brownfield sites.	Your comments concerning a preference for new waste facilities to be located in redundant farm buildings on a temporary basis are noted, along with the possibility of using brownfield sites. Any sites / locations proposed by the Core Strategy will need to be in accordance with Planning Policy Statement 10: Planning for Sustainable Waste Management.
302	Mr Richard White		Question 11	Further investigation	Preferred methods of dealing with waste are recycling, composting, and power	Your comments setting out your preference for recycling and composting are noted. The Core Strategy

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				required	generation (with district heating) by incineration if the exhaust gas is efficiently scrubbed. Facilities should be located to minimise traffic, also favour social enterprises.	will need to ensure development management policies within the Core Strategy for new development require areas for the separation, segregation and storage of waste to assist in increasing recycling / composting rates where possible. Your comments on power generation by incineration are also noted. Overall, the Core Strategy (and the Land Allocations and Designations DPD) is required to make provision for the waste arisings identified in the Regional Spatial Strategy, and be informed by the Council' Municipal Waste Strategy. Any proposed sites / locations will be required to accord with the policies set out in Planning Policy Statement 10: Planning for Sustainable Waste Management. In addition, the Core Strategy should identify the type(s) of waste management that would be appropriate on these sites / locations. Further research is necessary in order to review all relevant evidence relating to waste volumes, movements, facilities and likely additional requirements affecting the district in order to progress the waste element of the Core Strategy.
272	Mrs Rachel Wigginton	Senior Planning Officer Government Office for Yorkshire and the Humber	Question 11	Further investigation required	Consider joint working with neighbouring authorities. The Core Strategy must adhere to the requirements set out in PPS10. Broad areas of search should be identified, supported by criteria based policies to guide allocations and consider planning applications. Targets should be set, and criteria for commercial and industrial waste should be identified.	In response to the first point, consideration has been given to adopting a joint approach, but given the neighbouring authorities and Calderdale are all at different stages of the process, this was not considered to be practical. The waste element of the Core Strategy will need to be in accordance with Planning Policy Statement 10: Planning for Sustainable Waste Management, therefore any strategic sites identified in the Core Strategy, and policies relating to waste management, will be required to be in accordance with national waste planning policy, including the locational criteria as set out in PPS10. The Core Strategy (and the Land Allocations and Designations DPD) is required to make provision for the waste arisings identified in the Regional Spatial

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						Strategy, and be informed by the Council' Municipal Waste Strategy. Further research is necessary in order to review all relevant evidence relating to waste volumes (of all streams), movements, facilities and likely additional requirements affecting the district in order to progress the waste element of the Core Strategy.
291	Mrs Helen Heyes	Assistant Town Clerk Todmorden Town Council	Question 11	Further investigation required	Strong support for recycling and composting, waste treatment facilities should remain on existing sites.	Your comments concerning recycling and composting have been noted. The Core Strategy will need to ensure development management policies within the Core Strategy for new development require areas for the separation, segregation and storage of waste to assist in increasing recycling / composting rates where possible. In relation to the location of any additional waste sites, your preference for waste treatment facilities to remain on existing sites have been noted. Any strategic sites identified in the Core Strategy will be required to be in accordance with national waste planning policy, including the locational criteria as set out in PPS10.
455	Mr D R Witcher	Shibden Valley Society	Question 11	Further investigation required	Preferred location is existing / proposed industrial sites, brownfield should be a last resort. Priority order for waste diverted from landfill is re-use, followed by recycling, and recovery. Wishes new waste facilities to only serve the waste generated in Calderdale.	Your preferred location of existing / proposed industrial sites is noted. Any proposed sites / locations will be required to accord with the policies set out in Planning Policy Statement 10: Planning for Sustainable Waste Management. In addition, the Core Strategy should identify the type(s) of waste management that would be appropriate on these sites / locations. Your comments relating to the preferred methods of dealing with waste that is diverted from landfill are noted. The Core Strategy should reflect the waste hierarchy and the policies set out in Planning Policy Statement 10: Planning for Sustainable Waste Management. Further research is necessary in order to review all relevant evidence relating to waste volumes (of all streams), movements, facilities and likely additional requirements affecting the district in

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						order to progress the waste element of the Core Strategy.
430	Mr Roger Drayton		Question 11	Further investigation required	Preferred method (s) can only be decided after full cost / benefit analysis	Further research is necessary in order to review all relevant evidence relating to waste volumes (of all streams), movements, facilities and likely additional requirements affecting the district in order to progress the waste element of the Core Strategy.
556	Mr Matthew Naylor	Yorkshire Water Services	Question 11	Further investigation required	New waste facilities should be located where compatible land uses exist. PPS10 policy requires a broad locations to be considered, including existing industrial estates or close to facilities with complementary activities. Recycling centres and waste water treatment works should be treated as complementary activities.	Your comments on locating waste treatment facilities where compatible land uses exist are noted. When identifying suitable sites / areas, the opportunity to co-locate facilities together with complementary activities should be investigated, in accordance with national policy set out in PPS 10.
559	Mr Alan Reid	Chair Clifton Action Group	Question 11	Further investigation required	Recycling should be encouraged and people given every assistance to do so, including weekly bin collections.	Your comments concerning recycling are noted, and development management policies within the Core Strategy will need to ensure new development incorporates areas for the separation, segregation and storage of waste to assist in increasing recycling / composting rates where possible. Overall, the Core Strategy (and the Land Allocations and Designations DPD) is required to make provision for the waste arisings identified in the Regional Spatial Strategy, and be informed by the Council' Municipal Waste Strategy. As such, the frequency of waste collection is not the responsibility of the waste element of the Core Strategy, concerns over such issues should be directed to the waste management department, and therefore are of no relevance to this particular consultation.
617		Land & Development Practice	Question 11	Further investigation required	The 3 types of location for new waste facilities are all acceptable. In terms of the waste hierarchy, waste minimisation is preferred, but without central government intervention this could be	Your comments on existing / proposed industrial sites, brownfield sites, and redundant farm buildings all being acceptable locations are noted. Any proposed sites / locations will be required to accord with the policies set out in Planning Policy Statement 10:

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					difficult to achieve. Consideration should be given to joint working arrangements with adjacent local authorities on the treatment of waste. Targets and the criteria for the treatment of waste other than municipal need to be established.	Planning for Sustainable Waste Management. In addition, the Core Strategy should identify the type(s) of waste management that would be appropriate on these sites / locations. To move up the waste hierarchy, government assistance outside the realm of planning policy is required, although development management policies within the Core Strategy will need to ensure new development incorporates areas for the separation, segregation and storage of waste to assist in increasing recycling / composting rates where possible. In terms of a joint waste planning document, given the different timetables adjoining authorities are working to, this was considered to be unworkable. However, adjoining authorities will be consulted and engaged in the preparation of the Core Strategy, which will help identify any opportunities. It is acknowledged that the waste element of the Core Strategy needs to consider how to deal with industrial, commercial, and hazardous wastes, and further research is necessary in order to review all relevant evidence relating to waste volumes (of all streams), movements, facilities and likely additional requirements affecting the district in order to progress the waste element of the Core Strategy.
676	Ms Meryl Leung	Environment Agency	Question 11	Further investigation required	Supports the commitment to sustainability, waste minimisation and recycling, and considering waste as a resource. Sites / facilities should be designated in accordance with National and Regional policy, and co-location together with complementary facilities should be investigated. Lack of information on technologies makes it difficult to comment. Allocations should be large enough to accommodate co-location or complementary activities,	Your comments on the objectives for waste management are noted. When identifying suitable sites / areas, the opportunity to co-locate facilities together with complementary activities should be investigated, in accordance with national policy set out in PPS 10 and regional policy. In terms of on site management, development management policies within the Core Strategy will need to ensure new development incorporates areas for the separation, segregation and storage of waste to assist in increasing recycling / composting rates where possible. Future consultations on the Core Strategy

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					and take into account previous uses. Assessment of the impact on the water environment should be undertaken. Support for self sufficiency in waste management, but not at the expense of higher greenhouse gases through inefficient use of resources.	will provide further information on the technologies available. Further research is required concerning the areas required by different types of facility. When identifying potential sites, their suitability should be assessed against the criteria set out in PPS 10, which includes the protection of water resources. Further research is necessary in order to review all relevant evidence relating to waste volumes, movements, facilities and likely additional requirements affecting the district in order to progress the waste element of the Core Strategy.
733	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 11	Further investigation required	Increased Recycling targets - therefore increase recycling provision. Aware of the partnership working with Bradford .Opposed to incineration or energy recovery facilities.	Your points supporting an increase in recycling are noted, development management policies within the Core Strategy will need to ensure new development incorporates areas for the separation, segregation and storage of waste to assist in increasing recycling / composting rates where possible. Although the Council has agreed to work in partnership with Bradford to reduce the amount of household waste that goes to landfill, the waste element of the Core Strategy will need to consider all waste streams, therefore further research is necessary in order to review all relevant evidence relating to waste volumes, movements, facilities and likely additional requirements affecting the district in order to progress the waste element of the Core Strategy. Your opposition to incineration or energy recovery facilities is noted, any types of waste management facility that are proposed in future drafts of the Core Strategy will need to be in accordance with PPS10, and avoid stifling innovation in line with the waste hierarchy.
765	Mrs Marjorie Van-de-Gevel		Question 11	Further investigation required	Existing / proposed industrial preferred locations. Preferred method for dealing with waste is sorting and recycling. Must be new facilities provided. Sensible to have area to area co-operation in waste	Your preference for locating new waste facilities in existing / proposed industrial locations have been noted. Any proposed sites / locations will be required to accord with the policies set out in Planning Policy Statement 10: Planning for Sustainable Waste

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					management - groups could specialise in dealing with different types of waste. Sorting waste is a major difficulty.	Management. When identifying suitable sites / areas, the opportunity to co-locate facilities together with complementary activities should be investigated. The Core Strategy will need to ensure development management policies within the Core Strategy for new development require on-site areas for the separation, segregation and storage of waste to assist in increasing recycling / composting rates where possible. Further investigation is required concerning the different technologies available and how these can assist in moving up the waste hierarchy.
526	Mr Richard Lee	Project Planning And Property Consultant	2.69	Agree - further action	The need to enable the provision of the RSS's increased housing base requirement is a key area that must be addressed through the LDF. The LDF should be seeking to positively promote a wide range of deliverable housing development locations across the District which enables these base levels to be achieved and indeed affordable housing to be delivered.	The provision of housing will be addressed both spatially and by type within the Core Strategy.
434	Mr & Mrs Mark & Amanda Tattersall		2.70	Agree - further action	It is regrettable that previous high levels of completions cannot be taken into account as part of the provision for the next few years. Increased levels of housebuilding including New Growth Point status will put pressure on the greenbelt and environment and sufficient weight should be given to both environmental and housing considerations.	The representation raises issues which will be addressed in the preparation of the Core Strategy.
686	Mr Colin Holm	Government Team (West) Natural England	Question 13	Agree - further action	Natural England advocates a character-based approach for informing the location of new housing development in the District. An integrated townscape and landscape character study is	In preparing the Core Strategy consideration will be given to the impacts of any urban extensions on the landscape, access to the countryside, wildlife and any opportunities to enhance biodiversity. The need for a specific policy will be a consideration.

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					required to inform capacity assessments of urban areas and their landscape settings. The Core Strategy should include a specific policy to address problems of the urban fringe (e.g. public rights of way, biodiversity, landscape and wildlife issues).	
21	Mr S J Staines	Friends, Families and Travellers	2.79	Agree - further action	Makes helpful and useful comments in relation to the planning for Gypsies and Travellers.	Need to act upon the suggestions particularly in respect of national guidance and consultations with the GT community.
45	Mr Steve Heckley	LTP and Planning Lead Officer WYPTE (Metro)	2.81	Agree - further action	Transport issues section appears very weak and does not identify transport issues or offer any options. Sustainable transport requirements should be incorporated into future developments. Cycling and walking are potentially the most sustainable forms of transport, offering both health and environmental benefits. This could also contribute to reducing congestion on the road network.	Agree - further action required. Transport issues will be dealt with in more detail at a later stage.
568	Mr Alan Reid	Chair Clifton Action Group	2.81	Agree - further action	Brighouse is becoming increasingly congested. Any development which may serve to increase this problem should be abandoned. A fully integrated and flexible transport system is required.	Agree - further action required. Agree with need for a fully integrated transport system. However, disagree with the abandonment of development which may give rise to congestion issues as infrastructure will be looked at in more detail later in the plan making process.
2	mr michael snee	community care officer Halifax & district Irish Society	Question 17	Agree - further action	Provision of park areas for elderly people to include all weather exercise and walking facilities.	Facilities for older people are an important part of the considerations within the LDF. The suggestions merit consideration and will be raised with relevant agencies within the Authority.
115	Greater Elland Civic Trust Vicky Wilkinson Wilkinson		Question 17	Agree - further action	Increased provision of safe and user-friendly routes.	Agree - further action required. The provision of such facilities will be looked at in more detail later in the plan making process.

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300	Mr Richard White		Question 17	Agree - further action	Creation of a linear park along the Rochdale Canal and restoration of ancient trackways. Provision of affordable meeting places to include youth facilities. Cycle routes should be located away from busy main roads.	Agree - further action required. The provision of such facilities will be looked at in more detail later in the plan making process.
169	Edmund Thornhill	Associate I D Planning	Question 17	Agree - further action	Encourage new development in sustainable locations with provision of walking and cycling facilities.	Agree - further action required. The provision of such facilities will be looked at in more detail later in the plan making process.
170	Edmund Thornhill	Associate I D Planning	Question 17	Agree - further action	Provision and enhancement of new and existing car free routes.	Agree - further action required. The provision of such facilities will be looked at in more detail later in the plan making process.
289	Mrs Helen Heyes	Assistant Town Clerk Todmorden Town Council	Question 17	Agree - further action	Creation of a linear park along the Rochdale Canal would provide benefits for walkers, cyclists and the population's health.	Agree - further action required. The provision of such facilities will be looked at in more detail later in the plan making process.
688	Mr Colin Holm	Government Team (West) Natural England	Question 17	Agree - further action	In order to increase the activity levels of the population, the Council should adopt a Green Infrastructure approach to planning. Strategies aimed at integrating access with public transport and promoting alternative modes of transport should also be developed.	These issues will be investigated as part of the Green Infrastructure and Amenity Space Studies that have yet to be completed as part of the evidence base for the Core Strategy.
742	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 17	Agree - further action	The treatment of transport issues is inadequate. Revision is necessary to analyse relevant transport dilemmas.	Agree - further action required. Transport issues will be dealt with in more detail at a later stage.
72	Mr Martyn Coy	Planner British Waterways	Question 19	Agree - further action	Open space should be taken to mean all open space of public value to include water. Rivers, canals, lakes and reservoirs offer important opportunities for sport and recreation and can also act as a visual amenity. PPG17 specifically recognises green corridors such as river and canal banks, cycleways and rights of way as open spaces with public value.	Agree - further action required. These issues will be investigated as part of the Green Infrastructure and Amenity Space Studies that have yet to be completed as part of the evidence base for the Core Strategy.
87	Mr John	Jupiter	Question	Further	The land in Todmorden town centre to	Site specific allocations will be addressed later in the

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	Wilkinson	Investments Ltd	19	investigation required	the north of the river Calder, known as Tipside is an area of open space which could be released for development. The land has limited amenity value and would be best used for residential or commercial development. Todmorden is a town surrounded by open countryside and there is therefore no shortage of visual amenity land. Calderdale has a surplus of amenity open space due to the general close proximity of the countryside.	plan making process.
174	Edmund Thornhill	Associate I D Planning	Question 19	Further investigation required	Land to the south of Southages Quarry, Rastrick could be used for residential development. The land is allocated as school grounds but is not actively used.	Site specific allocations will be addressed later in the plan making process.
290	Mrs Helen Heyes	Assistant Town Clerk Todmorden Town Council	Question 19	Agree - further action	The creation of safe play areas for children, near where they live, is considered very important and desirable.	Agree - further action required. These issues will be investigated as part of the Green Infrastructure and Amenity Space Studies that have yet to be completed as part of the evidence base for the Core Strategy.
5	mr michael snee	community care officer Halifax & district Irish Society	2.86	Agree - further action	16% of dwellings in Calderdale have no central heating compared to 2% nationally. This gives rise to health problems in winter.	The issue of affordable warmth and the state of the dwelling stock is well documented. Efforts are being made to address these and the Core Strategy will probably make reference to these issues.
175	Edmund Thornhill	Associate I D Planning	Question 20	Agree - further action	The Core Strategy should reflect national guidance set out in PPS1 in terms of sustainable development and design to ensure communities are strengthened through the life of the LDF.	In accordance with the Planning and Compulsory Purchase Act (2004), local planning authorities must have regard to national policies and advice contained in guidance issued by the Secretary of State. Therefore policies within the Calderdale Core Strategy will have to accord to principles in PPS1, whilst not repeating them.
593	Peter Woodhouse	Community Safety Officer (Projects) Community Safety Team	Question 20	Agree - further action		The Core Strategy will need to consider how to promote 'Crime Prevention Through Environmental Design', the 'Association of Chief Police Officers National Security Standards' and 'Secured by Design' standards and guidelines.

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594	Peter Woodhouse	Community Safety Officer (Projects) Community Safety Team	Question 20	Agree - further action	The main issues to be addressed around safer and stronger communities are: 1) Listen to, and liaise with, the community and crime/safety practitioners 2) Safe corridors for pedestrians and improved transport links 3) Protection of town and village centres by utilising CCTV 4) Protection of public open space and parks 5) Greater involvement with the public 6) Improve internal communication between council departments.	1) Residents' and business views are received through area Forums which are a key input into the LDF process and the Sustainable Community Strategy. The Crime Prevention and Architectural Liaison Officers, the Community Safety Team and the Council CCTV Managers will also have key input into the LDF, these issues will be discussed with the representee as requested and additional contacts should be added to the consultee's database if necessary. 2), 3) & 4) These issues should be incorporated into policies in the Core Strategy 5) The SCI sets out the consultation process and methods that will be used in preparation of the LDF. There is now a greater level of community involvement in the early stages of development plan preparation than with the UDP, through a wide range of methods. 6) Communication of LDF development should be done comprehensively both internally and externally.
651	Ms Jill Smith-Moorhouse		Question 20	Agree - further action	1) There is no reference to adult education in the area, the recent loss of facilities have impacted greatly on the community. 2) The Renaissance Policy is outdated and needs re-thinking.	1) Reference should be made in the Core Strategy to the provision of adult education facilities as this represents an important component of sustainable communities. 2) It is assumed that 'the Renaissance policy' applies to the Yorkshire Forward Renaissance Market Town Programme and therefore is not relevant to the Core Strategy and LDF.
119	Greater Elland Civic Trust Vicky Wilkinson Wilkinson		Question 21	Agree - further action	Better public transport and specifically designed housing for older people	Both of the issues raised are important to ensuring the needs of older people are met and should be built into policies within the Core Strategy.
200	Mr J T Wilson		Question 21	Agree - further action	Housing focussed on older people should be convenient for public transport.	Housing policies in the Core Strategy should consider the specific location of older people's housing in relation to public transport links.
230	Dr Lesley Mackay		Question 21	Agree - further action	Older people should be the core target for centrally located, high density, easily accessible housing. 1-2 bedroom	The Strategic Housing Market Assessment (SHMA), to be prepared in 2009, should detail the housing needs of all of Calderdale's residents, including older people.

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					apartments in central areas will encourage them to leave larger family-orientated housing.	Housing policies in the Core Strategy should help address these needs. It is agreed that appropriate 1-2 bedroom housing, located close to facilities, and with good public transport access should be attractive to older people - high density housing in town centres is encouraged through PPS3 and PPS6. However it is not feasible to impose occupancy conditions on general market housing. Therefore the take-up of residential properties will be left to the market unless developments are for specific sheltered accommodation, nursing/care homes or continuing care retirement communities.
176	Edmund Thornhill	Associate I D Planning	Question 21	Agree - further action	The Core Strategy should meet the housing needs of older people and provide choice. It should also be flexible in terms of the location for such uses from sustainable urban locations to high quality, green field or green belt locations.	The Core Strategy will contain policies to help meet the housing needs identified in the Strategic Housing Market Assessment (SHMA), which should include those for older people, and will be completed in 2009. In line with national policy guidance (PPS3), the priority locations for housing should be previously developed land, however flexibility may be required so long as principles of sustainable development can be demonstrated.
465	Mr D R Witcher	Shibden Valley Society	Question 21	Agree - further action	The Core Strategy can ensure that older people are able to access the services they require, especially in relation to housing needs, through specific provision for suitable accommodation close to local facilities, and also, importantly, through the retention of local Post Offices.	The Core Strategy should help to deliver suitable accommodation for older people, with good access to local services and facilities. This will be informed by the SHMA which should identify specific needs and be prepared in the Spring/Summer of 2009. With regards to Post Offices, the LDF is unable to influence the retention or closure of local Post Offices as this is ultimately managed by Post Office Ltd and is a commercial decision. However, the LDF can for example influence the loss of retail premises in rural areas.
527	Mr & Mrs Mark & Amanda Tattersall		Question 21	Agree - further action	The comments submitted detail the advantages of sheltered accommodation in terms of service provision to homes (e.g. meal deliveries, doctors, health	The SHMA, due to be produced in the Spring/Summer 2009, should provide detail as to the anticipated future housing requirements for the elderly (including sheltered accommodation). Policies within the Core

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					visitors etc.) and the need for more of this type of accommodation to be built in the district. It also goes into detail in terms of the design of new developments (green space, shared lounges etc.) and the location (spread evenly, away from busy roads etc.). It also suggests consulting with care home residents to determine suitable locations for new developments.	Strategy will be developed to help meet these needs. Specific design issues, such as the provision of green space in new developments, should be addressed in the Core Strategy for all types of housing. More detailed design issues relating to building layouts, such as shared lounges in sheltered accommodation, would be best addressed at the planning application stage. The comment regarding consultation of existing residents for future development locations could be passed onto Pennine Housing.
623		Land & Development Practice	Question 21	Agree - further action	The Core Strategy can assist older people by ensuring that development that aims to provide for them is located in areas where they can easily access the facilities they require. This may on occasions require flexibility in the approach taken in assessing planning applications.	The Core Strategy should help to deliver suitable accommodation for older people, with good access to local services and facilities. This will be informed by the SHMA which should identify specific needs and be prepared in the Spring/Summer of 2009.
231	Dr Lesley Mackay		Question 22	Agree - further action	Sports facilities and support, e.g. training in exercise, should be more available to young people. Again, local communities and young people should be consulted as to what they feel they need and where.	The Core Strategy should seek to improve sports facilities and their accessibility across the Borough. Requirements should be identified as part of the infrastructure planning process for the Core Strategy and integrated into the final adopted DPD.
250	R Collinge	Luddenden Conservation Society	Question 22	Agree - further action	More youth facilities should be available throughout the district, to help improve the present inequalities of provision. More outdoor pursuits leisure activities should also be provided by the youth service.	The Core Strategy should help to improve any inequalities in provision of youth facilities. Although it cannot directly create more outdoor pursuits leisure activities, it can and should help to support their creation, along with other forms of indoor and outdoor leisure activities to improve the general health of residents.
298	Mr Richard White		Question 22	Agree - further action	At present in the upper valley the education available for those who have finished schooling seems to be only of the beautician/hairdresser/bricklayer type, with nothing to support any	Calderdale College offers a variety of higher education courses beyond those stated (e.g. business, legal services, accountancy etc.) and work currently underway at the Shay Stadium will include Calderdale's first integrated Higher and Further

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					reasonably technical industry.	Education, sports and leisure facility. The Core Strategy should support the development of any further higher education opportunities to broaden the skills base of local residents which will have a positive impact on the local economy.
178	Edmund Thornhill	Associate I D Planning	Question 22	Agree - further action	New developments should be appropriately designed to ensure children and young people have access to open space whether formally laid out or simply open countryside.	Policies within the Core Strategy should help to address this issue.
524	Mr & Mrs Mark & Amanda Tattersall		Question 22	Agree - further action	Children should have access to safe, local recreational activities (patrolled parks, school grounds out of hours etc). The Council and parents could become involved with running activities.	The Core Strategy should help to ensure that suitable recreational facilities are available locally and are accessible as possible. However issues around park operations, such as warden patrols, and running of activities are not planning issues. These suggestions will be passed onto the relevant Council department.
46	Mr Steve Heckley	LTP and Planning Lead Officer WYPTE (Metro)	Question 23	Agree - further action	A greater emphasis on the role of public transport in aiding regeneration and economic growth should be incorporated into the vision. The vision must also work towards achieving the LTP2 shared objectives, and the national transport goals contained in Delivering a Sustainable Transport System.	The vision will need to consider the LTP2 objectives and incorporate them where relevant.
279	Mrs Rachel Wigginton	Senior Planning Officer Government Office for Yorkshire and the Humber	Question 23	Agree - further action	PPS12 requires the vision to be informed by an analysis of the characteristics of the area and its constituent parts and the key issues and challenges facing them, to be locally distinctive, in general conformity with the RSS and closely related to the Sustainable Community Strategy.	The vision will need to be in compliance with the requirements of PPS12
690	Mr Colin Holm	Government Team (West) Natural England	Question 23	Agree - further action	Another issue which should be considered in creating the spatial vision for Calderdale is to promote investment in a multi-functional green infrastructure	Green infrastructure will need to be factored into the Core Strategy.

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					network as an integral component of developing sustainable communities.	
747	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 23	Agree - further action	Therefore as previously emphasised, climate change must be treated as a critical issue for the spatial vision of Calderdale.	Adapting to and mitigating against climate change will be a critical component of the Core Strategy.
74	Mr John Pilgrim	Yorkshire Forward	Table 9	Agree - further action	The Core Strategy could identify more explicitly the potential links between the Regional Economic Strategy and the Calderdale's Core Strategy. In addition, it would be helpful if the Core Strategy referenced the Upper Calder Valley Renaissance vision, which provides a vision for the five towns of Walsden, Todmorden, Hebden Bridge, Mytholmroyd and Sowerby Bridge. The Core Strategy should explore links with the Strategic Development Framework 'Halifax Streets Ahead!'	The visions noted above will be given further consideration and used to influence and guide the Core Strategy, where relevant.
47	Mr Steve Heckley	LTP and Planning Lead Officer WYPTE (Metro)	Question 24	Agree - further action	The Core Strategy Spatial Vision should incorporate the updated Leeds City Region Transport Vision due to be published in the new year.	The updated Leeds City Region Transport Vision will be incorporated into the Core Strategy, as appropriate.
691	Mr Colin Holm	Government Team (West) Natural England	Question 24	Agree - further action	Natural England wishes to see the Calderdale's Natural Heritage - A Biodiversity Action Plan for Calderdale 2003-2010 vision considered.	The Calderdale Biodiversity Action Plan for Calderdale will be considered as appropriate in the vision.
692	Mr Colin Holm	Government Team (West) Natural England	Question 24	Agree - further action	In relation to Natural England's remit, we would wish to see the following incorporated into the Core Strategy Spatial Vision: • more sustainable patterns and forms of development, investment and activity; • managing the environment as a key resource; • promoting quality of life benefits; and • transport seeking to improve	The issues raised will be considered and incorporated into the Core Strategy Vision where relevant.

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					accessibility, choice and a reduction in car use.	
748	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 24	Agree - further action	Climate change should be noted in the vision. The Calderdale Transport Strategy vision has made a valid attempt to analyse traffic and congestion trends over the next decade and to suggest sustainable responses. Consequently it can be given appropriate weight.	The Core Strategy will need to consider climate change. The transport vision will need to be incorporated into the Core Strategy, where relevant.
280	Mrs Rachel Wigginton	Senior Planning Officer Government Office for Yorkshire and the Humber	Question 25	Agree - further action	PPS12 requires the vision to be informed by an analysis of the characteristics of the area and its constituent parts and the key issues and challenges facing them, to be locally distinctive, in general conformity with the RSS and closely related to the Sustainable Community Strategy.	The vision will need to be in compliance with the requirements of PPS12.
577	Mr Matthew Naylor	Yorkshire Water Services	Question 25	Further investigation required	Yorkshire Water will be able to provide more information on which option would be most suitable with regards to our infrastructure shortly. It is essential that whichever option is chosen is co-ordinated with Yorkshire Water to ensure the necessary infrastructure is in place.	Further discussions with Yorkshire Water are required as the Core Strategy develops.
204	Mr J T Wilson		4.2	Agree - further action	In general agreement with the aims and strategic objectives but to involve the community documents need to be more community friendly (notwithstanding the difficulties of sometimes achieving this without losing meaning). Terms such as spatial and sustainability need to be clearly defined.	Whilst attempts have been made to make documents as community friendly as possible without losing their meaning, further efforts will be made to increase the understanding of what are often technical documents.
570	Mr Adrian Christopher O'Connor	Chairman Hipperholme & Lightcliffe	4.2	Agree - further action	The aims and objectives for the lower valley are comprehensive, but priorities are wrong and sustainability not	The housing is a requirement of RSS and has to be met otherwise the Core Strategy will be found to be unsound at examination. The other matters of

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		Environmental Group			addressed. Upgrades to infrastructure are required first, job creation on employment sites second, protection of the Green Belt and finally new house building.	infrastructure, employment and green belt will be addressed in the Core Strategy along with housing. Sustainability Appraisal will measure how sustainable the proposals finally put forward are.
750	Mr Anthony Rae	Friends Of The Earth (Calderdale)	4.2	Agree - further action	An additional bullet point be added to the four existing ones at the top of paragraph 4.2: "promoting the transition to a low carbon economy"; and that the existing strategic objective relating to climate change is amended as follows: "To both address the causes of climate change on one hand - and in particular to contribute to the achievement of statutorily required emissions reductions and targets - whilst on the other mitigating and adapting to its effects."	The proposed changes are noted and will be considered for inclusion in the Core Strategy during its preparation. However, adding further detail to the strategic objective on climate change may be too detailed for such a high level and broad objective.
66	Mr Roy Donson	Regional Planning Director Barratt Northern	Question 26	Agree - further action	Objective 4 only relates to affordable housing whereas the housing needs of the district will be met by the provision of housing across all tenure groups.	Comments noted. The intention behind this objective is to meet the housing needs of the district and this will be through the provision of housing across all tenure groups. The objective is to ensure that all have access to affordable housing but does not mean that other forms of tenure will not be part of the housing provision. During the preparation of the Core Strategy this objective will be examined to determine if the wording could be clearer.
129	Mr Ian Smith	English Heritage	Question 26	Agree - further action	Whilst supporting objective 7 it would be better if it more closely reflected the advice in PPS1 (regarding the promotion and reinforcement of local distinctiveness) and the advice in PPG15 and 16 (regarding enhancement).	The proposed wording of objective 7, "To protect and enhance the District's heritage and to ensure that new development helps to reinforce the distinct identity of Calderdale's communities" perhaps better reflects the advice in PPS1 and will be considered for inclusion in the Core Strategy.
235	Dr Lesley Mackay		Question 26	Agree - further action	I do not feel that the Core Strategy has strong enough targets regarding transport.	Comments noted. The inclusion of specific targets in the broad strategic objectives is perhaps too detailed but related targets will be considered during the

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						preparation of the Core Strategy and also during the preparation of the Sustainability Appraisal framework.
281	Mrs Rachel Wigginton	Senior Planning Officer Government Office for Yorkshire and the Humber	Question 26	Agree - further action	In order to comply with Government guidance a number of things are required including need to develop more refined spatial objectives tailored to the locality with clear outputs, targets and indicators, identify areas for joint/partnership working with other agencies and stakeholders and provide a better understanding of how the Core Strategy will link to the strategic objectives set out in RSS.	In preparing the Core Strategy the requirements of Government Policy will be addressed and will therefore cover the matters raised in the representation from the Government Office.
694	Mr Colin Holm	Government Team (West) Natural England	Question 26	Agree - further action	Natural England generally agrees with the aims and strategic objectives set out in section 4. However, whilst we welcome Strategic Objective 5, it should be emphasised that green infrastructure is multi-functional and therefore also plays an essential role in addressing issues such as the conservation of biodiversity and adapting to climate change, in addition to contributing to the health and well-being of the population.	Comments noted regarding green infrastructure but these are perhaps too detailed to include in a brief strategic objective such as No. 5. References to the wider benefits of green infrastructure will be incorporated into the relevant policy in the Core Strategy and supporting text.
10	Mrs Patricia Carter		5	Further investigation required	Support for housing growth in north Halifax.	This support for housing in north Halifax is on the back of a potential site that could contribute to growth. Further work will be needed to take the growth agenda further.
485	Toni Rios	Network Planning Manager Highways Agency	5.1	Further investigation required	A number of sections of the SRN in West Yorkshire are under stress and suffer from capacity constraints and consequent severe queuing during peak periods.	As the Core Strategy develops close dialogue will be required with the Highways Agency regarding the capacity of the Strategic Road Network.
94	Ms Sara Robin	conservation officer Yorkshire	5.5	Agree - further action	Previously developed land may be more valuable for wildlife than agricultural	Individual site assessments will occur wherever possible.

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		Wildlife Trust			land, sites should be assessed on an individual basis.	
563	Ms Sara Robin	conservation officer Yorkshire Wildlife Trust	Table 10	Agree - further action	The release of green belt land for development should be considered very carefully and in the context of the value of the land in terms of habitat and also the possibility of using the land to increase connectivity between wildlife areas. Land once lost to development cannot then be reclaimed to enhance biodiversity.	A Green Belt Review is being undertaken as part of the evidence base for the LDF. This will assess Green Belt against the criteria set out within PPG2. In addition a green infrastructure study is also being undertaken and the findings of the Calderdale Biodiversity Action Plan will both feed into the development of the Core Strategy.
584	Mr Adrian Christopher O'Connor	Chairman Hipperholme & Lightcliffe Environmental Group		Agree - further action	Without very careful consideration the loss of employment land within the area forces local people to travel to either Leeds or Manchester for employment, this goes totally against local sustainability with trying to reduce local travel.	Employment sites will be factored into the Core Strategy in more detail as it evolves.
67	Mr Roy Donson	Regional Planning Director Barratt Northern	Figure 6	Further investigation required	Option 2 should be amended to include at least 50% of the requirement to Halifax, the second largest numbers should go to Brighouse and then Sowerby Bridge given its location in the Caldervale corridor. This gives rise to the following distribution:- Todmorden 500 (4%) Hebden Bridge 700 (5%) Sowerby Bridge 1800 (13%) Halifax 6700 (50%) Elland 900 (7%) Brighouse 2800 (21%)	The variation upon option 2 will be considered as the Core Strategy is developed.
130	Mr Ian Smith	English Heritage	Question 27	Agree - further action	When identifying future development of the district account should be taken of the capacity of the environment of those settlements to accommodate the levels of growth proposed.	The Core Strategy will consider this as the preferred option is developed.
212	Ms Jenny Poxon	Head of Service Yorkshire & Humber Assembly	Question 27	Agree - further action	The RSS sees housing and employment development contributing together to the development of an area and that it	As the preferred spatial option is developed employment considerations will be incorporated into the strategy.

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					would not support housing growth alone that explicitly led to a reduction in employment opportunities or displacement of job opportunities to less sustainable locations.	
214	Ms Samantha Turner	Principle Planning Officer 4NW	Question 27	Agree - further action	As Calderdale is a Growth Point Area, consideration should be given to its potential impact on adjacent Housing Market Renewal areas in the North West.	If Growth Point Status is pursued through the Core Strategy the impact upon neighbouring authorities needs to be considered.
282	Mrs Rachel Wigginton	Senior Planning Officer Government Office for Yorkshire and the Humber	Question 27	Agree - further action	The spatial options appear to be primarily housing led rather than setting out how the Council plans to deal with all the key issues identified in the different parts of the District, not just land uses. Other areas of activity are not really considered e.g. employment, retailing, education, climate change, provision of open space and transport.	The development of spatial options will take account of other land-uses.
487	Toni Rios	Network Planning Manager Highways Agency	Question 27	Further investigation required	The housing development in Options 1, 3 and 4 all generate similar levels of total trips in the AM and PM peak periods whereas trip generation by Option2 is around 20% greater.	As the Core Strategy develops close dialogue will be required with the Highways Agency regarding the capacity of the Strategic Road Network.
546	Mr Richard Lee	Project Planning And Property Consultant	Question 27	Further investigation required	A flexible approach recognising that development in urban areas tends to displace employment uses and creates the need to allocate more greenfield land for that use, thereby removing employment from accessible locations. The release of urban fringe land for housing development in sustainable locations at an earlier stage rather than last resort would be more appropriate. Growth Point Option (2) would be the best one to pursue as it will support	If this option is taken forward further investigation into the potential displacement of employment uses needs to be considered in more detail.

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					broader regeneration strategies for the District.	
73	Mr Martyn Coy	Planner British Waterways	6	Further investigation required	Proposes that the LDF needs to set out a policy or strategy for securing development contributions towards the canal and its towpath	The scope for section 106 and community infrastructure levy type funding will play an important part in the future development of the LDF. Needs further consideration in the context of S106 or CIL

Table 12 – Core Strategy Issues and Options Consultation – Noted

Resp No.	Full Name	Organisation Details/Agent	Section/ Para/Table	Response Categories	Summary of Comments	Council Response
32	Mr Les Morris	Asset Protection Officer National Grid (Land & Development Manager)		Noted	Information regarding National Grid and what wish to be involved in.	Noted.
68	Mr Martyn Coy	Planner British Waterways		Noted	Raises the potential of the waterways and seeks a fully utilised and rejuvenated canal network can be a truly unique multi-functional asset for an area and fulfil a variety of roles and functions.	The canals and waterways system are a major resource which will need to be fully addressed in developing the Core Strategy and other DPDs.
213	Ms Jenny Poxon	Head of Service Yorkshire & Humber Assembly		Noted	The need to achieve a more sustainable pattern of development in accordance with the RSS.	Conformity with the RSS will be a key test for the Core Strategy and the aim will be to achieve this conformity unless there are exceptional, justified reasons for following a different course of action.
332	Mr John Walker			Noted	Suggests that a different approach to the consultation would have been preferable.	The early consultation and community engagement is about generating ideas rather than validating proposals. There is a place for using tick boxes and these may very well be employed at later stages within the consultation processes.
253	Cllr Mrs Diane Park			Noted	Raises a number of concerns about the avoidance of the use of green sites; the scale of the documentation produced how the issues & Options consultation has been developed and the need to	The issue of greenfield versus brownfield land is a clear message from the government and also within Calderdale. The LDF will certainly endeavour to ensure that greenfield land is only used as a last resort. The LDF is a complex process and is not only concerned

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					have more evening sessions.	with the use of land and the drawing of a land-use plan. It is complex, and efforts will need to be undertaken to ensure that people understand what is being asked of them and to provide sufficient information at the relevant level for them to make informed decisions. The issue of evening sessions and out of hours working/consultation is noted.
436	Mr D R Witcher	Shibden Valley Society		Noted	Raises points about the Shibden Valley and its importance as a landscape feature and asset for future generations.	This representation raises a number of points that will need to be taken into account, not only within the Shibden Valley but across the District in relation to landscape, environment, biodiversity, ecology, tourism and the implications of development.
481	Mr & Mrs Mark & Amanda Tattersall			Noted	Consider future consultation events should be spread across a number of weeks and at different times.	This will be considered for future consultations.
535	Mr & Mrs Mark & Amanda Tattersall			Noted	It would be useful, when viewing all of the comments made by a particular person, if the paragraphs they relate to are given.	Noted. The administration of the consultation responses will endeavour to ensure that all comments are related properly to a paragraph or questions within the documents.
515	Mr Roger Drayton			Noted	Concerns are expressed over the consultations and whether there is sufficient time for most members of the public to make informed comment. Concerns are also expressed over contradictory aims and whether sufficient resources have been set aside to allow genuine public involvement.	It would be useful if the respondent could spell out what the contradictory aims are and provide suggestions for addressing these contradictions. Comments about the consultation process and the resources are noted, and efforts will be made to ensure that people feel that they have genuinely been able to influence decisions within the LDF.
627		Land & Development Practice		Noted	Reference to minerals working are absent from the initial documents, and therefore the Core Strategy does not accord with MPS1	The initial engagement was really focussed upon housing delivery. Further work will be necessary on minerals and waste and many other areas of concern for the district. These will be subject to future rounds of consultation.
773	Mr G Nelmes			Noted	Raises issues about the housing numbers that Calderdale is required to plan for, the state of strategic	The comments are fully recognised and will be acted upon. Further information and awareness raising is clearly necessary, as the consultations have only just

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					infrastructure (drainage, highways); issues relating to the flood plain; issues relating to the "Call for Sites" plans and the need for future meetings within the Brighouse area.	started and the overall progression of the Core Strategy will mean further opportunities for engagement. The "Call for Sites" plans are all to be found within the Council's web-site under : - www.calderdale.gov.uk/environment/planning/development-framework/site-submissions/index.html As none of these are formal proposals by the Council and are not being consulted specifically upon it is not intended to make these any more available than they are. To do so would start a whole series of unhelpful (for the Council) and unsatisfactory (for the objectors) consultation responses, at a time when site specific issues are not being addressed within the Core Strategy. Innovative consultation and engagement will clearly be necessary, but meetings like that held in Brighouse would not help in really gaining the views of the people of Brighouse. The Council would like to see true participation and workshop type or "planning for real" type settings used, rather than the presentation, question and answer session. All the meetings and sessions that have been held have been advertised in the "Brighouse Echo".
209	Ms Jenny Poxon	Head of Service Yorkshire & Humber Assembly	1	Agree - no further action	The Regional Assembly welcome the way in which the Issues & Options Paper provides a clear introduction to the Core Strategy and sets this within the context of national and regional policy.	These comments are noted and welcomed. No action required.
630	Ms Jill Smith-Moorhouse		1.8	Noted	Concerned about unsustainable development throughout Calderdale not meeting Government's criteria.	PPS1 "Delivering Sustainable Development" guides the whole of the planning system and in particularly seeks the introduction of the plan-led system which is embodied in the LDF. Without the LDF the district will not be able to drive forward sustainable development and improve the quality of place. Development will happen, growth will occur and it is important that this meets sustainable development principles, which the Council as Local Planning Authority is obliged to bring

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						forward in the local context.
700	Mr Anthony Rae	Friends Of The Earth (Calderdale)		Noted	Raises two concerns : 1) about the direction of sustainable development in Calderdale and the ambiguous framework that RSS provides; and (2) concern that the housing numbers of 670 should be regarded as a set requirement, as the loss of control over housing provision early this decade has undermined weaker housing markets.	Concerns about the RSS are noted. The housing levels as required should generally be supported within Calderdale, however the issue of an addition 20% to allow for New Growth Point Status is a particular issue which would go against what the respondent is seeking. Further information on housing markets and the way in which they are expected to operate in the coming years will be addressed within the SHMA, and feed into the Core Strategy.
631	Ms Jill Smith-Moorhouse		1.11	Noted	Support for the paragraph which suggests that Calderdale must take advantage of its location between the Leeds and Manchester City Regions.	Support noted
632	Ms Jill Smith-Moorhouse		1.12	Noted	The use of Sustainability Appraisal supported.	Support for sustainability appraisal noted.
633	Ms Jill Smith-Moorhouse		1.13	Noted	SEA/SA very necessary if honestly undertaken	Comments on the need for and use of SA/SEA are noted.
419	Mr Neil Drayton		2	Noted	Loss of green belt will have a detrimental effect on tourism and the economy.	The natural environment of Calderdale is a key source of tourism in the borough, an important part of the local economy. However equally, if other parts of the economy are to grow, it may be necessary to consider potential areas of green belt for review and possible future development. The Green Belt Review and LDF process will ensure that any amendments and losses of green belt land are the most sustainable in terms of environmental, economic and social considerations.
701	Mr Anthony Rae	Friends Of The Earth (Calderdale)		Noted	We support the alignment between the LDF, LSP and LAA	Support noted.
1	mr michael snee	community care officer Halifax & district Irish Society	2.2	Noted	Raises concerns over the Local Area Agreement	This does not have direct relevance to the production of the LDF. However these concerns will be raised with the LSP Support Manager
702	Mr Anthony Rae	Friends Of The Earth (Calderdale)		Noted	In general this section is too short and only provides a superficial understanding for the local	The section is not intended to be the spatial portrait of the area, which will form a significant part of the Core Strategy. Much further work, building upon the visions

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					distinctiveness of the area.	and story of place that are already in existence is necessary and will be brought forward in future rounds of consultation and engagement.
210	Ms Jenny Poxon	Head of Service Yorkshire & Humber Assembly		Noted	Notes that the SFRA and SHLAA are due for completion in early 2009 and supports the approach taken to the Green Belt Review and settlement Hierarchy identification.	Comments are noted.
56	Mr Roy Donson	Regional Planning Director Barratt Northern	Table 2	Noted	Concerns are expressed over the production of the SHMA, and whether the timing of this will be adequate to develop the spatial strategy of the LDF.	The SHMA is expected to report in its initial stages by summer 2009. This will feed into the development of preferred/refined options. Whilst it is right to be concerned over timings efforts will be made to ensure that the Core Strategy will be "sound" and that it is supported by robust and credible evidence - even if that is in final draft form.
35	Mr Steve Heckley	LTP and Planning Lead Officer WYPTE (Metro)	Table 2	Noted	The role of transport within the LDF must be considered, and there is a need for baseline information to help inform spatial decisions.	The initial consultation were really focussed upon housing growth. It is appreciated that the full range of issues including transport must be addressed and full advantage of modelling and baseline information used. Further evidence base work is needed and the collation of evidence from other studies is expected to continue throughout the plan preparation process.
486	Mr Matthew Naylor	Yorkshire Water Services	Table 2	Noted	Yorkshire Water not consulted on the SFRA, and discuss the Water Cycle Study with Yorkshire Water.	Comments noted.
410	Mrs D Reid		Table 2	Noted	Concerns are raised about the lack of evidence available.	The evidence base is on going and draws not only on those elements listed directly within the Table, but on wide ranging reports and results of consultations across many different disciplines, which are not listed. Ensure that the full database of evidence is set out for stakeholders and residents.
512	Ms Sara Robin	conservation officer Yorkshire Wildlife Trust	Table 2	Noted	The Trust will be happy to provide input to the Green Infrastructure study.	These comments are noted.
595	Mr B Howarth	Head of Planning Dacre Son &	Table 2	Noted	Concerns are expressed over the delivery of the SHLAA and SHMA and the	Both the SHLAA and SHMA are key parts of the evidence for the Core Strategy. The Core Strategy will

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		Hartley			ability of respondents therefore to take these into account.	be supported at submission/publication by the relevant evidence, and whilst the PAS advice is helpful - it is only advice and many authorities are going forward and developing the evidence at the same time as the planning work progresses.
597	Mr B Howarth	Head of Planning Dacre Son & Hartley	Table 2	Noted		Noted
604	Mr S Wright	Dacres Commercial	Table 2	Noted	Concern is expressed over the lack of availability of the SHLAA and SHMA.	Both the SHLAA and SHMA are key parts of the evidence that will be required to support the Core Strategy as it progresses. Whilst it is appreciated that they are not currently available, they will help to inform decisions later in the plan making process.
606	Mr S Wright	Dacres Commercial	Table 2	Noted	Support for the Green Belt Review	Support noted.
98	Greater Elland Civic Trust Vicky Wilkinson Wilkinson			Noted	Agreed	No action required.
99	Greater Elland Civic Trust Vicky Wilkinson Wilkinson		2.12	Noted	Agreed	Noted.
504	Mr Alan Reid	Chair Clifton Action Group	2.12	Noted	How can the Council promote job growth and vibrant town centres in light of current recession. Developers should be forced to develop in the upper valley as they will not do it of their own free will, because of the cost associated with the terrain etc. The only way this will be possible is by refusing development in Brighouse and the lower valley.	The Core Strategy is looking forward over at least the next 15 years therefore a longer term strategic view needs to be taken with regards needs average economic conditions over this period. It is likely the economy may undergo several cycles over the next 15 years. Brighouse has been identified as a Principal Town in the RSS the Core Strategy must be in general conformity with the RSS if it is to be found sound unless local evidence can justify a different approach.
505	Mr Alan Reid	Chair Clifton Action Group	2.13	Noted	All the data is retrospective or that which is based on a thriving economy.	The Core Strategy is looking forward over at least the next 15 years therefore a longer term strategic view

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					This is now invalid and where growth was forecast, reduction is now inevitable.	needs to be taken with regards needs average economic conditions over this period. It is likely the economy may undergo several cycles over the next 15 years. Brighouse has been identified as a Principal Town in the RSS the Core Strategy must be in general conformity with the RSS if it is to be found sound unless local evidence can justify a different approach.
506	Mr Alan Reid	Chair Clifton Action Group	2.15	Noted	The entire set of figures on which this section is based are now obsolete.	The Core Strategy is looking forward over at least the next 15 years therefore a longer term strategic view needs to be taken with regards needs average economic conditions over this period. It is likely the economy may undergo several cycles over the next 15 years. Brighouse has been identified as a Principal Town in the RSS the Core Strategy must be in general conformity with the RSS if it is to be found sound unless local evidence can justify a different approach.
189	Mr J T Wilson		Question 1	Noted	There are several reasons for areas of high unemployment. Calderdale should aim to exceed its RSS job growth targets and provide jobs for people living within the area.	The need for new employment and land availability will be assessed through the Calderdale Employment Land Review.
136	Swift	CDP Ltd	Question 1	Agree - no further action	Employment opportunities and allocations should be as great as possible in terms of both site areas and locations across Calderdale to support and increase the districts economic base whilst ensuring they are commercially viable and available.	The Calderdale Employment Land Review is currently reviewing the districts employment land portfolio, however it is also important the Core Strategy is in general conformity with the RSS.
131	Edmund Thornhill	Associate I D Planning	Question 1	Noted	Development should be focused in good accessible locations that meet the needs of employment and business and complies with locational requirements of the RSS (Yorkshire and Humber Plan).	The Core Strategy will need to be in general conformity with the RSS.
132	Edmund Thornhill	Associate I D Planning	Question 1	Noted	Calderdale should encourage growth above, or at least equal to, the RSS due to Growth Point Status. Calderdale	Growth Point status needs to be tested through the Core Strategy. If accepted the implication for jobs due to increased numbers of housing will need to be

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					should maintain a choice of sites to fulfil development needs.	assessed. The Calderdale Employment Land Review is identify the need for new sites within Calderdale which will feed into the Core Strategy.
333	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Question 1	Noted	Calderdale should always be looking for new employment opportunities, and reduce unemployment in the areas where it is most needed. Encourage greater employment by development in the Elland area.	The Calderdale Employment Land Review will provide local evidence for employment need and location.
305	Mr John Walker		Question 1	Noted	Employment opportunities should not be focused upon areas of highest unemployment. Calderdale should focus upon Hi-tech and tourism industries.	The Council are producing an Economy and Enterprise Strategy to provide a focus for future economic growth of the district. This Strategy will be used to inform the Core Strategy.
438	Mr D R Witcher	Shibden Valley Society	Question 1	Noted	Employment opportunities do not necessarily need to be focused on the areas of highest unemployment as the district is compact and it is practical to travel to work within Calderdale. Job growth at the rates projected in the RSS should continue to be supported.	The Calderdale Employment Land Review will provide local evidence for employment need and location.
417	Mr Roger Drayton		Question 1	Noted	You only talk about a total number of new jobs, with no indication of what the jobs actually would be. That is the real problem and where vision is needed. Employment should be focused upon reducing the need to travel.	The Core Strategy will link closely with other strategies such as Regional Economic Strategy and the Councils own Economy and Enterprise Strategy as well as the RSS to provide a vision for the type of jobs required within the district. A key element of the Core Strategy will be to increase accessibility to jobs and reduce travel by private car.
613		Land & Development Practice	Question 1	Noted	Concentrating opportunities in areas of high unemployment is too simplistic an approach. Employment opportunities need to be focused on areas of land which are capable of delivering development. Growth above the figures in the RSS is necessary to meet the potential that exists in the district to invest in the local economy.	The Calderdale Employment Land Review will provide local evidence for employment need and location.

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704	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 1	Noted	This section needs to address the requirements of the local economy by either concentrating on particular sectors or diversifying the number of sectors and then; focus upon employment sectors that require formalised provision in urban areas and sites or by increasing localisation and homeworking.	The Council are producing an Economy and Enterprise Strategy to provide a focus for future economic growth of the district. This Strategy will be used to inform the Core Strategy.
705	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 1	Noted	'Employment opportunities' should not be identified as a separate policy driver, instead it should be a consequence of the approach towards population which we have previously indicated has not been adequately analysed.	Noted.
710	Mr Anthony Rae	Friends Of The Earth (Calderdale)	2.18	Noted	A primary requirement for the re-assessment of all employment sites within the LDF approach is their sustainable location characteristics, in compliance with RSS core policy YH7.	The current employment sites are being re-assessed through the Employment Land Review this is being undertaken in accordance with government guidance upon such reviews.
509	Mr Alan Reid	Chair Clifton Action Group	2.19	Noted	Developers should be encouraged to develop available land in the upper valley by being denied a "free rein" to develop in the lower valley; jobs are needed in the upper valley more so than in the lower valley. The M62 at Brighouse is one of the most congested stretches of motorway in the country, and it cannot sustain further traffic increases, even now the Highways Agency actively encourages the motorist to use alternative routes.	The Calderdale Employment Land Review will identify the need for new employment allocations across the district. Brighouse has been identified as a Principal Town in the RSS the Core Strategy must be in general conformity with the RSS if it is to be found sound unless local evidence can justify a different approach. The Council have and will continue to actively discuss the impacts of the developing spatial strategy with the Highways Agency on the strategic road network.
510	Mr Alan Reid	Chair Clifton Action Group	2.20	Noted	Why should the RSS recommend a reduction in retaining land for industrial purposes. To make such a suggestion in the current employment climate shows	The RSS forecasts for economic growth are based upon detailed investigations and forecasts of future employment within the region. The responsibility of updating the RSS is currently with the Yorkshire and

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					unbelievable naivety and a total failure to grasp the rudiments of economics and indicates that the RSS is not a viable basis for future planning. Priority should therefore be given to revising the RSS to ensure it is fit for purpose as it definitely is not, if this is an example of the measures it proposes.	Humber Regional Assembly. Local evidence in the form of the Calderdale Employment Land Review will be used to identify if the forecasts and recommendations within the RSS are fit for purpose.
711	Mr Anthony Rae	Friends Of The Earth (Calderdale)	2.20	Noted	Calderdale needs to take the opportunity of this LDF core strategy to reassess its overall approach to employment site (not 'land') provision, we would suggest as part of the reassessment of its overall future economic direction to take account of the increasingly restrictive 'carbon budget' within which all aspects of employment will have to work.	The Council are producing an Economy and Enterprise Strategy to provide a focus for future economic growth of the district. This Strategy will be used to inform the Core Strategy.
38	Mr Steve Heckley	LTP and Planning Lead Officer WYPTE (Metro)	Question 2	Noted	Calderdale should conform to a net reduction in industrial and storage/ distribution uses.	The Calderdale Employment Land Review will set out the need for such uses within the district.
100	Greater Elland Civic Trust Vicky Wilkinson Wilkinson		Question 2	Noted	1) Yes 2) Use 3) Yes 4) No	Noted.
190	Mr J T Wilson		Question 2	Noted	The LDF should ignore the RSS recommendations it is important to try to rebuild an industrial (high tech) base. Calderdale is far too reliant on the future strategy of HBOS.	The Core Strategy must be in general conformity with the RSS unless there is sufficient evidence to indicate otherwise. The Council are currently producing an Economy and Enterprise Strategy which is looking at how the district's economy may grow over the next 10 years. This work will inform the Core Strategy.
137	Swift	CDP Ltd	Question 2	Agree - no further action	Calderdale district has many constraints to new employment opportunities in terms of both site and market constraints. In view of the past	The Calderdale Employment Land Review is currently reviewing the districts employment land portfolio and will take account of the points raised.

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					employment take up rates and delivery every opportunity should be taken to ensure the widest possible number and locations of viable employment sites are protected from competing development and are available.	
138	Edmund Thornhill	Associate I D Planning	Question 2	Noted	A reduction in industrial and storage/ distribution uses would be unsustainable and potentially detrimental to the long term growth of the economy.	The council are undertaking an Employment Land Review. The review will identify the need for additional employment land within the district and make recommendations for existing sites and any potential oversupply.
133	Edmund Thornhill	Associate I D Planning	Question 2	Noted	Yes, if it helps meet RSS requirements and the sites are in suitable locations in terms of access and proximity to people.	The accessibility to sites will be a key consideration in choosing new sites.
134	Edmund Thornhill	Associate I D Planning	Question 2	Agree - no further action	Constrained sites should be reviewed in terms of their deliverability.	The Calderdale Employment Land Review is currently reviewing the districts employment land portfolio.
135	Edmund Thornhill	Associate I D Planning	Question 2	Agree - no further action	The M62 is a key attraction for businesses and therefore every effort should be made to focus employment uses along its corridor.	The Calderdale Employment Land Review is currently reviewing the districts employment land portfolio. The Core Strategy will also need to be in general conformity with the RSS.
215	Dr Lesley Mackay		Question 2	Noted	Primary employment areas should be protected. Constrained sites should be developed for small-scale employment. The M62 should not be the key location for employment. It should be closely located to residential areas. The LDF should not conform to RSS recommendations of a net reduction in industrial and storage/ distribution uses.	Noted.
283		Richard Raper Planning Ltd	Question 2	Noted	Primary Employment Areas should continue to be protected for employment use but the possibility of alternative use cannot and should not be ruled out in the plan period.	The Calderdale Employment Land Review will provide local evidence as to the appropriateness of sites for current and future business needs.
334	Mr J Braithwaite	Chairman Elland & District Regen	Question 2	Noted	The LDF should continue to protect employment areas while developing	The Calderdale Employment Land Review will provide evidence for the need for new employment uses

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		Partnership			new sites. The M62 corridor should be exploited to the full there should be no reduction in industrial developments and service industry encouraged.	throughout the district.
306	Mr John Walker		Question 2	Noted	Primary Employment Areas should not be protected from other types of development. Constrained employment sites should be expanded. The M62 Corridor should be the key location for new employment sites. Calderdale should not conform to RSS recommendations to reduce industrial and storage distribution uses.	The Calderdale Employment Land Review will provide evidence for the need for new employment uses.
295	Mr Richard White		Question 2	Noted	The LDF should not think only in terms of large employment sites - there exists needs for 'start-up' premises (especially in the upper valley) for art/craft/high tech and high value industry, with medium sites available for successful businesses. The upper valley would be an ideal base for a firm involved in micro-generation (especially water power).	The Employment Land Review will investigate the need for new employment land within the Upper Calder Valley. This information will feed into the Core Strategy.
299	Mr Richard White		Question 2	Noted	In the upper valley there are many small galleries for crafts, but a larger display/contact centre would encourage business/tourism. Tourism would be enhanced by the development on a linear park along the Rochdale Canal (Sustrans route 66) and restoring the ancient trackways.	Noted.
286	Mrs Helen Heyes	Assistant Town Clerk Todmorden Town Council	Question 2	Noted	Employment should be based around public transport hubs and in areas identified as having highest growth potential. The need exists in the Upper Valley for start up sites for art, craft,	The Employment Land Review will investigate the need for new employment land within the Upper Calder Valley. This information will feed into the Core Strategy.

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					high tech and high value industries, with medium sized sites for subsequent growth.	
360	Mr Lars Hansen	(Clerk) Blackshaw Parish Council	Question 2	Noted	New employment should not be restricted to the M62 corridor.	The Calderdale Employment Land Review will provide evidence for the need and location of new employment uses.
439	Mr D R Witcher	Shibden Valley Society	Question 2	Noted	Protect Primary Employment Areas. Where sustainable constrained sites should be retained. The M62 should not be key location for employment growth as it is unsustainable. Whether the LDF should conform to the RSS recommendations of a net reduction in industrial and storage/distribution uses hinges really on what employment investment/development can be attracted.	The Calderdale Employment Land Review will provide evidence for the need and location of new employment uses. A key element of the Core Strategy will be to increase accessibility to jobs and reduce travel by private car.
418	Mr Roger Drayton		Question 2	Noted	Retain Primary Employment Areas. Constrained sites should be retained until appropriate use can be found (housing only if proven need) Reduce travel to work distances Industrial uses would have a far more positive effect than storage/ distribution uses.	The Calderdale Employment Land Review will provide evidence for the need and location of new employment uses. A key element of the Core Strategy will be to increase accessibility to jobs and reduce travel by private car.
258	Mrs P Billings	Hunter Page Planning	Question 2	Noted	It is important that the Primary Employment Areas are continued to be safeguarded from the development pressures on non-employment land uses. However, it is also essential that the emerging LDF takes a flexible approach to the development of those sites for employment and economic development uses. The same is true for any identified constrained employment sites - existing or new.	Noted.
440	McInerney	McInerney	Question 2	Noted	McInerney Homes plc consider that a	The Calderdale Employment Land Review will provide

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	Homes	Homes/ Associate Peacock & Smith			balanced approach should be taken to the protection of employment sites.	evidence for the need and location of new employment uses.
614		Land & Development Practice	Question 2	Noted	The LDF should protect existing Primary Employment Areas from other types of development only where there is a reasonable potential of those sites being brought forward for development. Constrained new employment sites, consideration needs to be given to ways in which they can be opened up for development – allowing mixed use development would be a potentially effective way as this would increase the potential for delivery. The LDF should not conform to the RSS recommendations on loss of B2/B8 uses. Many locations in Calderdale enjoy good access to the motorway network. There needs to be a strong link between meeting housing needs and maintaining employment provision in the district as this would go some way to achieving sustainability targets.	The Employment Land Review (ELR) will investigate the viability of current Primary Employment Areas with the potential that those which score poorly may be re-allocated for other uses. The ELR will also consider ways of opening up constrained sites. Agree there should be a strong link between employment provision and housing targets.
708	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 2	Noted	The M62 should emphatically not be the location for new employment as contrary to future sustainability.	Noted.
709	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 2	Noted	Subject to a local re-evaluation the LDF should conform to a net reduction in industrial and storage/ distribution uses.	The Calderdale Employment Land Review will provide evidence for the need and location of new employment uses.
525	Mr Alan Reid	Chair Clifton Action Group	2.21	Noted	If Calderdale's labour market is as close to balance as stated, why take any action to change it? In planning extensive house building projects, are they not likely to be providing houses for commuters to Leeds, Manchester etc. thereby exacerbating global warming?	The employment growth forecasts for the district are aimed at improving the economic prosperity of Calderdale and the Yorkshire and Humber region and to allow for population growth. A key component of the Core Strategy will be to minimise travel distances, particularly by private car.

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530	Mr Alan Reid	Chair Clifton Action Group	2.22	Noted	Without a full analysis of unemployment within the district how can the Council address it?	The Council have commissioned an employment land review to look at, amongst other things, skills and unemployment within Calderdale in addition the Council is drawing upon other available evidence. The Council and its partners are developing an Economy and Enterprise Strategy to provide a strategic focus for the districts economy. This information will feed into the developing Core Strategy.
531	Mr Alan Reid	Chair Clifton Action Group	2.23	Noted	Would it not be better to discourage commuting?	A key component of the Core Strategy will be to minimise travel distances, particularly by private car.
712	Mr Anthony Rae	Friends Of The Earth (Calderdale)	2.23	Noted	The LDF should be seeking to spatially structure out Travel to Work journeys where possible. It must also give critical emphasis upon the sustainability of all transport mode decisions and travel demand in general.	A key consideration of the Core Strategy will be to improve accessibility and reduce the need to travel, particularly by private car.
532	Mr Alan Reid	Chair Clifton Action Group	2.24	Noted	Commuting should as far as possible be contained within the local area. New house building should be geared to this and should not be influenced by the needs of Leeds or Manchester.	A key component of the Core Strategy will be to minimise travel distances, particularly by private car.
13	Mrs Jean Allan		Question 3	Noted	Concerns are raised over train services from the district, and the links with commuting or the need for jobs in the district.	Calderdale is not a consultee on the train timetable (this role is undertaken by METRO). The role of commuting and the ability of residents to access jobs elsewhere by sustainable forms of transport is an important element of the Core Strategy; along with the counterbalance of providing jobs locally.
39	Mr Steve Heckley	LTP and Planning Lead Officer WYPTE (Metro)	Question 3	Noted	Calderdale should make the most of its rail connections with surrounding employment centres.	Improving accessibility to employment will be key considerations for the Core Strategy
101	Greater Elland Civic Trust Vicky Wilkinson Wilkinson		Question 3	Noted	The district should make the most of its connections to Leeds and Manchester and ideally provide enough jobs for all working age residents in district.	Noted.
191	Mr J T Wilson		Question 3	Noted	More manufacturing jobs are required in	The need for new employment and land availability

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					Calderdale commuting into and out of Calderdale is unavoidable in many respects commuting is the antithesis of sustainability.	will be assessed through the Calderdale Employment Land Review.
139	Edmund Thornhill	Associate I D Planning	Question 3	Noted	Calderdale should make more of its connections to Leeds and Manchester to ensure it capitalises upon the economic success of these two important city regions.	Improving connections and accessibility to jobs will be a key consideration for the evolving Core Strategy.
140	Edmund Thornhill	Associate I D Planning	Question 3	Noted	Calderdale should aim to provide enough jobs for everyone of working age in the district.	Noted.
216	Dr Lesley Mackay		Question 3	Noted	Rail services have declined in Upper Calder Valley, reducing attractiveness of working in the valley or commuting to Leeds and Manchester. Need to reduce travel to work distances as well as education.	A key aim of the Core Strategy will be to improve accessibility to employment opportunities as well as other services and facilities. Possibilities to improve the attractiveness of rail will be considered.
335	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Question 3	Noted	Calderdale must take full advantage of connections to Leeds and Manchester, while promoting as much local employment as possible, to reduce carbon footprint.	A key consideration of the Core Strategy will be to improve accessibility and reduce the need to travel, particularly by private car.
307	Mr John Walker		Question 3	Noted	Calderdale should make the most of its connections with Leeds and Manchester. Calderdale should not aim to provide enough jobs for everyone of working age in the district.	Noted.
361	Mr Lars Hansen	(Clerk) Blackshaw Parish Council	Question 3	Noted	Calderdale should aim to make more of its connections to Leeds and Manchester and in particular improve car parking facilities at railway stations for commuters. Calderdale should also aim to create more jobs in the area.	A key consideration of the Core Strategy will be to improve accessibility and reduce the need to travel, particularly by private car.
445	Mr D R Witcher	Shibden Valley Society	Question 3	Noted	Calderdale should aim to make more of its connections to Leeds and	A key consideration of the Core Strategy will be to improve accessibility and reduce the need to travel,

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					Manchester. Calderdale should aim to ensure that enough jobs are provided for everyone of working age in the district.	particularly by private car.
478	Mr Roger Drayton		Question 3	Noted	Object to a policy which conflicts with the need to reduce co2 emissions and reduce traffic congestion. More job opportunities are needed in Calderdale.	A key consideration of the Core Strategy will be to improve accessibility and reduce the need to travel, particularly by private car.
259	Mrs P Billings	Hunter Page Planning	Question 3	Noted	It would be wrong to defer to Leeds and Manchester as providers of employment. The first principle of sustainable development is to reduce the need to travel, and only secondly for those trips that are essential to be undertaken by alternative means to travel other than the private car.	A key consideration of the Core Strategy will be to improve accessibility and reduce the need to travel, particularly by private car.
615		Land & Development Practice	Question 3	Noted	Making more of connections to Leeds and Manchester has the potential in both the short and long term to have a negative impact on the vitality of the district. Calderdale should concentrate on making best use of its own sites and areas that are vibrant and capable of expansion, where generous increased levels of employment represent a realistic goal.	Noted.
713	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 3	Noted	Calderdale should only aim to make more of its connections to Leeds and Manchester if this can be achieved sustainably and consistent with emissions reductions.	Noted.
714	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 3	Noted	Calderdale should aim to provide enough jobs for everyone of working age but subordinate to overall Calderdale population numbers.	Noted.
761	Mrs Marjorie		Question 3	Noted	Calderdale should make the most of it's	Reducing travel distances and encouraging the use of

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	Van-de-Gevel				rail connections to Leeds and Manchester. Calderdale should aim to ensure provision of enough jobs for everyone of working age.	forms of transport other than the private car are key considerations for the Core Strategy.
412	Mrs D Reid		2.25	Noted	Brighouse should only provide for local needs.	Brighouse is identified within the RSS as a Principal Town, which states it will be the main local focus for development. There are 32 other such designated towns within the Yorkshire and Humber region. If the Core Strategy is not in general conformity with the RSS it may be found unsound unless local evidence can justify a different approach.
538	Mr Alan Reid	Chair Clifton Action Group	2.26	Noted	Should not all services and facilities etc be provided on the basis of needs rather than an arbitrary decision as to which is a 'big' town?	The designation of Brighouse and Halifax as a Principal Town and Sub-regional Town have been based upon evidence developed for the RSS. The idea behind these designations is to locate the majority of development near larger towns which have the majority of facilities and services reducing the need to travel. The regional work in the RSS is being investigated locally through the Settlement Hierarchy Model.
519	Mr & Mrs Mark & Amanda Tattersall		Figure 2	Noted	This Settlement Hierarchy Map does not show Claremount, West Vale and Holywell Green, unlike the map in figure 5.6 of the SHM	This map was used for indicative purposes only. The Settlement Hierarchy Model was available as a separate consultation where a more detailed map could be seen.
14	Mrs Jean Allan		Question 4	Noted	Raises concerns about the accessibility of leisure facilities, and potential deficits.	Noted.
40	Mr Steve Heckley	LTP and Planning Lead Officer WYPTE (Metro)	Question 4	Noted	Support the principals settlement hierarchy set out within the RSS.	Noted.
41	Mr Steve Heckley	LTP and Planning Lead Officer WYPTE (Metro)	Question 4	Noted	For any town to be upgraded to Principal Town status public transport links must be considered. Elland and Hebden Bridge may be able to perform this role over the longer term.	The possibility of upgrading Elland to Principal Town status will be considered as part of the Core Strategy.
69	Mr Martyn Coy	Planner British Waterways	Question 4	Noted	Support main towns being focus for majority of development. The canal	The tourism potential of the canal is recognised and development within certain areas may be acceptable

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					network whilst not necessarily being focused upon town centres should be recognised for its tourism potential.	dependent upon accessibility criteria being fulfilled.
102	Greater Elland Civic Trust Vicky Wilkinson Wilkinson		Question 4	Noted	Elland should have some of the new employment and leisure facilities, along with Halifax and Brighouse.	The role of Elland will be considered through the development of the Spatial Option.
192	Mr J T Wilson		Question 4	Noted	It is not realistic or desirable for any of the other towns in Calderdale to increase in size to become a principle town. But should not monopolise development.	The amount of development focused upon Halifax and Brighouse will be developed through the Core Strategy. However it is agreed that other areas should have enough development to fulfil locally generated need.
141	Edmund Thornhill	Associate I D Planning	Question 4	Noted	Halifax and Brighouse should contain the majority of new employment and leisure facilities.	The Core Strategy should conform with the RSS unless adequate evidence indicates otherwise.
142	Edmund Thornhill	Associate I D Planning	Question 4	Noted	No other towns should be classified as a Principal Town. However should be noted that strategically Rastrick is part of Brighouse.	Noted.
336	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Question 4	Noted	Leisure facilities are of equal importance to all Calderdale residents and should be provided in all areas. Elland is sadly lacking municipal facilities.	Noted.
267	Mrs Rachel Wigginton	Senior Planning Officer Government Office for Yorkshire and the Humber	Question 4	Agree - no further action	RSS YH6 states that LDFs should include the Principal Towns indicated on the Key Diagram (i.e. Brighouse in Calderdale). Other towns may exceptionally be included provided they meet the listed criteria in the policy. Principal towns should be the main focus for development in addition to the sub-regional towns and cities, including Halifax.	The Core Strategy will comply with this requirement.
420	Mr Roger Drayton		Question 4	Noted	Halifax and Brighouse should not contain the majority of new	Noted.

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					employment and leisure to the detriment of local and neighbourhood centres.	
634	Ms Jill Smith-Moorhouse		Question 4	Noted	I do not think that Halifax and Brighouse should contain the majority of new development, employment and leisure facilities. Development is desired over the whole area and should be shared amongst the population.	Noted.
715	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 4	Noted	Halifax and Brighouse should contain majority of new employment and leisure facilities.	Noted.
716	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 4	Noted	No other towns should be considered as a Principal Town.	Noted.
49	Mr Ian Sanderson	Principal Archaeologist West Yorkshire Archaeology Advisory Service	2.27	Agree - no further action	Support for the conserving, enhancing and enjoying the built and natural heritage.	Agreed - no further action required
544	Mr Alan Reid	Chair Clifton Action Group	2.29	Noted	Whilst travel to work needs to be kept to a minimum, the proposed level of house building exceeds the demand created by employment and encourages commuting to work. It is more logical to establish the infrastructure required to minimise the effects of global warming before any new development is considered. The Land Allocations and Designations Development Plan Documents should be the last document to be adopted and not one of the first.	The Regional Spatial Strategy sets out the housing requirements for the district, therefore the Core Strategy and Land Allocations and Designations Development Plan Documents are required to allocate sufficient land to meet the housing numbers allocated to Calderdale. In terms of infrastructure problems, the Council has been awarded New Growth Point Status, which, if pursued through the planning process (in the Core Strategy) would enable the Council to bid for government funding to overcome infrastructure issues. Apart from the Core Strategy, the Land Allocations and Designations Development Plan Document is the only other Development Plan Document that is to be produced, and as it is required to be in conformity with the Core Strategy, will therefore be the final Development Plan Document to be adopted in the present Local Development Scheme.

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						Further investigation is required into how the LDF can enable suitable tourism development to take place. No sites have been proposed or scheduled for development as yet. Any proposed development sites will be put forward for full public consultation. Further investigation of the Open Space Study and the commissioning of an Amenity Land Study will identify any areas that may have a deficit of Open Space.
718	Mr Anthony Rae	Friends Of The Earth (Calderdale)	2.29	Noted	The statement contained in paragraph 2.29 claiming that mitigation measures of the effects we are having on local and global environments are an essential element in achieving sustainable development is almost certainly an understatement.	Noted - no further action required.
719	Mr Anthony Rae	Friends Of The Earth (Calderdale)	2.30	Agree - no further action	Paragraph 2.30 identifies that the impacts of climate change are not just environmental, but social and economic as well.	Agree - no further action required.
721	Mr Anthony Rae	Friends Of The Earth (Calderdale)	2.32	Noted	Calderdale does not yet have any overarching and specific strategy in place to direct the district's response to the issues raised in paragraph 2.32.	The Core Strategy and other LDF documents need to ensure Climate Change is addressed throughout each document - in the absence of a specific 'climate change strategy' the Core Strategy will need to reflect the climate change goals of the relevant documents and strategies; the Sustainability Appraisal will also be important.
143	Edmund Thornhill	Associate I D Planning	Question 5	Noted	The targets set are reasonable.	Please note that further work is required to address climate change and its impact on Calderdale through the Core Strategy.
447	Mr D R Witcher	Shibden Valley Society	Question 5	Noted	The CO2 emissions targets in the LAA seem reasonable	Noted - no further action required.
104	Greater Elland Civic Trust Vicky Wilkinson Wilkinson		Question 6	Noted	No comment	No information provided.

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448	Mr D R Witcher	Shibden Valley Society	Question 6	Agree - no further action	Flood management and water run off policies should be developed in the light of advice from the Environment Agency.	Data from the Environment Agency has been used to inform the Strategic Flood Risk Assessment, which in turn will inform the Core Strategy.
723	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 6	Noted	The core strategy should adopt a holistic approach to river catchments, and encompass the health of the drainage features of the uplands as well.	This section was specifically concerned with flooding and floodrisk- the Strategic Flood Risk Assessment will assess the flood risk of broad areas and acknowledges the importance of the upland tributaries. The Sustainability Appraisal includes indicators concerning water quality.
269	Mrs Rachel Wigginton	Senior Planning Officer Government Office for Yorkshire and the Humber	Question 7	Noted	Identifying particular areas is likely to conflict with PPS22.	Noted
725	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 7	Agree - no further action	Urban as well as rural areas can make a contribution to renewable energy generation.	The Core Strategy will need to promote renewable energy generation within urban areas as well as rural ones.
682	Mr Colin Holm	Government Team (West) Natural England	Question 8	Agree - no further action	Natural England wish to see a certain number of criteria contained in any sustainable construction policy.	The criteria proposed will all inform the development of a sustainable construction policy.
96	clifford		2.49	Noted	A major review of the green belt is required enabling the removal of brownfield / industrial sites from green belt allocation. This will enhance the area for the community to enjoy.	Noted - no further action required. Changes are not required to existing documentation.
424	Mr Neil Drayton		2.49	Noted	Green Belt land should not be used for development because the land owner allows a site to become a derelict eyesore.	The Green Belt Review will provide an understanding of the current strengths and weaknesses of the existing designation. This study has yet to be completed.
523	Mr Richard Lee	Project Planning And Property Consultant	2.49	Noted	Green Belt boundaries should be reviewed due to substantial changes in the way we view our environment and how it should be protected. The issue of sustainability means that the development of urban extensions may	The Green Belt Review will provide an understanding of the current strengths and weaknesses of the existing designation. This study has yet to be completed.

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					be more sustainable than development elsewhere.	
553	Mr Alan Reid	Chair Clifton Action Group	2.49	Noted	All undeveloped land which satisfies the criteria detailed in the Green Belt review methodology document should be designated Green Belt.	The Green Belt Review will provide an understanding of the current strengths and weaknesses of the existing designation. This study has yet to be completed.
554	Mr Alan Reid	Chair Clifton Action Group	2.50	Noted	The Council should make it unlawful to interfere with protected trees, other than beneficial pruning. If protected trees are damaged during the course of development, the right to develop that land should be forfeited.	Noted - no further action required. Tree Preservation Orders (TPOs) already give statutory protection to specific trees, groups of trees and woodlands of amenity value so as to prohibit removal, pruning or damage occurring to them without the prior consent of the Local Planning Authority.
637	Ms Jill Smith-Moorhouse		2.50	Noted	Development of a Green Infrastructure Network should be encouraged. New development has given insufficient thought to green spaces and planting.	Noted. These issues will be investigated as part of the Green Infrastructure and Amenity Space Studies that have yet to be completed as part of the evidence base for the Core Strategy.
15	Mrs Jean Allan		Question 9	Noted	Protection of natural beauty is an important consideration.	The Core Strategy must provide a framework for delivering sustainable development. Not all areas can be protected if the needs of the residents of Calderdale are to be fully and properly addressed.
70	Mr Martyn Coy	Planner British Waterways	Question 9	Noted	It may be appropriate to include reference to the Rochdale Canal Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI) designations.	Special Areas of Conservation and Sites of Special Scientific Interest will be detailed in the Land Allocations and Designations document. However, it should be noted that policies contained in the LDF should not duplicate legislation or simply repeat regional and national guidance.
107	Greater Elland Civic Trust Vicky Wilkinson Wilkinson		Question 9	Noted	The protection and enhancement of the natural environment is a priority for the Core Strategy. The Strategy should aim for more tree planting and less encroachment.	Noted - ensure the issues raised are integrated into policies and proposals.
151	Edmund Thornhill	Associate I D Planning	Question 9	Noted	Whilst protection and enhancement of the natural environment should be encouraged it should not be at the expense of releasing green belt and green field sites in sustainable locations	In addition to protecting and enhancing the natural environment, the LDF is required to deliver new housing - therefore 'affordable, good quality housing' remains a priority for the LDF, alongside environmental issues.

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					around Halifax and Brighouse/Rastrick so that RSS housing targets can be met.	
152	Edmund Thornhill	Associate I D Planning	Question 9	Noted	Development should be kept away from the upper valleys and focused around Halifax and Brighouse/Rastrick.	The Core Strategy must provide a framework for delivering sustainable development. Not all areas can be protected if the needs of the residents of Calderdale are to be fully and properly addressed.
221	Dr Lesley Mackay		Question 9	Noted	The protection and enhancement of the natural environment is a priority for the Core Strategy.	Noted - no further action required.
340	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Question 9	Noted	The protection and enhancement of the natural environment is a priority for the Core Strategy.	Noted - no further action required.
313	Mr John Walker		Question 9	Noted	The protection and enhancement of the natural environment is a priority for the Core Strategy.	Noted - no further action required.
271	Mrs Rachel Wigginton	Senior Planning Officer Government Office for Yorkshire and the Humber	Question 9	Noted	Full consideration should be given to the implications of the Habitats Directive 92/43/EEC.	Full consideration will be given to the implications of the Habitats Directive 92/43/EEC during the preparation of the LDF.
363	Mr Lars Hansen	(Clerk) Blackshaw Parish Council	Question 9	Noted	The protection and enhancement of the natural environment should be a priority in the Core Strategy.	Noted - no further action required.
453	Mr D R Witcher	Shibden Valley Society	Question 9	Noted	The protection and enhancement of the natural environment is a priority for the Core Strategy. In light of the recession, the Regional Spatial Strategy should be amended to require lower housing targets. Notwithstanding this, the Core Strategy should reduce the scale of land allocation for development and be selective about its location.	The level of housing provision will be considered during the preparation of the Core Strategy taking account of all the relevant evidence including the SHLAA.
426	Mr Neil Drayton		Question 9	Noted	The natural environment should be protected. Clarification is required on the definition of "enhance".	In defining "enhance", reference should be made to Planning Policy Statement 9: Biodiversity and Geological Conservation which states that "plan

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						policies and planning decisions should aim to maintain, and enhance, restore or add to biodiversity and geological conservation interests".
522	Mr & Mrs Mark & Amanda Tattersall		Question 9	Noted	Wildlife corridors should be included within the Core Strategy in order to protect and enhance the natural environment.	This issue will be investigated as part of the Green Infrastructure and Amenity Space Studies that have yet to be completed as part of the evidence base for the Core Strategy.
555	Mr Matthew Naylor	Yorkshire Water Services	Question 9	Noted	The protection and enhancement of the natural environment is a priority for the Core Strategy. The document could contain policies that identify funding for the natural environment and aim to improve and protect areas adjacent to statutory environment designations.	Areas adjacent to statutory environmental designations are protected to some degree by the statutory designation itself. Policies contained in the LDF should not duplicate legislation or simply repeat regional and national guidance.
551	Mr Alan Reid	Chair Clifton Action Group	Question 9	Noted	The nature and character of Calderdale should be preserved and all development which mitigates against this should be rejected.	Whilst the nature and character of Calderdale should be protected, each development should be considered on its own merits.
685	Mr Colin Holm	Government Team (West) Natural England	Question 9	Noted	An evidence-based approach should be taken in order to provide a sufficient basis for the protection, enhancement and maintenance of the District's natural assets. Opportunities for the positive promotion of our key interests such as access, recreation and tourism and also wildlife benefits can be supported through such an approach.	The documents which make up the LDF are based upon an up to date and reliable evidence base. With reference to the Natural Environment, issues such as access, recreation, tourism and wildlife will be investigated as part of the Green Infrastructure and Amenity Space Studies that have yet to be completed as part of the evidence base for the Core Strategy.
638	Ms Jill Smith-Moorhouse		Question 9	Agree - no further action	The natural environment is a priority for the Core Strategy, which should inform planning decisions.	Changes to documentation are not required.
729	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 9	Agree - no further action	Protection and enhancement of the natural environment is a priority for the Core Strategy because it will have environmental, economic and social benefits.	Changes are not required to documentation.
764	Mrs Marjorie		Question 9	Noted	Protection and enhancement of the	These issues will be investigated as part of the Green

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	Van-de-Gevel				natural environment is a priority for the Core Strategy. No data is provided on the type, quantity and quality of Agricultural Land. Agricultural Land must be fully considered to enable a holistic approach to the Core Strategy.	Infrastructure and Amenity Space Studies that have yet to be completed as part of the evidence base for the Core Strategy.
639	Ms Jill Smith-Moorhouse		2.54	Noted	Recent additions to the housing stock lack quality of design and look very similar. Not enough consideration has been given to building materials and green issues such as planting.	Noted. Green issues and issues of design are an important part of the considerations within the LDF and should be integrated into relevant policies and proposals.
558	Mr Alan Reid	Chair Clifton Action Group	2.56	Noted	Development should conform to the character of its local environment.	Noted. Issues of design are an important part of the considerations within the LDF and should be integrated into relevant policies and proposals.
16	Mrs Jean Allan		Question 10	Noted	Raises concerns about the design of new development.	Noted. Issues of design are an important part of the considerations within the LDF and should be integrated into relevant policies and proposals.
79	Mr John Pilgrim	Yorkshire Forward	Question 10	Noted	Public realm plays an important role in improving the attractiveness of historic places and can make a valuable contribution to an area's urban renaissance and vitality.	These issues will be investigated as part of the Green Infrastructure and Amenity Space Studies that have yet to be completed as part of the evidence base for the Core Strategy. Reference will also be made to the Calderdale Open Space, Sport and Recreational Study: Strategy and Action Plan (2006).
108	Greater Elland Civic Trust Vicky Wilkinson Wilkinson		Question 10	Noted	Development should be in keeping with the local area. Sustainability should be a high priority in the design of new development.	Noted. Issues of design and sustainability are an important part of the considerations within the LDF and should be integrated into relevant policies and proposals.
154	Edmund Thornhill	Associate I D Planning	Question 10	Noted	Preparation of Conservation Area Appraisals should be encouraged.	A number of Conservation Area Appraisals have been conducted by the Council in recent years. Whilst these documents have been completed outside of the LDF process, they will inform relevant policies and proposals.
155	Edmund Thornhill	Associate I D Planning	Question 10	Noted	Object.	No information provided.
429	Mr Roger		Question	Agree - no	The Council should consult and respond	All comments received during this and other

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	Drayton		10	further action	to local residents' opinions	consultation events will be considered carefully by the Council and will be taken into account in the preparation of the LDF Core Strategy.
640	Ms Jill Smith-Moorhouse		2.69	Noted	It would be interesting to know why the Government has earmarked Calderdale as a "new growth point". Presumably because of infrastructure and proximity to Leeds, Manchester, and Bradford. People living here think that Calderdale has already grown enough.	Comments noted. The Government essentially considers that Calderdale along with three other local authorities in the area is in a position to deliver housing growth above the RSS requirement and so assist in implementing the Government's policy on increasing the amount of housebuilding to meet the identified need.
735	Mr Anthony Rae	Friends Of The Earth (Calderdale)	2.69	Noted	Government housing policy as repeated in para. 2.69 is now totally discredited and bears no relation to events in the real world. The consequences of following the approach that RSS requirements are no longer a ceiling could have substantial consequences for the district and the Council must therefore give this matter serious consideration.	Events such as the economic downturn will affect housing provision but the Core Strategy must conform to RSS or it will be found to be unsound on examination. Given that the Core Strategy will cover the period up to 2026 there are likely to be several economic cycles within this period and therefore in planning for housing provision average market conditions have to be assumed although clearly delivery in the early part of the Core Strategy will be low.
598	Mr B Howarth	Head of Planning Dacre Son & Hartley	2.69	Noted	Welcome statement that housing requirement is likely to increase and RSS requirement is no longer a ceiling, providing locations are in accordance with core approach in RSS	Comments reflect the position relating to the housing requirement as set out in para. 2.69 which will inform the Core Strategy as it progresses to submission.
607	Mr S Wright	Dacres Commercial	2.69	Noted	Welcome statement that housing requirement is likely to increase and RSS requirement is no longer a ceiling, providing locations are in accordance with core approach in RSS	Comments reflect the position relating to the housing requirement as set out in para. 2.69 which will inform the Core Strategy as it progresses to submission.
736	Mr Anthony Rae	Friends Of The Earth (Calderdale)	2.70	Noted	A statement needs to be issued setting out details about the New Growth Point and the rationale being this including the scale of any potential benefits. Further analysis and explanation of the reasoning that housing growth is	Consultation on the New Growth Point is taking place within the Issues and Options Document for the Core Strategy and forms Option 2. Should this option be pursued further information will be provided in the Core Strategy as it will on the housing requirement as a whole.

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					necessary must be provided along with the actual housing numbers to 2026.	
641	Ms Jill Smith-Moorhouse		2.71	Noted	Calderdale has already built well above requirements. This has impacted greatly on the quality of life. It now takes 30 mins more to drive from the Calder Valley to the motorway/M62 network. Traffic at rush hour is far worse and adds nothing to reducing CO2 targets.	Comments noted. Quality of life and sustainability issues will be addressed during the preparation of the Core Strategy and assessed via the Sustainability Appraisal. The RSS requirement has to be met if the Core Strategy is to be found sound at examination. By proper planning for new development issues of quality of life and sustainability can be properly addressed including the opportunity for greater use of public transport.
734	Mr Anthony Rae	Friends Of The Earth (Calderdale)	2.71	Noted	The overprovision of housing in the last few years should count against the new housing requirement figure.	Whilst housing provision has been in excess of the requirement for the last few years this will clearly not continue and over the period of the RCUDP (2001 - 2016) may have averaged out closer to the figure in the Plan than figures for the last few years suggest, without the introduction of the LDF. The requirement figure in RSS is the product of many complex variables and must be adhered to in the Core Strategy if it is to be found sound upon examination.
642	Ms Jill Smith-Moorhouse		2.72	Noted	Too many new builds are lying empty, this would suggest an overbuild, as much as half of some developments. High levels of housing should not be planned above RSS requirements, and building stopped until all present new build and older empty properties are occupied.	Comments noted. The empty new build properties are predominantly apartments/flats and these types of developments are unlikely to be repeated given the collapse in this market. The Council has a strategy to try and ensure older empty properties are brought back into use.
737	Mr Anthony Rae	Friends Of The Earth (Calderdale)	2.72	Noted	Implications of density assumptions are not explained whilst they are too low.	The figure is a generalised assumption to give an indication of the possible land take for the purpose of the Issues and Options document and will be followed up with more detailed work during the preparation of the Core Strategy.
738	Mr Anthony Rae	Friends Of The Earth (Calderdale)	2.73	Noted	The fact that the provision can exceed the RSS requirement means that it does not have to strictly accord with it and	Paragraph 2.73 is intended to provide background information to the Issues and Options document. Whilst the RSS requirement must be met Government

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					the Council has some discretion.	policy is that this is not a ceiling and can be exceeded although this must be within the Core approach of RSS. The consequences of housing allocations will be assessed during the preparation of the Core Strategy and least via the Sustainability Appraisal.
23		Development Planning Partnership	Question 12	Noted	Calderdale should plan for higher figures in housing, as the new(review) RSS is likely to increase housing numbers.	The actual level of housing to be planned for in the Core Strategy will be determined having regard to RSS and relevant evidence including the SHLAA and the SHMA.
17	Mrs Jean Allan		Question 12	Noted	Higher housing levels than those required by RSS should not be planned for as there is already too much empty housing in Halifax.	The actual level of housing provision to be planned for will be determined during the preparation of the Core Strategy having regard to RSS and relevant evidence including the SHLAA, SHMA and information on empty properties.
62	Mr Roy Donson	Regional Planning Director Barratt Northern	Question 12	Noted	It is well established that the RSS figures are not a ceiling and indeed there is evidence as set out in the current RSS consultation on future revisions that there is a case for more housing. The recently awarded growth point status provides for additional housing beyond the RSS. Therefore planning for higher figures is essential.	The level of housing provision will be determined during the preparation of the Core Strategy having regard to RSS and the relevant evidence including the SHLAA and the SHMA.
110	Greater Elland Civic Trust Vicky Wilkinson Wilkinson		Question 12	Noted	Yes	The Council notes Elland Civic Trust's response.
196	Mr J T Wilson		Question 12	Noted	Yes - Calderdale should not allow itself to be dictated to or restricted by the RSS.	The Council notes Elland Civic Trust's response.
160	Edmund Thornhill	Associate ID Planning	Question 12	Noted	Yes, it is important to ensure that the Council maintains (and can demonstrate) a deliverable 5-10 year supply in accordance with advice set out in PPS3. A 'managed approach' to	The level of housing to be planned for will be determined during the preparation of the Core Strategy having regard to RSS and the relevant evidence including the SHLAA and the SHMA.

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					housing provision demonstrating a 5-10 year supply would require higher levels of housing being planned far above the RSS requirement.	
224	Dr Lesley Mackay		Question 12	Noted	No because road infrastructure unable to cope with existing and impending traffic (based on unimplemented planning permissions in Upper Calder Valley) and fewer employment opportunities locally with consequent implications for sustainability. Road transport forecasts show a significant increase and these must be reflected in the LDF.	Development of the Core Strategy will involve infrastructure and employment considerations, not least in the Sustainability Appraisal.
342	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Question 12	Noted	There would appear to be a surplus of housing in the Elland area.	In addressing the overall and spatial provision of housing existing provision in specific areas will be a consideration.
316	Mr John Walker		Question 12	Noted	NO too many mill conversions YES for 'dormitory' use	In providing for different types of housing the Core Strategy will assess the likely contribution from mill conversions and the overall level of housing.
274	Mrs Rachel Wigginton	Senior Planning Officer Government Office for Yorkshire and the Humber	Question 12	Noted	This will be informed by the SHLAA. The evidence base should also include a housing trajectory to show that the core strategy can deliver the housing requirement.	Development of the Core Strategy will include a trajectory based on the outputs from the SHLAA which will determine the realities of any increased housing provision.
288	Mrs Helen Heyes	Assistant Town Clerk Todmorden Town Council	Question 12	Noted	More housing is required, including a better mix of housing to cater for different stages of life - from starter homes to affordable family homes, and smaller owner occupier properties for elderly residents. It is felt that there are enough modern detached houses. There should be a strategy to develop and improve the energy efficiency of older housing stock.	Development of the Core Strategy will examine the types of housing required. Whilst the Core Strategy will cover the issue of energy efficiency and renewables, the actual detailed strategy for improving the energy efficiency of the existing housing stock is led by Community Services through for example the Affordable Warmth programme.

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457	Mr D R Witcher	Shibden Valley Society	Question 12	Noted		The RSS in looking forward to 2026 is to assume average market conditions since several economic cycles may be experienced in this period. The Core Strategy will only allocate strategic housing sites but will determine broadly where land will be allocated in the Land Allocations and Designations DPD. In both of these documents environmental considerations will be considered when actually allocating sites. These allocations will be tested through the Sustainability Appraisal.
431	Mr Roger Drayton		Question 12	Noted	Housing requirement figures are unreliable given that they keep changing and provision in some areas has been above the planned level. A phased release based on strict criteria, for example a 5-year rolling plan with numbers being amended in line with changing circumstances and new development land then being released in phases as required would be a better approach.	Since the RSS requirement must be adhered to by local planning authorities in their LDDs the Council does not have a choice as to whether it makes provision to meet the housing requirement figure if it wishes its Core Strategy to be found to be a sound document at examination. However, the phased release of specific sites may be considered in Core Strategies whilst such documents are expected to be reviewed around every 5 years.
528	Mr Richard Lee	Project Planning And Property Consultant	Question 12	Noted	As the RSS figure is effectively a base figure, common sense should dictate that the authority should be actively planning and promoting deliverable sites in excess of this figure.	The actual level of housing provision including any over and beyond the requirements in RSS will be determined during the preparation of the Core Strategy.
492	Unknown	Clugston Developments/ Indigo Planning	Question 12	Noted	Commentary on the delivery of housing in Calderdale and on the existing supply of housing and expressing support for increasing provision above RSS levels including the utilisation of some allocated employment sites such as the former Southedge Quarry at Hipperholme.	Comments regarding the need for housing noted and consideration will be given in preparing the Core Strategy to what levels of housing provision should be catered for including the proposed New Growth Point. Certain allocated employment sites will be re-assessed to determine whether or not they should be re-allocated for housing use. This may be in the Core Strategy where only strategic sites are to be allocated or in the Land Allocations and Designations DPD.
520	Mr & Mrs		Question	Noted	No higher levels of housing than those in	Concerns raised in the representation regarding the

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	Mark & Amanda Tattersall		12		the RSS should not be planned. The green belt will be eroded to cater for the Government's ambitions to achieve 3 million new dwellings by 2020. The evidence for this increase is not clear and it may be to cater for people working elsewhere e.g. Leeds. Increased levels of housing provision will conflict with the Council's sustainability objectives on e.g. traffic levels and pollution. The proposed New Growth Point may not be accompanied by the levels of funding required to provide the necessary infrastructure. Would the Council consider having a public vote on the option?	green belt, evidence for the proposed growth, who it is to cater for, the sustainability implications and the proposed New Growth Point are noted. In preparing the Core Strategy all of these matters will be addressed with the sustainability tested through the Sustainability Appraisal. Growth is as determined in the RSS and will relate to wider than local needs with the distribution of the requirement having regard to specific policy objectives within RSS. A public vote on the option is unlikely with consultation being in the form of the Core Strategy Issues and Options consultation.
564	Mr Matthew Naylor	Yorkshire Water Services	Question 12	Noted	Need certainty on the housing numbers to plan for the future	The Core Strategy will incorporate the latest housing requirement figures from RSS together with any increased figure such as arising from the proposed New Growth Point and the strategic allocations whilst providing broad direction as to where the further allocations will be in the Land Allocations and Designations DPD. A fundamental aim of the new development plan system as introduced by the 2004 Planning and Compulsory Purchase Act is to ensure the co-ordination of land allocations with the plans and programmes of other service providers such as the utilities.
442	McInerney Homes	McInerney Homes/ Associate Peacock & Smith	Question 12	Noted	Consider two different strategies, the first of which considers existing RSS levels, and the second that sets out the revised levels should a higher level of housing be required.	The Core Strategy will reflect the housing requirement current at the time which is likely to be the RSS update which if not actually adopted by the time of the Core Strategy examination, will be sufficiently advanced to inform the Core Strategy. As part of the tests of soundness the Core Strategy must be flexible and being able to respond to differing housing figures is one example of this.

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618		Land & Development Practice	Question 12	Noted	Higher levels of housing above the RSS are required as supported by the proposed New Growth Point and would also provide a managed supply of housing to allow smaller settlements to grow. The SHLAA once completed will inform delivery of appropriate levels of housing.	Comments noted. During the preparation of the Core Strategy the appropriate level of housing provision will be determined taking into account the requirements of RSS and other evidence including the results of the SHLAA.
739	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 12	Noted	Levels of housing provision above those required by adopted RSS should not be included in the LDF with any proposals for an increase following a phased approach.	Further work on the provision of housing and the timing of its delivery will be undertaken during the preparation of the Core Strategy and having regard to RSS and other relevant evidence.
599	Mr B Howarth	Head of Planning Dacre Son & Hartley	Question 12	Noted	Higher levels of housing than those in RSS should be planned for given the RSS Update may increase housing requirements and the fact that these are not a ceiling. The SHLAA will indicate the potential capacity for housing within the district.	Comments noted and the level of provision will be considered during the preparation of the Core Strategy taking account of all the relevant evidence including the SHLAA.
608	Mr S Wright	Dacres Commercial	Question 12	Noted	Higher levels of housing than those in RSS should be planned for given the RSS Update may increase housing requirements and the fact that these are not a ceiling. The SHLAA will indicate the potential capacity for housing within the district.	Comments noted and the level of provision will be considered during the preparation of the Core Strategy taking account of all the relevant evidence including the SHLAA.
784	Mr Oliver Freer	White Young Green	Question 12	Noted	Commentary on the delivery of housing in Calderdale and support for increasing supply above RSS in line with Growth Point Status. It is suggested some of this uplift above the current RSS figures could be accommodated by using existing employment allocations such as the Crosslee site at Hipperholme.	Comments regarding the need for housing noted and consideration will be given in preparing the Core Strategy to what levels of housing provision should be catered for including the proposed New Growth Point. Certain allocated employment sites will be re-assessed to determine whether or not they should be re-allocated for housing use. This may be in the Core Strategy where only strategic sites are to be allocated

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						or in the Land Allocations and Designations DPD.
752	Mr Anthony Rae	Friends Of The Earth (Calderdale)	2.74	Noted	Assessment of contribution remaining RCUDP allocations could make is required whilst need to avoid windfalls causing a significant overshoot as in the past.	The remaining RCUDP allocations will be taken into account and may be carried forward into the appropriate LDF document. PPS3 does not allow the inclusion of an allowance for windfalls (in most cases) in the development plan's housing supply and their contribution is therefore more difficult to quantify, a matter of concern to local planning authorities when assessing the size and number of allocations to make. The Core Strategy will concentrate more on broad locations with the majority of allocations in the Land Allocations and Designations DPD.
643	Ms Jill Smith-Moorhouse		2.75	Noted	The core approach in RSS misses the point of this area in that habitation follows the valley bottom, and is continuous from Manchester to Leeds. Concentrating development on Halifax and Brighouse means travelling some distance every time you need something. Facilities and employment should be spread out to reduce travelling times.	The core approach in RSS aims to achieve most development around the major settlements in order to reduce the need to travel and increase sustainability. If development were more dispersed then there would be a greater amount of travel particularly by private car with fewer opportunities to both utilise and provide the infrastructure associated with public transport.
753	Mr Anthony Rae	Friends Of The Earth (Calderdale)	2.75	Noted	Support the core approach in RSS as repeated in the Core Strategy issues and Options document.	The core approach in RSS will be followed in preparing the Core Strategy and the Council welcomes the fact that FOE support this approach.
754	Mr Anthony Rae	Friends Of The Earth (Calderdale)	2.76	Noted	It is unclear how the housing numbers will be accommodated within the topography, settlement pattern and environment of Calderdale without severe and adverse impact. Restraint is the policy that should be followed. Will there be sufficient employment within sustainable distances of new housing? Carrying capacity must be analysed for any increased housing supply beyond that in the RCUDP.	The Core Strategy must conform to the RSS otherwise it will be found to be unsound upon examination. The impacts of new housing will be analysed through the Sustainability Appraisal.
24		Development	Question	Noted	Supports the principal of growth within	Comments noted. Further work will be undertaken

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		Planning Partnership	13		the Halifax and Brighouse areas together with their surrounding settlements. However this must not be at the expense of the quality or urban life.	during the preparation of the Core Strategy to determine the most appropriate distribution of housing having regard to RSS and the need to achieve a balance between increasing development within the urban areas without this being detrimental to quality of life in these areas.
63	Mr Roy Donson	Regional Planning Director Barratt Northern	Question 13	Noted	A balance has to be struck between sustainability and town cramming with settlements expanded in sustainable locations with the need for development taking precedence over preserving greenfields for their own sake. Location should be justified by the findings of the Strategic Housing Land Availability Assessment and the spatial strategy of the Core Strategy.	The matters raised in the representation will be addressed during the preparation of the Core Strategy and informed by the evidence including the Strategic Housing Land Availability Assessment.
42	Mr Steve Heckley	LTP and Planning Lead Officer WYPTE (Metro)	Question 13	Noted	Should as much development as possible take place within the existing urban areas even if this leads to town cramming? Higher density development should be located in areas of highest accessibility (i.e. within 1km of rail stations and along high frequency bus routes) This is in line with RSS guidance.	The potential for housing in the most accessible locations will be explored during the preparation of the core Strategy and will be further informed by the Sustainability Appraisal.
43	Mr Steve Heckley	LTP and Planning Lead Officer WYPTE (Metro)	Question 13	Noted	Has the time come to look at expanding some settlements in order to provide the housing the district must build? The expansion of settlements should be consistent with the RSS principals.	Comments noted. Urban extensions are likely to be considered during the preparation of the Core Strategy and the need for these will be informed by the evidence, particularly the Strategic Housing Land Availability Assessment. RSS currently does not provide for major urban extensions but smaller ones may have to be considered in appropriate locations if this proves to be the most appropriate option.
44	Mr Steve Heckley	LTP and Planning Lead Officer WYPTE (Metro)	Question 13	Noted	Development should be directed to accessible locations and where this is not possible, appropriate arrangements must be made to provide and fund	Comments noted. The settlement hierarchy study provides information on accessibility and will be one of the key pieces of evidence informing the preparation of the Core Strategy. The role of the Core

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					public transport. Metro supports higher density development that are not dispersed over a number of sites.	Strategy is to co-ordinate land use with the plans and programmes of relevant bodies including those associated with transport provision such as Metro. Discussions with such bodies will help to inform the Core Strategy.
75	Mr John Pilgrim	Yorkshire Forward	Question 13	Noted	Some additional issues may also need to be considered when addressing individual site allocations. The majority of new development should be within the district's main urban areas, but with some new development allocated to smaller settlements in order to support the rural renaissance agenda.	Comments noted. The majority of new development is likely to be in the main urban areas with provision in smaller settlements dependent on the relevant evidence including the Strategic Housing Land Assessment and the Strategic Housing Market Assessment.
78	Mr John Pilgrim	Yorkshire Forward	Question 13	Noted	Most new housing should be focussed on Halifax and Brighouse being the most sustainable locations within Calderdale, and the provision of additional housing in these locations will help to support the urban and rural renaissance objectives of the RES.	Comments noted. Most new housing will be focussed on Halifax and Brighouse with the proportions determined by the evidence including the Strategic Housing Land Assessment and the Strategic Housing Market Assessment together with comments received on the various consultations undertaken and the outcomes of the Sustainability Appraisal.
111	Greater Elland Civic Trust Vicky Wilkinson Wilkinson		Question 13	Noted	1) Yes 2) Possibly, a little 3) Brown field sites 4) Yes, Elland 5) Don't know	Comments noted. Previously developed land will be a priority for allocations. Some other settlements may need to grow depending on their current and potential future roles and this will be considered during the preparation of the Core Strategy and based on the relevant evidence including the Settlement Hierarchy Study.
128	Mr Ian Smith	English Heritage	Question 13	Noted	It is essential that full account is taken of the potential impact which future development might have upon the character and landscape setting of the District's settlements.	Comments noted. The impact of future development on the character and landscape setting of the district's settlements will be taken into account during the preparation of the Core Strategy.
197	Mr J T Wilson		Question 13	Noted	Concentrating new residential development in Halifax and Brighouse will certainly affect the viability of other towns - Elland and Todmorden. The RSS	Comments noted. The RSS cannot be ignored otherwise the Core Strategy will be found unsound at examination. Whilst following the core approach in RSS when preparing the Core Strategy issues of

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					is not Calderdale friendly - ignore it where it conflicts with Calderdale interests.	viability in other towns will be considered.
161	Edmund Thornhill	Associate I D Planning	Question 13	Noted	No, a balanced approach should be taken with consideration given to the development of 'protected land' and green field/green belt sites on the edge of existing settlements, in particular around Halifax and Brighouse/Rastrick. These settlements are in sustainable locations and are identified in the RSS as being the main focus for new development.	During the preparation of the Core Strategy these issues will be further examined with the objective of achieving a balanced approach to protecting quality of life and the need to expand settlements.
162	Edmund Thornhill	Associate I D Planning	Question 13	Noted	Yes, with a focus on Halifax and the Principal Town of Brighouse/Rastrick to take advantage of improving existing services and proximity to the M62, together with creating and enhancing sustainable communities.	Halifax and Brighouse (which includes Rastrick) will be the prime focus of development as the core approach in RSS must be followed. Evidence such as the Settlement Hierarchy Study and the SHLAA will inform this process.
163	Edmund Thornhill	Associate I D Planning	Question 13	Noted	Most development/expansion should be focused on Halifax and Brighouse/Rastrick in accordance with policies set out in the RSS and the fact that the Settlement Study shows these to be sustainable locations.	Halifax and Brighouse (which includes Rastrick) will be the prime focus of development as the core approach in RSS must be followed. Evidence such as the Settlement Hierarchy Study and the SHLAA will inform this process.
164	Edmund Thornhill	Associate I D Planning	Question 13	Noted	No, because a proportion of development would still be allocated to other settlements. The proportion of such development would be relative to their size and place within the Calderdale settlement hierarchy.	Comments noted. The Core Strategy will determine the levels of development appropriate to other settlements based on evidence such as the Settlement Study and the SHLAA.
165	Edmund Thornhill	Associate I D Planning	Question 13	Noted	Rastrick forms part of the built up area of Brighouse and should be afforded similar weight as a principal town and therefore be identified as a suitable settlement for future growth	Comments noted. Rastrick is considered to be part of Brighouse for the purpose of RSS and the Core Strategy.

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225	Dr Lesley Mackay		Question 13	Noted	Urban areas should be made denser. This is the most sustainable option. Public transport is more easily provided in densely populated areas and public services are more cost-effectively delivered in such areas. Settlements should not be expanded.	Comments noted. The amount of development that can be accommodated in the urban areas and particularly Halifax and Brighouse will be determined during the preparation of the Core Strategy based on the evidence including the SHLAA and the Settlement Study. The sustainability appraisal will show how sustainable the preferred option is.
317	Mr John Walker		Question 13	Noted	Paragraph 1 & 2 - Yes Paragraph 3 - Not on flood plain. Paragraph 4 - No. Good for Greetland.	Comments noted. The issues raised in these questions will be followed up during the preparation of the Core Strategy taking account of all the available evidence including comments received during consultation.
246	R Collinge	Luddenden Conservation Society	Question 13	Noted	Spatial Option 1 (Business as Usual) should be followed for the provision of new homes as past development has put a severe strain on transport and other infrastructure in areas such as Luddenden. Options 3 and 4 (concentrating development in Halifax and Brighouse) are preferred and will not undermine the long term viability of other settlements.	Comments noted. The option finally selected as the preferred option will be arrived at by considering evidence such as the Settlement Study and the SHLAA together with comments received during consultation
301	Mr Richard White		Question 13	Noted	Town cramming should be avoided as it will lead to pressure on green belt as the affluent seek to move out.	Comments noted. During the preparation of the Core Strategy a balance will be struck between the amount of development that can be accommodate in the urban areas and extensions to those urban areas based on all the evidence.
275	Mrs Rachel Wigginton	Senior Planning Officer Government Office for Yorkshire and the Humber	Question 13	Noted	A place based approach covering the full range of policy areas is required to prepare a coherent spatial plan. It should set out how the Council plans to address all the key issues across the district. Completion of the SHLAA and SHMA is needed to inform the options for where and when the RSS housing requirement should/will be built.	Comments noted. Emphasis was given to the housing requirement in the Issues and Options as this is relatively east to quantify both in terms of numbers and land take. As the preparation of the Core Strategy continues other policy areas will be given greater prominence to ensure the Core Stagey is about place making.
365	Mr Lars	(Clerk) Blackshaw	Question	Noted	As part of the growth strategy and	Comments noted. The Council has a strategy to reduce

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	Hansen	Parish Council	13		increasing the number of new dwellings there should be a more proactive approach to encourage the use of empty dwellings This should include financial incentives such as the abolition of the empty property Council Tax discount.	the number of empty properties and the abolition of the discount on empty properties is a matter for continuing consideration by the Council. However, abolishing the discount is not a matter that the Core Strategy itself can address directly.
456	Mr D R Witcher	Shibden Valley Society	Question 13	Noted	New housing development should as far as possible take place in existing urban area but expansion of some settlements may perhaps be appropriate. Concentration of development will not necessarily undermine the long term viability of other settlements. No other settlements should grow significantly, with the possible exception of Todmorden and Elland	Comments noted. The area mentioned for possible settlement expansion will be explored during the preparation of the Core Strategy.
529	Mr Richard Lee	Project Planning And Property Consultant	Question 13	Noted	Urban extensions (with a greater affordable housing element) should be considered on the edge of towns such as Elland to help support struggling local economies and town centres.	Comments noted regarding Elland. The need for urban extensions will be determined during the preparation of the Core Strategy and based on the relevant evidence including the Settlement Hierarchy Study and the SHLAA.
493	Unknown	Clugston Developments/ Indigo Planning	Question 13	Noted	It would be appropriate for the Core Strategy to identify Hipperholme as a strategic location for the housing growth.	Comments noted regarding Hipperholme. Strategic locations have yet to be defined but these will be determined during the preparation of the Core Strategy and based on the relevant evidence and the requirements of national planning policy statements.
569	Mr Matthew Naylor	Yorkshire Water Services	Question 13	Noted	Locating new development on brownfield land is more likely to make use of existing infrastructure. Yorkshire Water will be able to provide information on the capacity of our infrastructure which should identify if there are any potential constraints to growth in areas of Calderdale.	The priority will be the re-use of brownfield sites and Yorkshire Water will be consulted on proposed site allocations along with the other utilities.
589	Mr Roger Drayton		Question 13	Noted	Yes as much practical development as possible should take place in existing	Sites within the urban areas will be the priority but over development should be avoided if the provision

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					urban areas. Expanding some settlements could take place but only with consultation and responding to the wishes of the residents in each area. The whole of Calderdale deserves fair and equal treatment.	of new housing is not to have a detrimental effect on the quality of life of residents. This is essentially what is meant by the term "town cramming". Consultation is an integral part of the process of preparing the LDF. The Council must conform to the core approach in RSS otherwise the Core Strategy will be found to be unsound at examination. The Core Strategy will apply to the whole of Calderdale with the roles of various settlements planned in accordance with national and regional planning policy and having regard to the evidence including the Settlement Hierarchy Study and the SHLAA.
443	McInerney Homes	McInerney Homes/ Associate Peacock & Smith	Question 13	Noted	A balanced approach should be taken to the location of new housing including within urban areas where this would not result in town cramming and may involve the re-allocation of some industrial sites to housing.	Comments noted. During the preparation of the Core Strategy all of the matters raised will be considered with a balance to be struck between town cramming and extensions together with a re-assessment of employment allocations and sites based on all of the relevant evidence including comments received during consultation.
562	Mr Alan Reid	Chair Clifton Action Group	Question 13	Noted	Housing should be provided to meet local needs only with the necessary infrastructure in place first and the quality of life of residents a priority. Locations satisfying the criteria for inclusion in the green belt should not be developed nor should employment sites be used for housing whilst empty properties should be utilised first.	The most appropriate option for meeting the housing requirement in RSS will be explored during the preparation of the Core Strategy including any need for urban extensions and following the core approach in RSS for the location of new housing. By planning for development through the Core Strategy new infrastructure requirements should be identified and the means of meeting these determined. The appropriate balance will be determined between the need to retain land in the green belt or allocate it for housing, whether some employment sites may be more appropriately used for housing and retaining and improving the quality of life for people living in the urban areas.
619		Land & Development Practice	Question 13	Noted	Town cramming should not be supported whilst development should be spread across a number of	The quality of life of existing and future residents will be considered during the preparation of the Core Strategy whilst the evidence such as the Settlement

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					settlements, not just Brighouse and Halifax, with the benefits of development assisting other settlements through e.g. the provision of affordable housing.	Study and the SHMA will inform the process and the areas where affordable housing is required.
755	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 13	Noted	Question 13 Should as much development as possible take place within the existing urban areas even if this leads to town cramming? In general, an appropriate level of development should take place within the existing urban areas, but without 'town cramming'	During the preparation of the Core Strategy a balance will have to be achieved between "town cramming" and urban extensions.
756	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 13	Noted	Question 13: Has the time come to look at expanding some settlements in order to provide the housing the district must build? No, because it is not necessarily the case that the district 'must build' excessive quantities of new housing	Should the evidence including the housing requirement in RSS prove extensions to be the most appropriate option then this will have to be followed but will only be arrived at through testing of the options including Sustainability Appraisal.
757	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 13	Noted	Question 13: If settlement expansion is the way forward, and bearing in mind what RSS says about most development taking place in Halifax and to a lesser extent in Brighouse, where should this expansion take place? In compliance with the RSS core approach	The core approach in RSS will be followed during preparation of the Core Strategy.
758	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 13	Noted	Question 13: Will concentrating development according to the RSS core approach (Halifax and Brighouse) undermine the long term viability of other settlements and if so which? No, we don't think so	Response noted.
759	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 13	Noted	Question 13: Are there any other settlements which should grow significantly and if so which ones are they? Since the question asks about	The growth of other settlements could be a re-distribution of currently projected growth levels but the response is noted

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					'significant growth', which would therefore be outside the RSS approach, the answer would be - No	
600	Mr B Howarth	Head of Planning Dacre Son & Hartley	Question 13	Noted	The lack of a completed SHLAA and SHMA are significant gaps in the evidence base as they will assist in planning for the spatial distribution of housing growth within the District and understanding the complexities of existing housing markets in the District. The questions raised cannot be intelligently answered without knowledge of realistic deliverability of growth. In accordance with RSS, growth should be directed towards Halifax and Brighouse. However, we consider there will inevitably be a need to expand certain other settlements in order to accommodate the quantum of required growth over the plan period.	The evidence is currently being completed and will inform the preparation of the Core Strategy. The location of new growth will conform to the core approach in RSS and the relevant evidence.
609	Mr S Wright	Dacres Commercial	Question 13	Noted	The lack of a completed SHLAA and SHMA are significant gaps in the evidence base as they will assist in planning for the spatial distribution of housing growth within the District and understanding the complexities of existing housing markets in the District. The questions raised cannot be intelligently answered without knowledge of realistic deliverability of growth. In accordance with RSS, growth should be directed towards Halifax and Brighouse. However, we consider there will inevitably be a need to expand certain other settlements in order to accommodate the quantum of required	The evidence is currently being completed and will inform the preparation of the Core Strategy. The location of new growth will conform to the core approach in RSS and the relevant evidence.

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					growth over the plan period.	
785	Mr Oliver Freer	White Young Green	Question 13	Noted	Consider Hipperholme should be considered as a potential area of expansion for housing growth. Sites in Hipperholme have been identified for the New Growth Point in the Leeds City Region Programme of Development, including the Crosslee site. Support is given to the utilisation of this site for housing as it is considered it would form a natural extension to the southern edge of Hipperholme towards the principal town of Brighouse.	Comments noted regarding Hipperholme. Strategic growth locations have yet to be defined but these will be determined during the preparation of the Core Strategy based on the relevant evidence and the requirements of national planning policy statements.
644	Ms Jill Smith-Moorhouse		2.77	Noted	Far too many flats have been built and for what purpose? At least the Government has now recognised the need for family houses and not before time.	The SHMA will provide more robust evidence on the type and location of housing needed in the district and is expected to clearly demonstrate the need for family homes.
25		Development Planning Partnership	Question 14	Noted	Proposes that housing policy should reflect market conditions; not require percentages of dwelling types on sites; address housing needs within area; and not prohibit mill conversions.	Comments noted. The Core Strategy will reflect national and regional planning policy and be informed by the evidence including the SHMA as to the types of dwellings to be built and the numbers required.
77	Mr John Pilgrim	Yorkshire Forward	Question 14	Noted	Te housing offer should provide an appropriate mix (type, size and range of tenure) to support the needs of the local population and adequately support future economic growth. The needs of people working from home or running a business from home should also be addressed.	Whilst the SHMA will inform the approach in the Core Strategy a range of house types, sizes and tenures will be planned for in the Core Strategy.
64	Mr Roy Donson	Regional Planning Director Barratt Northern	Question 14	Noted	This matter which cannot be answered without the evidence of a SHMA.	The SHMA is to be undertaken during the Spring/Summer of 2009.

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90	Mr John Wilkinson	Jupiter Investments Ltd	Question 14	Noted	This is a question best left to the market. It is not the role of government to decide what type of houses people need. They can decide that for themselves. To suggest otherwise is to promote over government. A SHMA may have uses, but in this regard should be not considered of relevance.	PPS3 Housing states that Local Authorities must undertake SHMAs and therefore one must be undertaken and its results used to inform the type of housing planned for.
112	Greater Elland Civic Trust Vicky Wilkinson Wilkinson		Question 14	Noted	Terrace and semi	The SHMA will provide more detailed information on the actual types of housing required but is expected to include terraced and semidetached properties.
166	Edmund Thornhill	Associate I D Planning	Question 14	Noted	Focus should be on family housing rather than apartments and also to meet the needs of the young as well as the elderly. This will require the use of some greenfield sites in sustainable locations.	The SHMA will inform the Core Strategy but is expected to demonstrate the need for more family homes rather than apartments.
226	Dr Lesley Mackay		Question 14	Noted	More social housing is required with 2/3 bedroom dwellings in particular.	The SHMA will inform the Core Strategy and will show the level, type and location of need for affordable housing.
343	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Question 14	Noted	Statistics tell us we are an ageing population so flats would seem the most sensible type of development, this would also conserve valuable land.	The SHMA will determine the types and sizes of housing required in the district.
318	Mr John Walker		Question 14	Noted	Semi detached too many flats (old mill conversion type).	The SHMA will demonstrate the need for particular types of housing and in what locations.
276	Mrs Rachel Wigginton	Senior Planning Officer Government Office for Yorkshire and the Humber	Question 14	Noted	It is difficult to comment without a completed SHMA to provide an evidence base.	The SHMA will be undertaken during Spring/Summer 2009.
458	Mr D R Witcher	Shibden Valley Society	Question 14	Noted	There is little point in specifying the types of housing required in advance of the Strategic Housing Market	The SHMA will be undertaken during Spring/Summer of 2009.

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					Assessment (SHMA).	
433	Mr Roger Drayton		Question 14	Noted	Housing type can only be decided by a detailed and impartial review which is updated on a regular basis as circumstances and conditions change. There should then be a system to regulate what is allowed to be built.	The SHMA will replace the Housing Requirements Study undertaken in 2005 and will provide impartial information on the types, sizes and tenure of housing required in the district.
533	Mr Richard Lee	Project Planning And Property Consultant	Question 14	Noted	The market should dictate the size and type of housing provided. Developers will normally only build what they can sell.	Market considerations will be taken into account in preparing the Core Strategy through the SHMA but the needs of localities also must be taken into account if the district's housing needs are to be met.
444	McInerney Homes	McInerney Homes/ Associate Peacock & Smith	Question 14	Noted	A mix of types and sizes of dwellings should be provided to meet the needs of local residents on most sites but there will be some sites where a specific type of housing is most appropriate.	In implementing the findings of the SHMA (once completed) the expectation will be that most sites provide for a mix of housing based on the findings of the SHMA. In preparing the Core Strategy consideration will also be given to those circumstances where the only practicable solution is for a specific dwelling type.
565	Mr Alan Reid	Chair Clifton Action Group	Question 14	Noted	Regardless of what anyone says, the type of housing built should reflect local needs. If the Council has only national figures, and does not know what the local needs are, it should find out before making any plans.	The SHMA (to be undertaken in Spring/Summer 2009) will determine the types and sizes of housing required in the district in order to provide for the housing requirement in RSS.
620		Land & Development Practice	Question 14	Noted	The market for apartments has been exhausted through over-provision in the last 4/5 years and can only reasonably be considered now on conversion schemes. The type of housing required is a mix of 2-4 bed family accommodation, although this will ultimately be fully informed by the SHMA process.	The SHMA (to be undertaken in Spring/Summer 2009) will inform the preparation of the Core Strategy and is expected to confirm the need for family housing.
740	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 14	Noted	The LDF core strategy must be properly informed by research of the sustainability and emissions consequences of how and where to	The SHMA (to be undertaken in Spring/Summer of 2009) will inform the preparation of the Core Strategy as to the types, sizes and tenure of housing needed and where. The Sustainability Appraisal of the Core

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					meet the increased number of smaller and single person households that dominate the base increase in household numbers that is driving the apparent need for additional housing provision.	Strategy will determine the extent to which it is sustainable including emissions.
601	Mr B Howarth	Head of Planning Dacre Son & Hartley	Question 14	Noted	Without a completed SHMA the types of housing required in the District are unknown. The Planning Advisory Service suggests that the SHMA evidence base should be available at the Issues and Options stage.	The SHMA will be undertaken in Spring/Summer 2009.
610	Mr S Wright	Dacres Commercial	Question 14	Noted	Without a completed SHMA the types of housing required in the District are unknown. The Planning Advisory Service suggests that the SHMA evidence base should be available at the Issues and Options stage.	The SHMA will be undertaken in Spring/Summer 2009.
786	Mr Oliver Freer	White Young Green	Question 14	Noted	The Strategic Housing Market Assessment is likely to highlight an acute shortage of family housing in Calderdale. It is considered that the Crosslee site, Hipperholme could be used to assist this shortage in an appropriate sustainable location.	The need for family housing will be assessed through the Strategic Housing Market Assessment. If an acute need for family housing is noted this will be addressed through the Core Strategy and Land Allocations DPD.
645	Ms Jill Smith-Moorhouse		2.78	Noted	Affordable Housing what is it? Does it mean a price that first time buyers can get a mortgage or council owned rented accommodation? The latter has been incorporated into general development in the Luddenden area but house prices are too expensive for 1st time buyers, and looking at the quality of newbuild they shouldn't be.	Affordable Housing is defined in Annex B to Planning Policy Statement 3 - Housing.
26		Development Planning	Question 15	Noted	Release new housing land to tackle affordable housing issues.	Part of the role of the Core Strategy is to identify strategic housing sites and to determine the general

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		Partnership				location of other housing land allocations.
65	Mr Roy Donson	Regional Planning Director Barratt Northern	Question 15	Noted	Evidence from the SHMA required but any requirement for affordable housing must be economically viable and not restricted to being resolved by new build alone.	The SHMA will form the basis for assessing the amount and type of affordable housing required with any resulting requirement being tested for economic viability. Other ways of meeting affordability are being considered by the Council's Housing Team within the Community Services Directorate.
88	Mr John Wilkinson	Jupiter Investments Ltd	Question 15	Noted	An increase in affordable housing is not required. Waiting lists are not an indication of need as people will take advantage of subsidised housing. The social security or tax system should be used to subsidise housing rather than placing an unfair tax on landowners reducing both profits and the incentive to develop.	Planning Policy Statement 3 - Housing requires Core Strategies to provide for affordable housing as identified in SHMAs which provide robust information on housing needs. Normally affordable housing is restricted to those in need and so is not available to everyone irrespective of need.
113	Greater Elland Civic Trust Vicky Wilkinson Wilkinson		Question 15	Noted	Yes, everywhere	The Core Strategy will address affordable housing need on a district wide basis following completion of the SHMA.
167	Edmund Thornhill	Associate I D Planning	Question 15	Noted	Increasing affordable housing on development sites should only be promoted where there is an up to date and robust housing needs assessment carried out in accordance with government guidance. Policy relating to affordable housing should recognise the significant effect on the economics of development and as such any policy should be framed to allow negotiation on the level of affordable housing provision on a site by site basis in the context of relevant individual site costs.	The SHMA will provide the robust evidence for affordable housing and any subsequent policy will take account of Government Policy including the economic viability of sites.
227	Dr Lesley Mackay		Question 15	Noted	I feel the waiting lists (and desired locations) for social housing would help	Whilst waiting lists do provide useful information on need for affordable housing the SHMA will be much

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					identify where there is a significant need for affordable housing.	more extensive in its research.
344	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Question 15	Noted	There will always be a need for affordable housing.	The need for affordable housing will be quantified in the SHMA and update the Housing Requirements Study undertaken in 2005.
319	Mr John Walker		Question 15	Noted	YES. Semi rural where locals have been 'priced out'.	The SHMA will determine the need for affordable housing in different parts of the district including rural areas
303	Mr Richard White		Question 15	Noted	Affordable housing is urgently needed in Todmorden, Hebden Bridge and Mythomroyd, and there is need for suitable accommodation for the elderly to 'downsize'. Housing is needed - not in apartments - that is suitable and affordable for younger families.	The SHMA will examine the need for different types, sizes and tenures of housing across the district.
277	Mrs Rachel Wigginton	Senior Planning Officer Government Office for Yorkshire and the Humber	Question 15	Noted	Overview of Government and Regional policy on affordable housing and need to make assessment of economic viability following the Blyth case. An affordability study to establish overall targets should be based on normal market conditions(as opposed to those currently prevailing) with the affordable housing policies qualified by reference to the possible need for individual site viability assessments.	The SHMA will inform the preparation of the Core Strategy and policies will reflect both national and regional policies. Economic viability will be tested and the Council is aware of the difficulties of undertaking this under the current economic conditions when it is the longer term view that is required for LDF documents. The Core Strategy will build on the approach already followed by the Council in relation to individual site viability assessments.
459	Mr D R Witcher	Shibden Valley Society	Question 15	Noted	The need for and location of, affordable housing will be addressed in the SHMA.	Indeed the need for affordable housing will be determined by the SHMA.
473	Mr Roger Drayton		Question 15	Noted	What is the point of unaffordable housing? Affordable housing is needed in all areas.	Affordable housing was shown to be needed across the district in the Housing Requirements Study undertaken in 2005 and this is expected to be the case once the SHMA is completed. The price of market housing is determined by financial factors such as the availability of mortgages rather than the planning system.
566	Mr Alan Reid	Chair Clifton	Question	Noted	All housing should be affordable. This	The SHMA will determine the need for affordable

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		Action Group	15		should be provided according to local need.	housing at both district and sub-district level. Whilst ideally all housing should be affordable the price of market housing is determined by financial factors such as the availability of mortgages rather than the planning system.
621		Land & Development Practice	Question 15	Noted	There is a need for affordable housing but the requirements of PPS3 must be adhered to including an assessment of economic viability.	The SHMA will inform the preparation of the Core Strategy regarding affordable housing including an assessment of economic viability. It will also build on the Council's current approach to economic viability appraisals.
741	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 15	Noted	The model of increased housing supply as advocated by Barker to increase affordability is now visibly shattered. The LDF needs to utilise affordability criteria to manage and limit the larger amount of market housing supply.	Whilst the overall housing supply must reflect RSS, the SHMA will determine the amount of affordable housing need and will inform the levels of affordable housing required in the Core Strategy.
602	Mr B Howarth	Head of Planning Dacre Son & Hartley	Question 15	Noted	Again without a completed and up to date SHMA this information is unknown.	The SHMA is to be undertaken in Spring/Summer or 2009.
611	Mr S Wright	Dacres Commercial	Question 15	Noted	Again without a completed and up to date SHMA this information is unknown.	The SHMA is to be undertaken in Spring/Summer or 2009.
22	Mr S J Staines	Friends, Families and Travellers	2.79	Noted	Makes helpful and useful comments in relation to the planning for Gypsies and Travellers both in relation to DPDS, SPDs and evidence gathering.	Comments will be helpful in preparing the Land Allocations and Designations DPD and for any future reviews of the Affordable Housing SPD adopted in 2008.
114	Greater Elland Civic Trust Vicky Wilkinson Wilkinson		Question 16	Noted	Yes- North Dean area	Suggestion noted. Sites will be assessed during the preparation of the Core Strategy and Land Allocations and Designations DPDs.
198	Mr J T Wilson		Question 16	Noted	This is the classic NIMBY situation people may reluctantly agree there should be sites - but then not in Calderdale - or if in Calderdale as far away as possible from where I live or my factory. Suggested site area - North	Suggestion noted. Sites will be assessed during the preparation of the Core Strategy and Land Allocations and Designations DPDs.

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					Dean off Stainland Road to the North of the rail line.	
168	Edmund Thornhill	Associate I D Planning	Question 16	Noted	None known	Any suitable sites will be assessed during the preparation of the Core Strategy and Land Allocations and Designations DPDs.
345	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Question 16	Noted	This lifestyle should not be encouraged, but if provision must be made, Stainland Road Greetland seems appropriate.	Suggestion noted. Sites will be assessed during the preparation of the Core Strategy and Land Allocations and Designations DPDs.
320	Mr John Walker		Question 16	Noted	YES Similar areas that 'travellers' have used for many years which must include CCTV (total) coverage, toilets and skip (rubbish) facilities.	Suggestions noted. Sites will be assessed during the preparation of the Core Strategy and Land Allocations and Designations DPDs.
278	Mrs Rachel Wigginton	Senior Planning Officer Government Office for Yorkshire and the Humber	Question 16	Noted	Circular 01/2006 (para. 31) requires core strategies to set out criteria for the location of gypsy and traveller sites, which will be used to guide the allocation of sites in the relevant DPD. These criteria will also be used to meet unexpected demand. RSS Policy H6 includes a figure of 86 extra pitches needed in West Yorkshire by 2010. The core strategy should indicate how the authority intends to incorporate any additional site requirement arising from the West Yorkshire-wide needs assessment through the allocations DPD and to what timescale.	The requirements of Circular 1/2006 will be addressed during the preparation of the Core Strategy and will guide the allocation of sites in the Land Allocations and Designations DPD.
460	Mr D R Witcher	Shibden Valley Society	Question 16	Noted	A site for gypsy and travellers' use at Cooper Bridge, to be shared with Kirklees MBC, was considered 20 years ago.	Suggestion noted. Sites will be assessed during the preparation of the Core Strategy and Land Allocations and Designations DPDs.
536	Mr Richard Lee	Project Planning And Property Consultant	Question 16	Noted	Possible site off South Parade, Elland if the Council are not prepared to allocate it for permanent housing.	Suggestion noted. Sites will be assessed during the preparation of the Core Strategy and Land Allocations and Designations DPDs.
567	Mr Alan Reid	Chair Clifton Action Group		Agree - no further action	Maintaining open spaces and giving the community a direct say on issues	Agree - no further action required. The points raised do not require change to documentation.

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					affecting them is essential. Good living conditions will give rise to healthy communities.	
18	Mrs Jean Allan		Question 17	Noted	Improved public highway safety in Halifax.	Noted - ensure pedestrian safety is integrated into policies and proposals.
71	Mr Martyn Coy	Planner British Waterways	Question 17	Noted	Open spaces and Green Infrastructure should be protected and enhanced to contribute towards the health and well being of the population. Canal towpaths provide an opportunity for sustainable pedestrian and cycle routes between the main towns of Calderdale and should be funded accordingly.	Noted - no further action required.
228	Dr Lesley Mackay		Question 17	Noted	Pedestrians should be given priority over cyclists who in turn should be given priority over vehicular traffic.	Noted - no further action required.
321	Mr John Walker		Question 17	Noted	Provision of flat and well maintained cycle routes and footpaths.	Noted - no further action required.
247	R Collinge	Luddenden Conservation Society	Question 17	Noted	Appropriate funding for the provision of cycle facilities and initiatives such as 'walking buses' for schools. Publication of a better variety of walking route guides to include shorter family walks.	Noted - no further action required.
366	Mr Lars Hansen	(Clerk) Blackshaw Parish Council	Question 17	Noted	Provision of bike attachments on local buses to encourage cycling. Improved public footpath maintenance to encourage walking.	Noted - no further action required.
461	Mr D R Witcher	Shibden Valley Society	Question 17	Agree - no further action	Provision of cycle training in schools, enhancement and maintenance of the public footpath network and the appropriate layout of new housing developments.	Agree - no further action required. Changes not required to documentation.
687	Mr Colin Holm	Government Team (West) Natural England	Question 17	Noted	Natural England would like to see complementary pedestrian and cycling strategies which are linked to the provision of a multi-functional green	Noted. These issues will be investigated as part of the Green Infrastructure and Amenity Space Studies that have yet to be completed as part of the evidence base for the Core Strategy.

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					infrastructure network for the district. The Core Strategy should include a specific policy for protecting national trails, cycle paths and footpaths from obstruction or severance from the network and avoid incompatible neighbouring uses.	
646	Ms Jill Smith-Moorhouse		Question 17	Noted	It is too dangerous to cycle on the roads due to the volume of traffic. Cycling should be encouraged in country parks and access to open spaces improved.	Noted. These issues will be investigated as part of the Green Infrastructure and Amenity Space Studies that have yet to be completed as part of the evidence base for the Core Strategy.
3	mr michael snee	community care officer Halifax & district Irish Society	Question 18	Noted	Calderdale should have a full Dexa Scanning facility.	Whilst the LDF cannot directly influence this, the suggestions will be raised with the Health Authority and through the Healthy Communities Partnership within the Local Area Agreement.
116	Greater Elland Civic Trust Vicky Wilkinson Wilkinson		Question 18	Noted	Improve sports and swimming facilities.	Noted - no further action required.
322	Mr John Walker		Question 18	Noted	Provision of facilities and activities to help keep the population fit.	Noted - no further action required.
248	R Collinge	Luddenden Conservation Society	Question 18	Noted	Existing medical facilities should be maintained even if new or additional facilities have been provided as part of the same group practice.	Noted - no further action required. Changes are not required to documentation.
171	Edmund Thornhill	Associate I D Planning	Question 18	Agree - no further action	Additional health care facilities should be provided in areas of identified need and in sustainable locations.	Agree - no further action required. Changes are not required to documentation.
474	Mr Roger Drayton		Question 18	Noted	Would anyone ever say no to this one!	Noted - no further action required.
571	Mr Alan Reid	Chair Clifton Action Group	Question 18	Agree - no further action	Health facilities should be provided for the local need to ensure access for all. Such facilities include NHS and dental treatment and the environment in which people live.	Agree - no further action required. Changes to documentation are not required.

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647	Ms Jill Smith-Moorhouse		Question 18	Noted	Health facilities must be retained locally for convenience and to prevent undue travel as has been demonstrated with the surgery in Luddenden.	Noted - no further action required. Changes are not required to documentation.
117	Greater Elland Civic Trust Vicky Wilkinson Wilkinson		Question 19	Noted	1) In central Elland - No 2) Children's play areas 3) Elland park and recreation grounds are valuable 4) No	These issues will be investigated as part of the Green Infrastructure and Amenity Space Studies that have yet to be completed as part of the evidence base for the Core Strategy.
199	Mr J T Wilson		Question 19	Noted	Elland requires more play areas for children. Existing play areas are in a variable state of repair.	It should be noted that Green Infrastructure and Amenity Space Studies have yet to be completed as part of the evidence base for the Core Strategy.
229	Dr Lesley Mackay		Question 19	Noted	There is a need for more formalised use of green spaces rather than amorphous open areas of grass which are seldom used. The local community should be consulted on what facilities they need and the concerns they have about local facilities being created.	These issues will be investigated as part of the Green Infrastructure and Amenity Space Studies that have yet to be completed as part of the evidence base for the Core Strategy.
347	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Question 19	Noted	There is insufficient space for recreation in Elland and more specifically the Elland Lane area. The recreation ground and park areas are the most widely used and Riverside park and James Street play areas have great potential.	It should be noted that Green Infrastructure and Amenity Space Studies have yet to be completed as part of the evidence base for the Core Strategy.
323	Mr John Walker		Question 19	Noted	More open space needed in towns. More green corridors and children's play areas. Greetland and Elland need more open space/green field areas for children to play.	It should be noted that Green Infrastructure and Amenity Space Studies have yet to be completed as part of the evidence base for the Core Strategy.
172	Edmund Thornhill	Associate I D Planning	Question 19	Noted	Yes	Noted - no further action required.
173	Edmund Thornhill	Associate I D Planning	Question 19	Noted	In smaller settlements where residents may be reliant on a single area of open space to meet their recreation/leisure needs.	Noted - no further action required. These issues will be investigated as part of the Green Infrastructure and Amenity Space Studies that have yet to be completed as part of the evidence base for the Core Strategy.

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367	Mr Lars Hansen	(Clerk) Blackshaw Parish Council	Question 19	Noted	The village of Blackshaw Head should have designated public open space to provide play facilities for young people.	It should be noted that Green Infrastructure and Amenity Space Studies have yet to be completed as part of the evidence base for the Core Strategy.
463	Mr D R Witcher	Shibden Valley Society	Question 19	Noted	The locations of the most valuable open spaces are:- In local village and neighbourhood children's play areas, school grounds and playing fields, Shibden Park, Savile Park, Manor Heath Park and Skircoat Moor. It may be possible to identify surplus open space in the light of the OSSRSAP and on completion of the Amenity Land Survey.	It should be noted that Green Infrastructure and Amenity Space Studies have yet to be completed as part of the evidence base for the Core Strategy.
475	Mr Roger Drayton		Question 19	Noted	a) In the Hipperholme and Lightcliffe area yes, but no if you build 1000+ homes here and 800+ in other areas per year. b) Ask the local residents in each area the other questions.	Noted - no further action required.
483	Ms Pam Warhurst		Question 19	Noted	More land should be identified for local food production which could be done by showing the potential for multifunctional land use on the Calderdale map.	It should be noted that the Local Authority has recently completed and published an open space, sport and recreation study.
449	McInerney Homes	McInerney Homes/ Associate Peacock & Smith	Question 19	Noted	Opportunities exist at the edge of settlements to utilise land adjoining new housing developments for greenspace provision. If such land is proposed for greenspace provision, informal open space will be created which will benefit existing settlements.	It should be noted that Green Infrastructure and Amenity Space Studies have yet to be completed as part of the evidence base for the Core Strategy.
572	Mr Alan Reid	Chair Clifton Action Group	Question 19	Noted	Open space should not be confused with sport facilities and children's play areas and should be unencumbered by development of any kind.	Noted - no further action required.
622		Land & Development Practice	Question 19	Noted	There is sufficient Open Space in the district, but its make up and value should be assessed further. There is	These issues will be investigated as part of the Green Infrastructure and Amenity Space Studies that have yet to be completed as part of the evidence base for

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					insufficient recreational open space and consideration needs to be given to a number of projects that can remedy this situation.	the Core Strategy. Reference will also be made to the Calderdale Open Space, Sport and Recreational Study: Strategy and Action Plan (2006).
689	Mr Colin Holm	Government Team (West) Natural England	Question 19	Noted	Natural England advocates that the Calderdale Open Space, Sport and Recreational Study: Strategy and Action Plan (2006) should be used to assess open space provision. The findings of the study should be used to identify whether there is sufficient open space in the District and where there are deficiencies in different types of open space provision and highlight opportunities for new and enhanced provision.	These issues will be investigated as part of the Green Infrastructure and Amenity Space Studies that have yet to be completed as part of the evidence base for the Core Strategy. Reference will also be made to the Calderdale Open Space, Sport and Recreational Study: Strategy and Action Plan (2006).
648	Ms Jill Smith-Moorhouse		Question 19	Noted	Parks in Calderdale are under utilised. Facilities could be greatly improved for various sports. Public involvement and consultation is the key.	These issues will be investigated as part of the Green Infrastructure and Amenity Space Studies that have yet to be completed as part of the evidence base for the Core Strategy. Reference will also be made to the Calderdale Open Space, Sport and Recreational Study: Strategy and Action Plan (2006).
743	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 19	Noted	We support the protection and expansion of open space provision in the district. Further, additional housing should be sustainably located within existing urban areas to reduce pressures on open space.	These issues will be investigated as part of the Green Infrastructure and Amenity Space Studies that have yet to be completed as part of the evidence base for the Core Strategy. Reference will also be made to relevant housing studies.
4	mr michael snee	community care officer Halifax & district Irish Society	2.86	Noted	Object	No information provided.
573	Mr Alan Reid	Chair Clifton Action Group	2.87	Agree - no further action	The way to engender stronger communities is to take community views into account when making decisions that affect them, and allow them the right to	Community involvement in the LDF from an early stage is vital to the delivery of a successful Core Strategy and Development Plan. However, under the provisions of the Town and Country Planning Act

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					self-determination in respect of the LDF and Core Strategy.	(2004) it is ultimately the role of Local Planning Authorities in England to prepare and implement the development plans for their area. Any decisions made with regards to policies and land allocations in the LDF will be examined (independently) by the Planning Inspectorate prior to adoption. In accordance with the Town and Country Planning Regulations, this will ensure that decisions made have involved the community at all stages of preparation (particularly in the early stages), are the most sustainable options (based on environmental, social and economic grounds) and are based on a sound evidence base.
649	Ms Jill Smith-Moorhouse		2.87	Noted	Feedback must be taken onboard, be respected as relevant, and be a valid contribution to the process.	Community involvement in the LDF is a key part of the preparation of the new development plan and spatial planning. Engagement is taking place at this early stage (prior to any policy development) to ensure that people have a proper opportunity to influence policies and the identification of issues, prior to them being drafted. All feedback is taken onboard, and will be dealt with in an open and transparent way.
6	mr michael snee	community care officer Halifax & district Irish Society	Question 20	Noted	Raises issues concerning the integration of the Park Ward community with the rest of the population and suggests that this area should be demolished.	Demolition should be a last resort, although there are probably some very sub-standard properties not only in Park Ward but also across the district. Issues relating to community integration and cohesion are fundamental to the well-being of the district and will be addressed through relevant and appropriate agencies and supported within the LDF where necessary.
249	R Collinge	Luddenden Conservation Society	Question 20	Noted	This objection raises the issue of vandalism in Luddenden as being endemic. It also points out that there is insufficient policing on the beat in Luddenden. Temporary increases only have a temporary impact on reducing crime.	It is not possible to address policing levels through the Core Strategy, this is an issue for the West Yorkshire Police Authority. However, the Core Strategy can influence issues of safety and security in new developments and policies developed in the Core Strategy should therefore consider these issues, for example the appropriate use of lighting and the use of Secured by Design principles (UK Police initiative).

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464	Mr D R Witcher	Shibden Valley Society	Question 20	Noted	The society has no major concerns about safety or creating a stronger community.	Noted
650	Ms Jill Smith-Moorhouse		Question 21	Noted	Housing for older people with services on the doorstep and regular bus service works well (e.g. Pennine Housing, Luddenden)	The Core Strategy should help to deliver suitable, warm (energy efficient) accommodation for older people, with good access to local services and facilities. This will be informed by the SHMA which should identify specific needs and be prepared in the Spring/Summer of 2009.
745	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 21	Noted	A significant increase in elderly single households requires a specific, detailed and local response in terms of future housing provision.	The SHMA, due to be produced in the Spring/Summer 2009, should provide detail as to the anticipated housing requirements for elderly households. This work will feed into preparation of the Core Strategy and LDF to help ensure that future housing needs, both in terms of numbers, and locations, are met.
120	Greater Elland Civic Trust Vicky Wilkinson Wilkinson		Question 22	Noted	1) No comment 2) more exercise and better diet	Planning policies in the LDF can help encourage residents to undertake more exercise by ensuring that modern, accessible sports facilities are provided across the borough (both indoor and outdoor facilities). A more limited impact on improving diet is possible through planning policy, however support for increasing allotment space would be one method.
177	Edmund Thornhill	Associate I D Planning	Question 22	Noted	The opportunity for the Core Strategy to assist in raising educational achievement is limited. Care should be taken not merely to expect developer contributions for education to assist in this matter.	The Developer Contributions Towards Meeting Education Needs SPD, part of the Calderdale LDF, was adopted by the Council in February 2008. The SPD helps to meet identified needs, specifically through new housing developments. However the Core Strategy will look at other aspects of education provision where necessary, such as supporting the Building Schools for the Future programme, and improvement of adult education facilities.
466	Mr D R Witcher	Shibden Valley Society	Question 22	Noted	Policies in the Core Strategy could help retain/attract excellent teachers with proven performance records. To ensure that childhood obesity is minimised the Core Strategy should ensure adequate playing fields in schools, and regular	The Core Strategy is unable to influence the quality of recruitment in the education sector as it will only contain policies relating to planning issues. Equally therefore it is unable to influence school curricula. It can however help to protect and retain school playing fields. It should be noted that the Local Authority

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					physical activity in the curricula.	completed and published an open space, sport and recreation study in 2006 which identified sports and recreation grounds.
624		Land & Development Practice	Question 22	Noted	Projects such as MyPlace can provide all the facilities required.	Certainly Myplace has a place within meeting the delivery of facilities and services for children and young people. However where these may have spatial implications it is important that the Core Strategy provides at least some framework for addressing these.
746	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 22	Noted	More sustainable locations and transport would play a significant part to assisting young people help minimise childhood obesity.	Spatial planning is working with the Health professionals to address obesity and further work will be needed to embed this into the Core Strategy.
780	Mr John Gaukroger		Question 22	Noted	Concern is expressed about the description of the potential University presence in Calderdale, and in particular the support that is being expressed by the Council.	This is a key issue for the future of the district. It is being addressed within the Halifax Town Centre and Piece Hall Master Plan, but also within partnership working with delivery agencies and will hopefully be fully secured by the time the Core strategy is adopted. The influence that the Core Strategy will have on its delivery at this stage in the development process is limited.
574	Mr Alan Reid	Chair Clifton Action Group	3.4	Noted	Concern over consultation process.	The Council have undertaken numerous events as part of the development of the Core Strategy and its evidence base. Some of these events have been undertaken for specific purposes. The Employment Land Review meeting was organised to discuss issues surrounding why business choose to locate or move away from the district.
27		Development Planning Partnership	Question 23	Noted	We would therefore support option 5.	Noted.
121	Greater Elland Civic Trust Vicky Wilkinson Wilkinson		Question 23	Noted	Railway station at Elland is a key issue.	Noted.

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201	Mr J T Wilson		Question 23	Noted	a) A MASSIVE refurbishment of Halifax rail station with shuttle bus links to town centre. b) Elland merits a rail station. Elland need a bus interchange/station in the town centre.	Noted
349	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Question 23	Noted	Improvements ton Elland in terms of facilities and services.	Noted.
327	Mr John Walker		Question 23	Noted	Re introduction of Public Toilets or a good supply of Portaloos. Him and Hers to cope with increasing numbers of amblers/walkers and cyclists/cycle clubs.....and visitors to the area. Also more sustained woodland especially for Willow for fuel for wood burning electricity generation.	Noted
179	Edmund Thornhill	Associate I D Planning	Question 23	Noted	No, it is important to ensure housing and employment needs for the District are met as set out in the RSS.	Noted.
180	Edmund Thornhill	Associate I D Planning	Question 23	Noted	No other issues specific to area.	Noted.
467	Mr D R Witcher	Shibden Valley Society	Question 23	Noted	Special landscape areas should be considered in the spatial vision.	Noted.
476	Mr Roger Drayton		Question 23	Noted	It is not improved vision that is needed, but listening.	Noted
576	Mr Adrian Christopher O'Connor	Chairman Hipperholme & Lightcliffe Environmental Group	Question 23	Noted	There is a need for continuing dialogue with everyone within areas of concern, cut off dates are of little use in a fast changing local scene.	Further opportunities to be involved in the development of the Core Strategy will be available.
232	Dr Lesley Mackay			Noted	'Transport Visions' need to include Housing, employment and Local Services Directorates/Services, Planning/Regeneration if they are to seriously attempt to reduce car use.	The transport visions for the district, city region and region will be incorporated into the Core Strategy where relevant.
578	Mr Alan Reid	Chair Clifton	3.8	Noted	No vision other than Calderdale's own,	Noted.

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		Action Group			as determined by the people of Calderdale, should have any credence as far as Calderdale is concerned.	
575	Mr Alan Reid	Chair Clifton Action Group	3.8	Noted	No vision other than Calderdale's own, as determined by the people of Calderdale, should have any credence as far as Calderdale is concerned.	Noted.
122	Greater Elland Civic Trust Vicky Wilkinson Wilkinson		Question 24	Noted	Railway station at Elland is a key issue.	Noted.
233	Dr Lesley Mackay		Question 24	Noted	Food is another vision that should be considered in the Core Strategy.	Noted.
328	Mr John Walker		Question 24	Noted	Direct Rail Link Halifax to London Kings Cross.	Whilst the Council can influence timetabling it is the responsibility of the Rail Network and associated operators.
181	Edmund Thornhill	Associate I D Planning	Question 24	Noted	No other visions should be considered for Core Strategy.	Noted
182	Edmund Thornhill	Associate I D Planning	Question 24	Noted	All elements of the Vision for Calderdale need to be reflected in the Core Strategy.	Noted.
468	Mr D R Witcher	Shibden Valley Society	Question 24	Noted	We believe the incorporation of visions or parts of visions from other Council and Partner Visions would be unhelpful and would add little of use to the existing visions.	Noted.
477	Mr Roger Drayton		Question 24	Noted	It is not improved vision that is needed, but listening.	Noted.
625		Land & Development Practice	Question 24	Noted	Option 4	Noted
414	Mrs D Reid			Noted	The only solution is to put each proposed development for public scrutiny on an individual basis so that the people decide whether or not it	This section is looking at how the district may evolve over the next 15 years and provide a vision for a future Calderdale. Whilst the current economic downturn is noted conditions are likely to change over the 15 year

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					should go ahead because it is the people who have to live with the consequences of each and every development, not the planners or developers.	period. Without an adequate policy framework provided by the Core Strategy and other LDF documents the local planning decision making powers would be severely undermined.
9	mr michael snee	community care officer Halifax & district Irish Society	Option 4: Spatial Vision	Noted	OPTION 3 IS THE CHOICE	Noted.
368	Mr Lars Hansen	(Clerk) Blackshaw Parish Council	Option 5: Spatial Vision	Noted	Option 5	Noted.
123	Greater Elland Civic Trust Vicky Wilkinson Wilkinson		Question 25	Noted	Option 5 preferred option - overarching vision and separate area visions.	Noted.
202	Mr J T Wilson		Question 25	Noted	Option 2 - is planning mumbo jumbo	Noted.
203	Mr J T Wilson		Question 25	Noted	Option 5	Noted.
234	Dr Lesley Mackay		Question 25	Noted	Unanswerable because the options are too woolly and unspecific!	Noted.
329	Mr John Walker		Question 25	Noted	Option 4	Noted.
183	Edmund Thornhill	Associate I D Planning	Question 25	Noted	Option 5.	Noted.
469	Mr D R Witcher	Shibden Valley Society	Question 25	Noted	Option 5	Noted.
260	Mrs P Billings	Hunter Page Planning	Question 25	Noted	Option 5 - The Core Strategy's Spatial Vision should provide complimentary visions that address the diversity of needs and support of the service centres as well as the urban areas.	Noted
542	Mr Richard Lee	Project Planning And Property Consultant	Question 25	Noted	Option 5	Noted.

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693	Mr Colin Holm	Government Team (West) Natural England	Question 25	Noted	Option 5	Noted.
749	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 25	Noted	Option 5	Noted
28		Development Planning Partnership	Question 26	Noted	We have no comments on the aims and strategic objectives.	Noted
54	Mr Ian Sanderson	Principal Archaeologist West Yorkshire Archaeology Advisory Service	Question 26	Noted	WYAAS strongly welcomes the recognition that Calderdale's heritage are a key part of its future as well as its past and that the strategic objectives include "To protect the district's historic heritage and to ensure that all new development contributes to a high quality environment."	WYAAS's support of strategic objective No.7 is noted.
48	Mr Steve Heckley	LTP and Planning Lead Officer WYPTE (Metro)	Question 26	Noted	The final objective to ensure the provision of sustainable, safe and efficient transport system is welcomed. It should be also noted that sustainable transport outcomes contribute to other objectives such as improving sustainable development, reduce the causes of climate change and improving accesses to employment and services.	The Council notes Metro's views and support for the final objective (No. 8).
124	Greater Elland Civic Trust Vicky Wilkinson Wilkinson		Question 26	Noted	1) Yes 2) Better facilities- for outdoor users including tourism	Comments noted. The strategic objectives are high level broad objectives and specific reference to facilities for outdoor uses is perhaps too detailed. However, such objectives lie within the broader objectives 5,6 and 7.
330	Mr John Walker		Question 26	Noted	More toilet facilities to cyclists and walkers.	Whilst provision of such facilities is essential this is too detailed a matter to form a strategic objective but specific provision will be considered within the Core Strategy and Land Allocations and Designations DPDs. Such matters could be considered to be covered by the broader objective on sustainable travel.

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184	Edmund Thornhill	Associate I D Planning	Question 26	Noted	Yes, but it is important to ensure that the need to meet housing and employment/economy requirements is carefully considered against protection of open space, green infrastructure and natural environment; these should not be protected merely for their own sake as such an inflexible approach will harm the council's ability to meet RSS requirements. There are no other strategic objectives that should be included in the Core Strategy.	Comments noted. A fundamental role of the planning system is to balance the need for development against the need to protect the natural environment and will be of consideration in preparing the Core Strategy.
484	Mr Peter G Ratcliffe		Question 26	Noted	A further strategic objective should be: To recognise the future need for householders to grow their own food, by the provision of bungalows at a density not greater than 8 to the acre, with low pitch roofs to ensure sunlight for the 600sq yds of garden space thus created.	Whilst provision of food locally is a laudable objective it is too detailed an objective to be a strategic objective in the Core Strategy but could be considered to be covered under the broader strategic objectives relating to sustainability. House types and densities will be covered under policies in the Core Strategy based on the relevant evidence but the density proposed in the representation would conflict with national guidance on densities as set down in PPS3 Housing.
470	Mr D R Witcher	Shibden Valley Society	Question 26	Noted	We agree with the strategic objectives set out, with particular emphasis on objectives 5-8 We do not suggest the addition of any further objectives.	Comments noted. Some refinement of the strategic objectives may be required as preparation of the Core Strategy progresses in response to other representations.
543	Mr Richard Lee	Project Planning And Property Consultant	Question 26	Noted	Broadly agree but I would take issue with the attitude that all green space is valuable and should be protected. There are many instances of poor quality green space on urban fringes that is protected as Green Belt but would be better developed thereby contributing to achieving the broader vision.	Whilst too specific to be a strategic objective the balance to be struck between protecting green belt land and development will be determined during the preparation of the Core Strategy based on the relevant evidence.
586	Mr Roger Drayton		Question 26	Noted	In order to resolve the conflicts between the need to develop and the need to	The balance to be struck between development and protection of all undeveloped areas will be addressed

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					protect land open and honest debate is required with the needs of residents coming before those of financial gain. As development takes more land the remaining natural areas increase in value, both formal and informal areas.	during the preparation of the Core Strategy based on the evidence.
557	Ms Sara Robin	conservation officer Yorkshire Wildlife Trust	Question 26	Noted	The Yorkshire Wildlife Trust supports objective 6. In order to protect and enhance the natural environment, policies need to be in place to monitor the species and habitats present in the region so that developments do not unwittingly damage biodiversity.	Comments noted. The Core Strategy will contain policies on the natural environment together with targets to measure their implementation.
516	Mr Andrew Donaldson		5	Noted	I believe that all projections are too high for the Brighouse area and more flexible and studious approach should be taken. There are other areas in Calderdale where hardly any numbers have been allocated but development will not damage the localities as it would in areas around Brighouse.	The issue of capacity for growth and infrastructure will be developed as the Core Strategy evolves.
517	Mr Andrew Donaldson		5	Noted	I believe that all projections are too high for the Brighouse area and more flexible and studious approach should be taken. There are other areas in Calderdale where hardly any numbers have been allocated but development will not damage the localities as it would in areas around Brighouse.	The issue of capacity for growth and infrastructure will be developed as the Core Strategy evolves.
581	Mr Alan Reid	Chair Clifton Action Group	5	Noted	Additional option is to allow Calderdale to grow organically in which each development, of whatever nature, would be put up for public scrutiny so that the people could decide on whether or not it should go ahead.	The development of all options and sites will be open to public scrutiny through the evolution of the Core Strategy and subsequent Land Allocations and Designations DPD and development management decisions.
513	Mr Roger		5	Noted	Support option 1	Noted.

Resp No.	Full Name	Organisation Details/Agent	Section/ Para/Table	Response Categories	Summary of Comments	Council Response
	Dangerfield					
511	Mrs Judith Turner		5	Noted	Support option 1.	Noted.
580	Mr Adrian Christopher O'Connor	Chairman Hipperholme & Lightcliffe Environmental Group	5.1	Noted	The impact of the projected 1,000 new homes within the Hipperholme/Lightcliffe/Hove Edge are must result in worsening traffic problems within the area if no changes are made to the infrastructure throughout the Leeds/Manchester corridor - local jobs created prior to new housebuild could alleviate part of this problem.	Noted.
93	Ms Sara Robin	conservation officer Yorkshire Wildlife Trust	5.3	Noted	Recent economic changes and lack of credit may lead to variation in housing needs and less land being required for housing developments. The LDF policies should be sufficiently flexible so that excessive land is not lost to development.	Noted.
236	Dr Lesley Mackay			Noted	I would not like any incursion into the development of the Green Belt around Hebden Bridge in the next 10-15 years.	Noted.
582	Mr Adrian Christopher O'Connor	Chairman Hipperholme & Lightcliffe Environmental Group	Table 10	Noted	The loss of Green Belt in the area, will have a detrimental affect to our existing wildlife and affect local wildlife corridors.	A Green Belt Review is being undertaken as part of the evidence base for the LDF. This will assess Green Belt against the criteria set out within PPG2. In addition a green infrastructure study is also being undertaken and the findings of the Calderdale Biodiversity Action Plan will both feed into the development of the Core Strategy.
97	clifford			Noted	I support Option 2	Noted.
472	clifford		5.9	Noted	Family homes required for a growing population. Hipperholme and Lightcliffe area could accommodate some of this growth.	Noted.
352	Mr. Robin		Figure 6	Noted	New drains are needed before any	Discussions will occur with Yorkshire Water regarding

Resp No.	Full Name	Organisation Details/Agent	Section/ Para/Table	Response Categories	Summary of Comments	Council Response
	Dance				building can be undertaken	infrastructure as the Core Strategy develops.
20	Mr Gerald Fenton			Noted	Support spatial option 3.	Noted.
452	McInerney Homes	McInerney Homes/ Associate Peacock & Smith		Noted	Do not favour Option 3. Elland could accommodate 900-1300 new homes.	Noted
29		Development Planning Partnership	Question 27	Noted	Support option 2 or 3.	Noted.
31	Mrs Pauline Arthur		Question 27	Noted	Retain Green Belt.	A Green Belt Review is being undertaken as part of the LDF evidence base to assess whether the current Green Belt boundary is fit for purpose as indicated in PPG2.
125	Greater Elland Civic Trust Vicky Wilkinson Wilkinson		Question 27	Noted	Support options 2 and 4.	Noted.
205	Mr J T Wilson		Question 27	Noted	Option 4	Noted
240	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Question 27	Noted	Object to the building of any residential property as part of this plan on Green Belt land in the Elland, Greetland and Stainland areas.	Noted.
208	Mrs J Crowther		Question 27	Noted	Concern over amount of development proposed for Brighouse.	Noted.
237	Dr Lesley Mackay		Question 27	Noted	Spatial Option 3 is preferred option. However more needs to be done in Todmorden.	Noted
284		Richard Raper Planning Ltd	Question 27	Noted	Favour Spatial Option 2: "New Growth Points".	Noted.
331	Mr John Walker		Question 27	Noted	Support Spatial Option 2	Noted
251	R Collinge	Luddenden Conservation Society	Question 27	Noted	In favour of options 3 and 4.	Noted.

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296	Mr Richard White		Question 27	Noted	Spatial Option 4 preferred option.	Noted.
185	Edmund Thornhill	Associate I D Planning	Question 27	Noted	Option 3 is the preferred choice in combinations with Option 2 An additional benefit of Option 3 is that character of small Upper Valley towns will be protected. Development in these main settlements (Halifax and Brighouse/Rastrick) needs to be flexible with due consideration given to the release of greenfield and green belt land to meeting housing and employment requirements.	Noted.
293	Mr C Arthur		Question 27	Noted	I wish to object strongly to all proposals which would in any way seek to erode Green Belt areas. There should be no alteration whatever to them as long as Brown Field sites remain available, and not even thereafter except in extreme need.	A Green Belt Review is currently being undertaken as part of the evidence base for the LDF this will assess the fitness for purpose of the Green Belt as assessed against PPG2. Brownfield sites will, in most cases, still be the preferred option for development.
471	Mr D R Witcher	Shibden Valley Society	Question 27	Noted	Our preference is for a combination of Options 1 and 4, taking into account that:- There should be no encroachment into the Green Belt except possibly in Mytholmroyd, Brighouse/Lightcliffe and Oven den Development should be concentrated in, and adjacent to Local Service Centres.	Noted.
421	Mr Roger Drayton		Question 27	Noted	Option 1 preferred	Noted.
357	Mr Grayham Mitchell		Question 27	Noted	We write to object to the suggested proposals of any planning and building of houses or other units on green belt land. In particular on land to the south of Wakefield Road, Lightcliffe, Halifax. Our principle objection is the	Noted. Site specific issues to be dealt with as part of Land Allocations and Designations DPD.

Resp No.	Full Name	Organisation Details/Agent	Section/ Para/Table	Response Categories	Summary of Comments	Council Response
					infrastructure of the area, in particular the established road structure.	
358	Nicola Harvey		Question 27	Noted	I am deeply alarmed why this number of new homes is being imposed on us. I am also unclear as to why this number of new homes need to be built. I would favour no loss of green belt sites above all else. It is a well known fact how essential green spaces are to people's quality of life and to nature conservation.	The housing figures are set within the Yorkshire and Humber RSS. The Calderdale LDF must be in general conformity with the RSS.
359	Mr Nigel Tordoff		Question 27	Noted	I am deeply alarmed why this number of new homes is being imposed on us. I am also unclear as to why this number of new homes need to be built. I would favour no loss of green belt sites above all else. It is a well known fact how essential green spaces are to people's quality of life and to nature conservation.	The housing figures are set within the Yorkshire and Humber RSS. The Calderdale LDF must be in general conformity with the RSS.
488	Unknown	Clugston Developments/ Indigo Planning	Question 27	Noted	Support for Spatial Option 2 New Growth Points and in particular the identification of Hipperholme for housing growth.	Noted.
587	Mr Adrian Christopher O'Connor	Chairman Hipperholme & Lightcliffe Environmental Group	Question 27	Noted	The major impact to the areas within Hipperholme, Lightcliffe and Hove Edge regarding the saturation with housing, with no thoughts to wildlife corridors, impacts on local drainage/localised flooding, increased traffic and the removal of local employment sites must be objected to.	The infrastructure requirements of an area, including green infrastructure, will be considered should this area be taken forward as a general location for development in the Core Strategy.
583	Miss Allison Rushton		Question 27	Noted	I understand that the number of new houses to be built is imposed on Calderdale by another body but feel any housing development should be centred	Comments noted. The site specific issues will be dealt with through the Land Allocations and Designations DPDs.

Resp No.	Full Name	Organisation Details/Agent	Section/ Para/Table	Response Categories	Summary of Comments	Council Response
					around location already identified for housing development should be centred around locations already identified for house building or brownfield sites - not green belt areas. Site specific concerns also raised.	
591	Mr RD Morley		Question 27	Noted	A combination of Spatial Option 1 (Business as usual) and Spatial Option 2 (New Growth Points) should be advocated.	Noted.
592	Mr & Mrs E & J Metcalfe		Question 27	Noted	Need to maintain the character of Rastrick, particularly open space and Green Belt. The infrastructure of Brighouse needs to be improved. Support the option which is least damaging to Rastrick.	The development of the Spatial Option will require an assessment of the infrastructure required to ensure the option is feasible. The use of brownfield sites will be prioritised over open spaces and Green Belt wherever possible.
652	Ms Jill Smith-Moorhouse		Question 27	Noted	No indication is given throughout as to who all these new houses are for. These figures would greatly influence where development should take place. Services around Calder Valley and Sowerby Bridge are already jam packed, so any further over development there would make the quality of life greatly reduced for everyone.	Noted.
654	S Veal		Question 27	Noted	Need to maintain the character of Rastrick, particularly open space and Green Belt. The infrastructure of Brighouse needs to be improved. Support the option which is least damaging to Rastrick.	The development of the Spatial Option will require an assessment of the infrastructure required to ensure the option is feasible. The use of brownfield sites will be prioritised over open spaces and Green Belt wherever possible.
653	Karen Firth		Question 27	Noted	Need to maintain the character of Rastrick, particularly open space and Green Belt. The infrastructure of Brighouse needs to be improved. Support the option which is least	The development of the Spatial Option will require an assessment of the infrastructure required to ensure the option is feasible. The use of brownfield sites will be prioritised over open spaces and Green Belt wherever possible.

Resp No.	Full Name	Organisation Details/Agent	Section/ Para/Table	Response Categories	Summary of Comments	Council Response
					damaging to Rastrick.	
655	H McPherson		Question 27	Noted	Need to maintain the character of Rastrick, particularly open space and Green Belt. The infrastructure of Brighouse needs to be improved. Support the option which is least damaging to Rastrick.	The development of the Spatial Option will require an assessment of the infrastructure required to ensure the option is feasible. The use of brownfield sites will be prioritised over open spaces and Green Belt wherever possible.
656	T Henson		Question 27	Noted	Need to maintain the character of Rastrick, particularly open space and Green Belt. The infrastructure of Brighouse needs to be improved. Support the option which is least damaging to Rastrick.	The development of the Spatial Option will require an assessment of the infrastructure required to ensure the option is feasible. The use of brownfield sites will be prioritised over open spaces and Green Belt wherever possible.
657	A McPherson		Question 27	Noted	Need to maintain the character of Rastrick, particularly open space and Green Belt. The infrastructure of Brighouse needs to be improved. Support the option which is least damaging to Rastrick.	The development of the Spatial Option will require an assessment of the infrastructure required to ensure the option is feasible. The use of brownfield sites will be prioritised over open spaces and Green Belt wherever possible.
658	Andrew & Rachel Wood		Question 27	Noted	Need to maintain the character of Rastrick, particularly open space and Green Belt. The infrastructure of Brighouse needs to be improved. Support the option which is least damaging to Rastrick.	The development of the Spatial Option will require an assessment of the infrastructure required to ensure the option is feasible. The use of brownfield sites will be prioritised over open spaces and Green Belt wherever possible.
659	J Stewart		Question 27	Noted	Need to maintain the character of Rastrick, particularly open space and Green Belt. The infrastructure of Brighouse needs to be improved. Support the option which is least damaging to Rastrick.	The development of the Spatial Option will require an assessment of the infrastructure required to ensure the option is feasible. The use of brownfield sites will be prioritised over open spaces and Green Belt wherever possible.
660	Linda Haley		Question 27	Noted	Need to maintain the character of Rastrick, particularly open space and Green Belt. The infrastructure of Brighouse needs to be improved. Support the option which is least	The development of the Spatial Option will require an assessment of the infrastructure required to ensure the option is feasible. The use of brownfield sites will be prioritised over open spaces and Green Belt wherever possible.

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					damaging to Rastrick.	
661	R Beech		Question 27	Noted	Need to maintain the character of Rastrick, particularly open space and Green Belt. The infrastructure of Brighouse needs to be improved. Support the option which is least damaging to Rastrick.	The development of the Spatial Option will require an assessment of the infrastructure required to ensure the option is feasible. The use of brownfield sites will be prioritised over open spaces and Green Belt wherever possible.
662	AM Peaker		Question 27	Noted	Need to maintain the character of Rastrick, particularly open space and Green Belt. The infrastructure of Brighouse needs to be improved. Support the option which is least damaging to Rastrick.	The development of the Spatial Option will require an assessment of the infrastructure required to ensure the option is feasible. The use of brownfield sites will be prioritised over open spaces and Green Belt wherever possible.
663	L Hume		Question 27	Noted	Need to maintain the character of Rastrick, particularly open space and Green Belt. The infrastructure of Brighouse needs to be improved. Support the option which is least damaging to Rastrick.	The development of the Spatial Option will require an assessment of the infrastructure required to ensure the option is feasible. The use of brownfield sites will be prioritised over open spaces and Green Belt wherever possible.
664	Simon Drennan		Question 27	Noted	Need to maintain the character of Rastrick, particularly open space and Green Belt. The infrastructure of Brighouse needs to be improved. Support the option which is least damaging to Rastrick.	The development of the Spatial Option will require an assessment of the infrastructure required to ensure the option is feasible. The use of brownfield sites will be prioritised over open spaces and Green Belt wherever possible.
665	K Drennan		Question 27	Noted	Need to maintain the character of Rastrick, particularly open space and Green Belt. The infrastructure of Brighouse needs to be improved. Support the option which is least damaging to Rastrick.	The development of the Spatial Option will require an assessment of the infrastructure required to ensure the option is feasible. The use of brownfield sites will be prioritised over open spaces and Green Belt wherever possible.
666	R Robinson		Question 27	Noted	Need to maintain the character of Rastrick, particularly open space and Green Belt. The infrastructure of Brighouse needs to be improved. Support the option which is least	The development of the Spatial Option will require an assessment of the infrastructure required to ensure the option is feasible. The use of brownfield sites will be prioritised over open spaces and Green Belt wherever possible.

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					damaging to Rastrick.	
667	J Midgley		Question 27	Noted	Need to maintain the character of Rastrick, particularly open space and Green Belt. The infrastructure of Brighouse needs to be improved. Support the option which is least damaging to Rastrick.	The development of the Spatial Option will require an assessment of the infrastructure required to ensure the option is feasible. The use of brownfield sites will be prioritised over open spaces and Green Belt wherever possible.
669	D Dickinson		Question 27	Noted	Need to maintain the character of Rastrick, particularly open space and Green Belt. The infrastructure of Brighouse needs to be improved. Support the option which is least damaging to Rastrick.	The development of the Spatial Option will require an assessment of the infrastructure required to ensure the option is feasible. The use of brownfield sites will be prioritised over open spaces and Green Belt wherever possible.
668	S Wilson		Question 27	Noted	Need to maintain the character of Rastrick, particularly open space and Green Belt. The infrastructure of Brighouse needs to be improved. Support the option which is least damaging to Rastrick.	The development of the Spatial Option will require an assessment of the infrastructure required to ensure the option is feasible. The use of brownfield sites will be prioritised over open spaces and Green Belt wherever possible.
670	Aldrin Asuncion		Question 27	Noted	Need to maintain the character of Rastrick, particularly open space and Green Belt. The infrastructure of Brighouse needs to be improved. Support the option which is least damaging to Rastrick.	The development of the Spatial Option will require an assessment of the infrastructure required to ensure the option is feasible. The use of brownfield sites will be prioritised over open spaces and Green Belt wherever possible.
671	Lydia Castle		Question 27	Noted	Need to maintain the character of Rastrick, particularly open space and Green Belt. The infrastructure of Brighouse needs to be improved. Support the option which is least damaging to Rastrick.	The development of the Spatial Option will require an assessment of the infrastructure required to ensure the option is feasible. The use of brownfield sites will be prioritised over open spaces and Green Belt wherever possible.
672	M McManamin		Question 27	Noted	Need to maintain the character of Rastrick, particularly open space and Green Belt. The infrastructure of Brighouse needs to be improved. Support the option which is least	The development of the Spatial Option will require an assessment of the infrastructure required to ensure the option is feasible. The use of brownfield sites will be prioritised over open spaces and Green Belt wherever possible.

Resp No.	Full Name	Organisation Details/Agent	Section/ Para/Table	Response Categories	Summary of Comments	Council Response
					damaging to Rastrick.	
673	Paula Fitzgerald		Question 27	Noted	Need to maintain the character of Rastrick, particularly open space and Green Belt. The infrastructure of Brighthouse needs to be improved. Support the option which is least damaging to Rastrick.	The development of the Spatial Option will require an assessment of the infrastructure required to ensure the option is feasible. The use of brownfield sites will be prioritised over open spaces and Green Belt wherever possible.
674	Mr Jason Flynn		Question 27	Noted	Option 3 as the best of an inadequate selection, because it proposes the least new building in the Upper Valley.	Noted
626		Land & Development Practice	Question 27	Noted	Support option 2	Noted
751	Mr Anthony Rae	Friends Of The Earth (Calderdale)	Question 27	Noted	We would favour a blending of Options 3 and 4 within an overall approach to housing supply that seeks to constrain and not encourage further growth, and takes account of the recent oversupply in the period 2003-8. This approach is important not just to protect sustainability in Calderdale but also, and equally importantly from the RSS perspective, to protect already vulnerable housing markets in deprived conurbations and elsewhere in the region.	Noted.
778	Mr David E Armitage		Question 27	Noted	Queries the validity of the housing and population growth numbers within the RSS and why in recent years Calderdale has over supplied housing based upon UDP and RSS figures.	The RSS has been developed based upon the most up to date population forecasts available. The RSS housing numbers are also currently being reinvestigated. Calderdale has recently over provided housing based upon UDP and RSS targets in recent years this is at least partially due to the change in government policy making these targets floors rather than ceilings.
779	Mrs M E Armitage		Question 27	Noted	Concerns regarding the amount of development indicated within the	Brighthouse has been identified within the RSS as a Principal Town indicating it should be a main local

Resp No.	Full Name	Organisation Details/Agent	Section/ Para/Table	Response Categories	Summary of Comments	Council Response
					spatial options for Brighouse. Would not like to see any loss of Green Belt. Site specific concerns regarding sites in Clifton. Current congestion on M62.	focus for growth, however this growth needs to be managed taking account of current and future infrastructure requirements. A Green Belt Review is currently being undertaken to assess the appropriateness of Green Belt designation across the district to ensure it complies with the requirements of PPG2. The Council are actively engaged with the Highways Agency regarding the impact of any spatial option upon the Strategic Road Network. The site specific concerns will be dealt with in the Land Allocations and Designations DPD.
777	Mrs M L Holland		Question 27	Noted	Brighouse is a victim of its own success and its relatively flat terrain and apparently easy access to the M62 it feels to our residents that Brighouse is a scapegoat for the rural areas of Calderdale. More adequate infrastructure is needed prior to the implementation any of the given options. Realistically, we feel that building high-rise in town centre brown-field sites is the only way to satisfy the criteria set out in the strategic plan of people being near enough to 'walk, cycle or travel by public transport' to access work and/or amenities such as rail and bus links. Anything less is unrealistic in its expectations of people housed on the margins of urban areas. Site specific concerns regarding sites in Rastrick.	The comments will be considered whilst developing the Core Strategy. Site specific concerns will be dealt with through the Land Allocations and Designations DPD.
776	Mr Robert G Holland		Question 27	Noted	Brighouse is a victim of its own success and its relatively flat terrain and apparently easy access to the M62 it feels to our residents that Brighouse is a scapegoat for the rural areas of Calderdale. More adequate	The comments will be considered whilst developing the Core Strategy. Site specific concerns will be dealt with through the Land Allocations and Designations DPD.

Resp No.	Full Name	Organisation Details/Agent	Section/ Para/Table	Response Categories	Summary of Comments	Council Response
					infrastructure is needed prior to the implementation any of the given options. Realistically, we feel that building high-rise in town centre brown-field sites is the only way to satisfy the criteria set out in the strategic plan of people being near enough to 'walk, cycle or travel by public transport' to access work and/or amenities such as rail and bus links. Anything less is unrealistic in its expectations of people housed on the margins of urban areas. Site specific concerns regarding sites in Rastrick.	
603	Mr B Howarth	Head of Planning Dacre Son & Hartley	Question 27	Noted	Subject to the outcome of the SHLAA and Green Belt Review, our preferred spatial option would be an alternative to Spatial Option 4 where appropriate Green Belt releases are included.	Noted
612	Mr S Wright	Dacres Commercial	Question 27	Noted	Subject to the outcome of the SHLAA and Green Belt Review, our preferred spatial option would be an alternative to Spatial Option 4 where appropriate Green Belt releases are included.	Noted
766	Mr Stuart Shackleton	Northowram Village Society	Question 27	Noted	Support Option 1	Noted.
767	Mr Stuart Shackleton	Northowram Village Society	Question 27	Noted	Concerns over any loss of Green Belt on potential sites in Shibden, Northowram	A Green Belt Review is being undertaken as part of the LDF evidence base to assess the appropriateness of the current Green Belt. Site specific concerns will be dealt with through the Land Allocations and Designations DPD.
787	Mr Oliver Freer	White Young Green	Question 27	Noted	Support for Spatial Option 2 and recommend the identification of Hipperholme for housing growth.	Noted
788	Mr Oliver Freer	White Young Green	Figure 6	Noted	Support for spatial option 2 and for other uses being considered on existing employment land allocations. The sites	Certain allocated employment sites will be re-assessed to determine whether or not they should be re-allocated for housing use. This may be in the Core

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					at Crosslee and former Southedge Quarry are suitable to accommodate additional housing growth in Calderdale due to their sustainable location.	Strategy where only strategic sites are to be allocated or in the Land Allocations and Designations DPD.

Table 13 – Core Strategy Issues and Options – Disagree / Not Relevant

Resp No.	Full Name	Organisation Details/Agent	Section/ Para/Table	Response Categories	Summary of Comments	Council Response
497	Mr Alan Reid	Chair Clifton Action Group		Not relevant	Raises questions about the new planning system in relation to integrated planning and spatial planning.	The first principle is about "ensuring sustainable development is pursued in an integrated manner" - not about the integration of development plans. The 5 principles of sustainable development must be integrated into the process which creates the Core Strategy. Planning itself is defined by PPS1 which is titled: "Delivering Sustainable Development". The Core Strategy sets the framework with which all subsequent DPDs must conform. It is not part of the way the new system is intended to operate that a subsequent DPD would lead to a change in the Core Strategy as suggested by the objector - as the subsequent DPD would not be in conformity with the Core Strategy and therefore would not be sound. There are only 2 proposed DPDs in Calderdale presently the Core Strategy and the Land Allocations & Designations DPD. Area Action Plans may come forward in response to specific issues in local areas and other DPDs on topics of importance within the district, but all these will have to be in conformity with the Core Strategy. The previous system of planning in England was land-use based and focussed, particularly about the regulation and control of the use of land. The aim of the new spatial planning approaches required is to go beyond

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						this to take account of the strategies and plans of other agencies, not traditionally involved in the land - use planning system but who also have an impact on the development of places.
501	Mr Alan Reid	Chair Clifton Action Group	1.1	Not relevant	Raises questions about the nature of city regions and Calderdale's place within them.	This is really a political question and not one for debate within the LDF. The potential for the Leeds City Region to become a statutory body clearly has influence within Calderdale and the fact that our economy is inextricably linked with those across the sub-region within Yorkshire and across the Pennines must be addressed.
507	Mr Alan Reid	Chair Clifton Action Group	2.16	Disagree	How does the Council propose to increase skills levels? Is this not down to the individual and the individual employer to achieve? With the demise of HBOS there is likely to be a surfeit of skills within the financial services sector.	Skills can be improved by providing the correct kind of facilities and opportunities within the district. Infrastructure requirements will be a key element of the Core Strategy.
540	Mr Alan Reid	Chair Clifton Action Group	2.28	Disagree	The bulk of Global Warming is caused by the excessive use of the motor car and Calderdale is contributing to this by over-populating the area with housing developments which far exceed local demand.	The Regional Spatial Strategy sets out the housing requirements for the district, therefore the Core Strategy and Land Allocations and Designations Development Plan Documents are required to allocate sufficient land to meet the housing numbers allocated to Calderdale.
309	Mr John Walker		Question 5	Not relevant	The Core Strategy should aim for a reduction in CO2 emissions higher than the LAA, but this will be diluted by aircraft flying over Calderdale.	Air travel is not a topic that is relevant to the Calderdale LDF
635	Ms Jill Smith-Moorhouse		Question 5	Disagree	No because none of the evidence is proven it is only speculation.	The government requires Local Authorities to plan for climate change, and the Local Area Agreement contains targets on CO2 emissions the Council needs to meet.
58	Mr Roy Donson	Regional Planning Director Barratt Northern	Question 6	Disagree	PPS25 is a very clear document in setting out the approach to flooding and the Code for Sustainable Homes provides for SUDS as a key feature. It is not necessary to invent policy for its own sake.	Whilst PPS 25 sets out the national guidelines in the approach to development and flood risk, the Core Strategy is required to develop policies relevant to Calderdale.

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338	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Question 6	Not relevant	Riverbeds should be deepened and kept clear of obstructions.	Maintenance of the Rivers is not the responsibility of the Council.
724	Mr Anthony Rae	Friends Of The Earth (Calderdale)	2.37	Disagree	The LDF should provide a strategic direction for the retrofitting of energy efficiency measures to the existing housing stock.	The Core Strategy and the planning system as a whole will have a very limited impact on retro fitting energy efficient measures - such measures are generally achieved by individual householders choosing to have works carried out and through grants becoming available to make the installation of energy efficient systems affordable..
297	Mr Richard White		Question 7	Disagree	The Upper Valley should be entirely self sufficient for power - water and wind, and all the old housing should be retro fitted with energy efficient insulation.	It is unrealistic to include a policy in the Core Strategy along these lines, such an approach would require huge investment in infrastructure. The Core Strategy and the planning system as a whole will have a very limited impact on retro fitting energy efficient measures - such measures are generally achieved by individual householders choosing to have works carried out and through grants becoming available to make the installation of energy efficient systems affordable.
451	Mr D R Witcher	Shibden Valley Society	Question 8	Disagree	Construction standards are not planning issues but are best dealt with through Building Regulations	A sustainable construction policy is relevant to planning policy and therefore the Core Strategy, since the impact the development will have on the environment is a planning concern. Sustainable construction not only relates to materials used, but the design and location of a development.
157	Edmund Thornhill	Associate I D Planning	Question 11	Not relevant	Repeats the question set out in the document please see response CS158	Repeats the question set out in the document please see response CS158
560	Mr Alan Reid	Chair Clifton Action Group	2.69	Disagree	Can housing be properly forecast and planned? There is no evidence to support the stated housing need. Should not housing development be for local needs only and each proposal judged on its merit? The requirement figures change as new evidence in the form of e.g. the latest population and household	Paragraph 2.69 provides background factual information relating to the current and potential future housing requirements of the district. Since the RSS requirement must be adhered to by local planning authorities in their LDDs the Council does not have a choice as to whether it makes provision to meet the housing requirement figure if it wishes its Core Strategy to be found to be a sound document at

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					projections are updated.	examination. Whilst the comments regarding the current economic situation are noted, the RSS and the Core Strategy are looking ahead to 2026 and must assume normal market conditions since several economic cycles are likely to be experienced during this period. The requirement has to be accommodated within the core approach in RSS which requires the majority of housing to be in and around Halifax and Brighouse. Assessing each development on its merits would not enable the proper planning of infrastructure nor provide the opportunity to secure funds towards its provision.
561	Mr Alan Reid	Chair Clifton Action Group	2.70	Disagree	Government Policy should not necessarily be followed and local democracy allowed to prevail. House building and associated borrowing have led to a collapse in the economy and so why pursue a failed strategy. Organic growth should replace trying to forecast the future.	Government and regional policy as set out in Planning Policy Statements and RSS respectively have to be followed otherwise the Core Strategy will not be found to be sound upon examination. There is a distinction between the provision of land for housebuilding and the workings of financial institutions and the mortgage market which are outside the scope of the planning system. Determining each site on its merits would prevent the proper planning of infrastructure and the opportunity to obtain associated funding.
346	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Question 17	Disagree	The area does not lend itself to cycling.	Disagree - no further action required. Infrastructure exists in Calderdale to facilitate cycling.
462	Mr D R Witcher	Shibden Valley Society	Question 18	Disagree	The need for additional health facilities is really a matter for the PCT.	Disagree - no further action required. Health provision requires joined up thinking between relevant public bodies and other stakeholders.
744	Mr Anthony Rae	Friends Of The Earth (Calderdale)	2.86	Disagree	Fuel poverty should be located in the section relating to climate change and not healthier communities.	Whilst fuel poverty has tenuous links to climate change, it is considered that fuel poverty has a strong correlation with poor health.
118	Greater Elland Civic Trust Vicky Wilkinson Wilkinson		Question 20	Not relevant	Safety?	Insufficient detail to determine the aim and purpose of response.

Resp No.	Full Name	Organisation Details/Agent	Section/ Para/Table	Response Categories	Summary of Comments	Council Response
348	Mr J Braithwaite	Chairman Elland & District Regen Partnership	Question 20	Not relevant	Various work and events around promoting safer, stronger communities already takes place, however more publicity is required to ensure that it reaches a wider audience.	These comments are not relevant to the Core Strategy as they relate to improving communications of existing work at a wider level. Comments will be forwarded to the Communications Team in the Chief Executives Office.
324	Mr John Walker		Question 20	Not relevant	There is a lack of interest shown by the public in the development of safe and strong communities.	The Core Strategy will not address issues of public engagement, its purpose (in line with PPS12) is to provide planning policies, guidance and strategic site allocations for new development. The Statement of Community Involvement (SCI) details the various consultation methods used in preparation of the Calderdale LDF which are intended to encourage as wide a participation as possible from the local community.
7	mr michael snee	community care officer Halifax & district Irish Society	Question 21	Not relevant	Suggests that older people should have central heating with no charges for heating in winter months. All properties should be linked with telecare and there should be free swimming and access to "grey" playgrounds and facilities.	Most of these suggestions do not have a direct bearing upon the spatial planning options that the LDF can influence. however the suggestions will be raised with the relevant agencies and part of the authority.
325	Mr John Walker		Question 21	Not relevant	Taking note of the 'Old Folk' and their representatives (Associations/Charities etc) the Authorities seem to assume that 'Old Folk' are by nature dodderly and forgetful..... they might have been in the past. The 'Baby Boomer' generation who have mastered the Internet can 'run rings' around any/the majority of 'Experts' theories that arise through the creation of Core Strategy and other 'dreamt up' job/pension public service schemes.	No planning issues to consider
304	Mr Richard White		Question 21	Not relevant	Unadopted roads can be unsafe for the elderly and should be looked at for adoption. Pavements should be gritted/salted in frosty condition to avoid	The issues raised are valid and impact upon elderly people's ability to get around. However they are not planning issues and are therefore not relevant to the Core Strategy and LDF planning process. These issues

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					the elderly being housebound or having accidents.	should be dealt with through requests to Highways Management and Streetcare.
8	mr michael snee	community care officer Halifax & district Irish Society	Question 22	Not relevant	Suggests that education should be for the parents as well as children and that role models should be used to tackle childhood obesity.	Lifelong learning is being promoted by the Council and its partners, and there is a healthy towns plan to assist in tackling childhood obesity. The issues raised will be taken up with that partnership as opposed to in the LDF.
326	Mr John Walker		Question 22	Disagree	To improve scholarly performance...bromide in 14 to 16 year olds liquid beverages..tea/coffee/coca cola etc. More group activities along with maybe only half an hour a day on the internet or video games.	The suggestions put forward are inappropriate/can not be addressed through the Core Strategy and LDF process.
579	Mr Alan Reid	Chair Clifton Action Group	4	Disagree	The aims are all very laudable, but the community's views on all aspects of the Core Strategy should be given priority and they should be allowed to determine how and when the strategic objectives are implemented. Raises concerns about the SMARTness of the objectives.	The Council will continue to consult and engage with the community in the preparation of the LDF but implementation has to be on a broader basis than the community responses alone if it is actually to deliver the aims of the Core Strategy. The LDF is being prepared within a regulatory and legal framework which the Council must adhere to. Matters such as detailed targets and measures will be incorporated in the Core Strategy during its preparation to ensure that the objectives are indeed SMART.
516	Mr Andrew Donaldson		5	Disagree	In all options it appears that Brighouse has been allocated for the second largest growth. This presumption does takes into account previous development but does not necessarily translate to the fact of whether the area can accommodate further large growth with out significantly harming the welfare of local communities and whether infrastructure can actually accommodate further growth.	Brighouse has been identified as the second largest area for growth within the district due to its designation as a Principal Town in the RSS. The Core Strategy needs to be in general conformity with the RSS. The ability for Brighouse to accommodate further growth will be assessed as the Core Strategy develops.

Table 14 - Core Strategy Issues and Options Comments – Deal with under a different DPD.

Resp. No.	Full Name	Organisation Details/Agent	Section/ Para/Table	Response Categories	Summary of Comments	Council Response
145	Mr Gerald Fenton	Director Buckley Building Systems Ltd	Question 13	Deal with under different DPD	Advocates merits of a site on Park Lane, Siddal.	This representation relates to a specific site and does not answer the more general questions about the location of development other than some may need to be in what is currently green belt. It is therefore more appropriately dealt with in relation to the Land Allocations and Designations DPD.
350		Hartley Planning & Development Associates Ltd.		Deal with under different DPD	Land at St Giles Road may be suitable for development.	Too detailed for Core Strategy. Will be dealt with through the Land Allocations and Designations DPD.
494	Unknown	Clugston Developments/ Indigo Planning		Deal with under different DPD	Site specific issues regarding sites in Hipperholme.	Too detailed for Core Strategy - unless site identified as being of strategic importance. To be dealt with under Land Allocations and Designations DPD.
11	Mrs MA Horsfall		Question 27	Deal with under different DPD	Site specific issues relating to the potential use of land in Hipperholme/ Lightcliffe for housing.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
30	Mrs J Bellwood		Question 27	Deal with under different DPD	Concern against development of a site in Clifton.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
241	Mr Peter Butterfield		Question 27	Deal with under different DPD	Concern over potential development at sites at St Giles Road, Lightcliffe.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
354	Mrs M L Holland		Question 27	Deal with under	Concern regarding possible development site at William Henry School site, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning

Resp. No.	Full Name	Organisation Details/Agent	Section/ Para/Table	Response Categories	Summary of Comments	Council Response
				different DPD		status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
186	Mr Dereck Frearson		Question 27	Deal with under different DPD	I am totally opposed to any development to the Green Belt Land at Thornhills Lane, Clifton.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
187	Mr & Mrs A Pickles		Question 27	Deal with under different DPD	Concerns over any potential development at Thornhills Lane, Clifton.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
206	Miss JA Pickles		Question 27	Deal with under different DPD	Concern over potential development at sites across Clifton.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
207	Mr CH Gawthorpe		Question 27	Deal with under different DPD	Concern over potential development at sites across Clifton.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
188	Mr Cyril Alderson		Question 27	Deal with under different DPD	Concern over potential development at Thornhills Lane, Clifton.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
238	Ms Barbara Green		Question 27	Deal with under	Concern over potential development at sites across Clifton.	These sites have only been put forward as suggestions by land owners/ developers they have no planning

Resp. No.	Full Name	Organisation Details/Agent	Section/ Para/Table	Response Categories	Summary of Comments	Council Response
				different DPD		status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
239	Mr Philip Thomas		Question 27	Deal with under different DPD	Concern over potential development at sites across Clifton.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
292		I D Planning	Question 27	Deal with under different DPD	Suggested site at Lower Bracken Farm, Shelf.	Too detailed for the Core Strategy. This comment will be dealt with as part of the Land Allocations and Designations DPD.
351	Mr Robert G Holland		Question 27	Deal with under different DPD	Concern regarding possible development site at William Henry School site, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
355	Mr David Watson		Question 27	Deal with under different DPD	Concern over possible development of sites at Clifton.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
356	Mrs Patricia Watson		Question 27	Deal with under different DPD	Concern over possible development of sites at Clifton.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
254	Mr Graham Holdsworth		Question 27	Deal with under different DPD	Site at Daisy Bank Allotments to be considered for development.	Too detailed for the Core Strategy. Needs to be dealt with under Land Allocations and Designations DPD.

Resp. No.	Full Name	Organisation Details/Agent	Section/ Para/Table	Response Categories	Summary of Comments	Council Response
255	Ms Ruth Lightbody		Question 27	Deal with under different DPD	Concern over sites in Lightcliffe/ Hipperholme.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
261	Mr & Mrs M Wood		Question 27	Deal with under different DPD	Concern over possible development of St. Giles Road, Lightcliffe.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
415	CW Phillips		Question 27	Deal with under different DPD	Concern over possible development of sites at Clifton.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
353	JM Hutchinson		Question 27	Deal with under different DPD	Concern regarding possible development site at William Henry School site, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
369	Nicola Collins		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
370	Paul Warburton		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.

Resp. No.	Full Name	Organisation Details/Agent	Section/ Para/Table	Response Categories	Summary of Comments	Council Response
372	Andrea Bloom		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
373	Vera Souten		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
371	Sidonia Warburton		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
374	Jonathan Flearmoy		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
375	Mr George Denby		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
376	D Aitchison		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.

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377	M Aitchison		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
378	B Hanson		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
379	P A Simpson		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
380	P Hardinge		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
381	Mr Derek Hartley		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
382	H Smithson		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.

Resp. No.	Full Name	Organisation Details/Agent	Section/ Para/Table	Response Categories	Summary of Comments	Council Response
383	M Wolfenden		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
384	A Wolfenden		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
385	S Williamson		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
386	M Williamson		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
387	M Williamson		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
388	J Robertshaw		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.

Resp. No.	Full Name	Organisation Details/Agent	Section/ Para/Table	Response Categories	Summary of Comments	Council Response
389	A Tyson		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
390	K Bradley		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
391	L Senior		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
392	S Butterworth		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
393	D Dodkins		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
394	M A Barker		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.

Resp. No.	Full Name	Organisation Details/Agent	Section/ Para/Table	Response Categories	Summary of Comments	Council Response
395	G Wilson		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
396	Mr Colin Wood		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
397	D Birkhead		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
398	L Birkhead		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
399	H R Birkhead		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
400	P V Wells		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.

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401	T B Wells		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
402	S Mettrick		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
403	A Mettrick		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
404	M Foster		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
405	Mr Chris Gough		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
406	Ms Sheila Gough		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.

Resp. No.	Full Name	Organisation Details/Agent	Section/ Para/Table	Response Categories	Summary of Comments	Council Response
407	Mrs S Binns		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
408	Leanne Binns		Question 27	Deal with under different DPD	Concern over possible development of site at Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
435	M & H Jackson		Question 27	Deal with under different DPD	Concern over any potential development on Toothill Lane.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
482	Mr Tim Davis		Question 27	Deal with under different DPD	Concern over possible development of sites at Clifton.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
495	Mr Julian Payton		Question 27	Deal with under different DPD	Sites at Hipperholme	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
697	Mr Anthony Lindsey		Question 27	Deal with under different DPD	Site specific concerns regarding Toothill Lane, Brighouse.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.

Resp. No.	Full Name	Organisation Details/Agent	Section/ Para/Table	Response Categories	Summary of Comments	Council Response
698	Mr & Mrs Keith Miller		Question 27	Deal with under different DPD	Site specific concerns regarding Toothill Lane, Brighouse.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
588	M A Ramsden		Question 27	Deal with under different DPD	Concern over possible development of sites at Clifton.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
696	Mr & Mrs G & M Gledhill		Question 27	Deal with under different DPD	Site specific concerns regarding Toothill Lane, Brighouse.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
590	Mr Martin Robinson		Question 27	Deal with under different DPD	Concerns over potential development at William Henry Smith School, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
585	Sue Lamb		Question 27	Deal with under different DPD	Concerns over site at Toothill Lane, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
775	Mr Nigel Hull		Question 27	Deal with under different DPD	Concern over possible development of sites at Clifton.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.

Resp. No.	Full Name	Organisation Details/Agent	Section/ Para/Table	Response Categories	Summary of Comments	Council Response
768	Mr M D Rushton		Question 27	Deal with under different DPD	Site specific concerns over potential development in Clifton.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
770	Mr Michael Lever		Question 27	Deal with under different DPD	Concern over possible development of sites at Clifton.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
769	Mr K Valentine		Question 27	Deal with under different DPD	Site specific concern regarding site at Toothill Lane, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
772	Mr & Mrs DU Armitage	Eaton Smith Solicitors	Question 27	Deal with under different DPD	Concern over potential site at Toothill Lane, Rastrick.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
771	Mr & Mrs R and J Ribeiro	Eaton Smith Solicitors	Question 27	Deal with under different DPD	Concern over possible development of sites at Clifton.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.
774	Mrs Dawn Hull		Question 27	Deal with under different DPD	Concern over possible development of sites at Clifton.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.

Resp. No.	Full Name	Organisation Details/Agent	Section/ Para/Table	Response Categories	Summary of Comments	Council Response
782	Mr Ian Clarke		Question 27	Deal with under different DPD	Concern regarding possible site development at Wakefield Road, Lightcliffe.	These sites have only been put forward as suggestions by land owners/ developers they have no planning status and do not form part of the Core Strategy at this time. Deal with this comment within Land Allocations and Designation DPD if site continues to be brought forward.

4. Next Steps

- 4.1 All the actions noted in this document will feed directly into the next stages of production for the Core Strategy. The next major phase for the Core Strategy will be to identify a refined set of options together with a spatial vision and strategic objectives for Calderdale. This stage of consultation is currently anticipated to be available for comment in summer 2009.

Core Strategy Refined Issues and Options Consultation Feedback

August 2011



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1 Introduction

1.1 This document provides a summary of the Core Strategy Refined Issues and Options Consultation which took place between 21st January 2011 and 26th May 2011.

1.2 The consultation was undertaken in two parts; a general consultation between 21st January 2011 and 25th March 2011 and a series of 10 creative workshops which took place between 29th March 2011 and 26th May 2011.

1.3 This document has been split into several different sections representing the different types of consultation undertaken. In addition summaries of the key messages emerging from the consultation and actions arising from the comments have been highlighted as follows;

Box containing summary of key points.

Box containing key actions for consideration as the Core Strategy progresses.

1.4 Whilst this document captures most of the themes and issues raised not every comment is directly represented. Those issues and themes which do not have any direct relation to planning, or those which cannot be considered as part of the Core Strategy, have not been included. However all comments made including reports from workshops can be viewed on the Calderdale Council website www.calderdale.gov.uk.

Picture 1.1 Halifax Town Hall



2 Awareness Raising

2.1 Raising awareness of the consultation is important to ensure the public become engaged in the consultation process. The methods used to raise awareness included articles in the press, posters, letters and e-mails, notices in the press and on the Calderdale Council website and discussions with various groups.

Picture 2.1 Halifax Courier



Picture 2.2 Press Notice



Table 2.1 Awareness raising methods

Method	Details	Location
Press releases	Press releases and information were sent out through the Councils Corporate Communications Officer	The Halifax Courier, Todmorden News, Brighouse Echo and Hebden Bridge Times all ran articles on the

Method	Details	Location
		consultation.
Press adverts	Adverts were placed in the press announcing the consultation period, where to view documents and details of public information sessions.	Adverts were placed in Halifax Courier, Hebden Bridge Times, Brighouse Echo, Todmorden News, Valley Life Magazine and Huddersfield Examiner
Posters	Posters informing people of the consultation and how to get involved.	Posters were placed in; ● Planning reception ● Libraries ● Customer 1st ● Other Council buildings as appropriate
Letters/ e-mails	Letters and e-mails were sent informing people of the consultation.	Letters or emails were sent to; ● All 1900+ registered on the LDF database. ● Letters sent through the schools pack
LDF newsletter	Quarterly newsletter to provide general information on LDF work and consultation. First newsletter to go out prior to consultation commencing.	● All 1900+ registered on the LDF database.
Calderdale website	Information provided on main page of Calderdale web-site	● Web-site
E-Call	Council-wide email to provide staff and Councillors with a link to the consultation material and how to get involved.	● Council email system

Method	Details	Location
Leaflets	Summary leaflets of the 10 different areas identified in the Core Strategy.	- Leaflets were placed in; • Planning reception • Libraries • Customer 1st • Other Council buildings as appropriate
Ward Forums	Item on ward forums to sign-post the public to the consultation.	• Ward forum meetings
Councillor Briefing Sessions	Two briefing sessions were held for Calderdale Councillors on 19th January 2011 to inform members about the consultation	• Calderdale MBC Councillors
Parish and Town Councils	Letters sent to all Parish and Town Councils informing them of the consultation and the offer of a visit.	• Calderdale Parish and Town Councils
Halifax Town Team	Briefing to Halifax Town Team on 13th January 2011	• Halifax Town Team members
Calderdale Disability Partnership	Briefing to the partnership on 19th August 2010 and 22nd March 2011	• Calderdale Disability Partnership
Housing and Environment Service	Presentation to Housing and Environment Service	• Calderdale MBC Housing and Environment Service

Picture 2.3 Consultation Event



3 Consultation Methods

3

Calderdale MBC - September 11 Refined Issues and Options Feedback

3.1 A wide variety of techniques were used working in partnership with several organisations including Planning Aid, Schools and various groups and forums. The methods included on-line and hard copy consultation documents, leaflets, workshops and public information sessions.

3.2 The three documents generated over 1250 direct comments from over 170 individuals, agents, groups or organisations. These comments were made either on-line, by e-mail or by letter.

Table 3.1 Comments on the documents

Document	Total Comments	Consultees
Core Strategy Refined Issues and Options	643	117
Minerals and Waste Objectives and Policy Options	165	28
Objectives and Policy Options	445	60

3.3 In addition in excess of 800 individuals, groups and organisations attended various events and workshops. The comments and questions from these events have been considered as part of the feedback to the consultation.

Table 3.2 Methods of consultation used

Event	Method	Date	No. of attendees
Halifax Civic Society	Discussion	7/2/11	9
Planning Aid: Sowerby Bridge Residents	Workshop	14/2/11	13

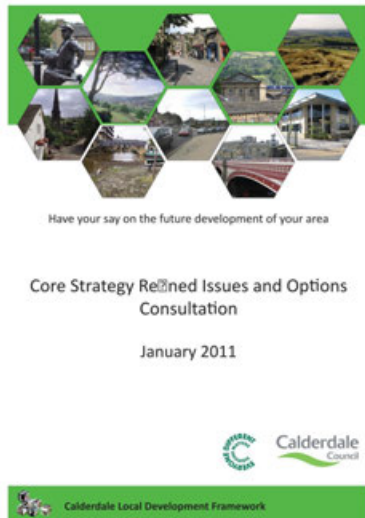
Event	Method	Date	No. of attendees
Brighthouse Public Information Session	Presentation and discussion	16/2/11	46
Planning Aid: Illingworth Residents	Workshop	16/2/11	10
Ripponden Parish Council Meeting	Discussion	17/2/11	12
Planning Aid: Mixenden Residents	Workshop	23/2/11	19
Planning Aid: Tenants and Residents Associations	Workshop	24/2/11	14
Parkinson Lane School Council	Discussion	28/2/11	15
Rastrick High School Open Day	Discussion	1/3/11	Unknown
Todmorden Public Information Session	Presentation and discussion	1/3/11	37
Planning Aid: Calderdale College	Workshop	2/3/11	39
Planning Aid: Ovenden & Boothtown Residents	Workshop	2/3/11	9
Hebden Royd Town Council	Discussion	2/3/11	Unknown
Ling Bob School Council	Discussion	3/3/11	8
Ling Bob School class discussions	Discussions	Various	Over 120

Event	Method	Date	No. of attendees
Planning Aid: Calderdale College (2)	Workshop	4/3/11	24
Hebden Bridge Joint Parish and Town Councils Public Information Session	Presentation and discussion	8/3/11	36
United Brighouse	Discussion	8/3/11	Unknown
Planning Aid: BME Network	Workshop	9/3/11	18
Halifax Public Information Session	Presentation and discussion	9/3/11	19
Planning Aid: Over 50s	Workshop	10/3/11	13
White Hill School	Discussion and workshop	14/3/11	11
Castle Hill School	Discussion and workshop	15/3/11	10
Holywell Green School	Discussion and workshop	21/3/11	7
Northowram and Shibden Valley Village Societies	Discussion	21/3/11	8
Calderdale Disability Partnership	Presentation and discussion	22/3/11	Unknown
Scout Road School	Discussion and workshop	25/3/11	29
Calderdale Young Inspectors	Various	Various	91

Event	Method	Date	No. of attendees
Rastrick High School Student Leadership	Discussion	Unknown	Unknown
Calderdale Disabled Youth Forum	Discussion	Unknown	12
Elland, Greetland, Holywell Green & Stainland Area Workshop	Creative workshop	29/3/11	22
Brighouse & Rastrick Area Workshop	Creative workshop	31/3/11	17
Sowerby Bridge Area Workshop	Creative workshop	6/4/11	14
Northowram, Shelf & Hipperholme Area Workshop	Creative workshop	8/4/11	14
Halifax Area Workshop	Creative workshop	11/4/11	11
Todmorden Area Workshop	Creative workshop	15/4/11	19
Hebden Bridge Area Workshop	Creative workshop	3/5/11	18
Mytholmroyd & Luddendenfoot Area Workshop	Creative workshop	10/5/11	13
Ripponden, Rishworth & Barkisland Area Workshop	Creative workshop	11/5/11	11
Calderdale Wide Workshop	Creative workshop	26/5/11	24

4 Core Strategy

4.1 The main document available for consultation was the 'Core Strategy Refined Issues and Options' document. This looked at the big issues within Calderdale including a vision of the future, possible approaches to locating development and the role of different parts of the district.



4.2 There were 643 separate comments made directly to this document from a range of individuals, groups and agents. The comments were wide-ranging with many conflicting views. The remainder of this chapter looks at the main themes and considerations for the Core Strategy from the comments received to this document.

Section 1 - Setting the Scene

4.3 This section set the background to the Local Development Framework (LDF) and the process for preparing it including the role of national and regional planning guidance and Sustainability Appraisal. It

also provided a snapshot of the district in relation to its demography, housing, deprivation and health issues, economy, transport, climate change issues, heritage, minerals and waste matters and infrastructure planning. Whilst this was intended to be a background section representations were received in relation to the topics covered and these are summarised below.

General Comments

4.4 A number of comments related to the overall structure of the consultation documents suggesting that a single document would have been easier to navigate. Overarching comments were also made about the Core Strategy in relation to particular issues.

Core Strategy Key Themes 1

- Demonstrate mechanisms used to fulfil duty to cooperate and move to presumption in favour of sustainable development;
- More information should be provided on any green belt changes required;
- Concerns Council may reduce housing numbers. Should not be reducing housing requirement but supporting housing and economic growth;
- Role of LDFs is to enable, not restrict, growth;
- Opportunities to collaborate with Kirklees should be pursued but not to reduce housing requirement;
- Copley Valley scheme should be dropped (as subject to flooding) and replaced by Nature Reserve;
- Who controls how and when documents can be changed and will there be public consultation?
- Role of town centres fundamental;
- Welcome recognition of importance of landscape as part of attractiveness of district and encouragement for tourism;
- Other than land filling, methods of dealing with waste should be within urban areas and not the countryside.

Evidence

4.5 Comments centred around the need to present evidence early in accordance with the front loading approach and the fact the Strategic Housing Market Assessment (SHMA) was not complete at the time of consultation. Reference was also made to the Strategic Housing Land Availability Assessment (SHLAA) although this was available, the annual review was being completed at the time of consultation. The evidence needs to be current and some organisations such as the Highways Agency will assist in updating evidence using their transport models.

Core Strategy Key Themes 2

- Frontloading approach and various advice on LDF preparation requires early production of evidence;
- Some of evidence prepared some time ago when economic climate different;
- Should have SHMA and SHLAA available when consulting;
- Calderdale Traffic Model Forecasting Report not on website or electronically accessible;
- Transport study shows that whilst areas like Hipperholme are at capacity further development will not significantly increase this problem and this is a cause for concern;
- Highways Agency will use their models to illustrate impact of proposed development.

Key Actions 1

- Ensure evidence kept up-to-date;
- Ensure all evidence completed;
- Where practicable ensure evidence on website (technical difficulties occasionally preclude this);
- Utilise organisations such as the Highways Agency to provide relevant evidence.

National and Regional Planning Policy and Sustainability Appraisal

4.6 A number of representations re-iterated both national and regional planning guidance along with more recent ministerial statements inferring that if the Council did not adhere to these the Core Strategy would not be found sound at examination. Views were also expressed about the current status of the Regional Spatial Strategy (RSS) and how the Council should respond. Many of the comments in relation to the RSS centred around

concerns that a new housing requirement figure may be lower than that in RSS with references to approaches being undertaken in surrounding districts. Issues around joint working with neighbouring authorities also featured, particularly in relation to housing requirement figures. Support was expressed that Sustainability Appraisal of the Core Strategy was to be undertaken.

Core Strategy Key Themes 3

National Planning Guidance

- National planning guidance and recent changes summarised to illustrate what the Council must do;
- Reflect updates to Planning Policy Statements;
- Joint working must be demonstrated.

Regional Planning Guidance

- Review of housing targets welcomed;
- RSS approach for housing numbers and core approach supported but any change must be based on sound and robust evidence and take account of PPS3 and the Planning Officers Society advice note (provides advice on how to proceed in relation to RSS at the current time);
- Coalition Government wants an increase in housing according to what Ministers are saying and reducing housing numbers is therefore wrong approach;
- The RSS Update indicated that the housing requirement figure would increase;
- RSS remains an important document forming basis for housing and employment requirements. This should be updated with latest ONS forecasts;
- Would like opportunity to comment on future methodology for arriving at housing requirement figure;

- Latent housing demand currently due to recession but this undersupply will need to be compensated for in future, particularly if pressures of affordable housing are to be reduced;
- Must not go it alone but make any changes to housing numbers in conjunction with other local authorities in Leeds City Region;
- Concern over some local authorities seeking to reduce housing requirement figures with implications for affordable housing and economic growth;
- Duty to co-operate in Localism Bill not met and therefore Core Strategies in Leeds City Region could lack coherence and be unsound;
- RSS requires Calderdale to concentrate growth in east in settlements such as Brighouse ;
- Strengthen references to growth in Core Strategy bearing in mind RSS and new PPS4;
- Support importance of liaising with Leeds City Region and Manchester City Region Local Enterprise Partnerships and dealing with issues on regional and cross-boundary level;
- Strategic Road Network linking Calderdale to Leeds and Manchester congested and any increase in commuting should be catered for in a sustainable way through spatial planning and investment in public transport routes.

Sustainability Appraisal

- Trees lost through development should be replaced;
- Publicly owned greenspaces should be maintained and enhanced;
- Developing on flood plain between Sowerby Bridge and Copley Valley not in accordance with objectives of sustainable development.

Key Actions 2

- In determining a new housing requirement figure ensure that this is adequately justified and tested and meets the requirements of current planning guidance;
- Clearly undertake and demonstrate joint working both with other local authorities in the Leeds City Region but also with those in the Manchester City Region (including with the respective Local Enterprise Partnerships);
- Ensure information relating to planning policy advice is kept up-to-date;
- Undertake Sustainability Appraisal of the Core Strategy (statutory requirement).

Snapshot of Calderdale

4.7 This section provided background factual information about the district. Comments were received both specifically in relation to this information and also to issues under the same headings, particularly in relation to housing and transportation matters.

Demographic and Housing Issues

4.8 Concern was expressed about the reliability of projections as a sound basis for planning housing growth. Other comments concerned the types of houses to be provided in relation to the districts needs with varying views put forward. Some who made comments supported housing growth including the New Growth Point (NGP) whilst others objected for a number of reasons, including the associated traffic growth and congestion making housing growth not sustainable. Need as opposed to desire is what should be planned for in terms of housing provision. Other issues mentioned included the New Homes Bonus and Community Infrastructure Levy and the need to take advantage of these opportunities to obtain additional funding. Empty homes should be used to reduce the need to build. Family

homes rather than apartments and town houses should be provided and the consequential increase in land take planned for. Again the housing requirement was mentioned with concerns expressed that the review of the RSS figure may lead to a lower housing requirement figure as appears to be the case in neighbouring authorities.

Core Strategy Key Themes 4

- Base housing targets on actual population change and do not be so reliant on projections;
- Housing need should be met rather than individual desires;
- Not currently clear what housing requirement will be;
- Support approach to follow RSS and New Growth Point and need to plan now for increase in housing requirement for next 20 to 25 years;
- Providing more dwellings than households supported as provides choice and assists affordability;
- Intention to re-use long term empty homes welcomed - details of how this is to be achieved and its impact on housing figures would strengthen Core Strategy;
- Already consequences of unrestrained housebuilding being seen and New Growth Point proposal not realistic nor is not sustainable;
- A58 congestion - cannot resolve without destroying what is there - will not be sufficient funding to compensate for what is lost;
- Housing targets unrealistic given infrastructure and topographical constraints (report by EKOS for Leeds City Region quoted to illustrate point);
- Advantage should be taken of initiatives such as New Homes Bonus and Community Infrastructure Levy but latter will have to be set at viable level and development be on a scale to obtain sufficient funding for infrastructure;

- Need to move away from smaller dwellings such as flats and town houses to more appropriate mix including demand for family homes with associated implications for land take;
- Demographics demonstrate acres of large family houses which housebuilders provide are not needed. Small affordable social housing should be provided in sustainable locations whilst protecting countryside;
- Need to include policies for older persons housing including Lifetime Homes and Sheltered Housing - can predict numbers in this group more accurately than other age groups;
- Provide bungalows for elderly and thereby free up housing;
- Measures should be in place to ensure developers provide the affordable housing agreed when planning applications are determined;
- Urban sprawl over green fields will create new areas of deprivation.

Key Actions 3

- When determining the housing requirement reflect the types of dwellings required;
- Explain how the strategy will bring long term empty homes back into use;
- Determine the future of the New Growth Point;
- Progress work on the Community Infrastructure Levy.

Economic Issues

4.9 A number of comments related to the need to balance housing and employment in order to reduce the amount of out commuting from the district, particularly given the sustainability implications. The negative impact of supermarkets on the local economy was also recognised.

Core Strategy Key Themes 5

- Balance between housing and employment important to reduce out commuting and address consequential sustainability and social exclusion issues. Need to provide new housing close to employment areas in district and also in locations close to adjoining local authorities;
- A number of Todmorden residents work in Burnley and beyond;
- More employment opportunities supported as will reduce traffic congestion and CO2 levels;
- Manufacturing role to play but needs support whilst distribution will not provide many jobs
- Incentives should be offered to attract employers to the district;
- If the distribution, hotel and restaurant sector is to be the fastest growth sector then it needs unencumbered access via M62 and retention of a pleasant and attractive environment, this will not be helped if the green fields around Junction 25 are developed;
- Supermarkets take money out of the local economy and also cause net job losses, several quoted studies;
- Support given for additional convenience and comparison floorspace.

Key Actions 4

- Use the Core Strategy to provide assistance to employers to increase the number of jobs in the district both to reduce out commuting and to improve the local economy;
- Where employment opportunities in neighbouring districts provide employment for Calderdale residents continue to identify these.

Transport Issues

4.10 Of particular concern were issues around congestion including the health effects. A more holistic approach to transport was advocated reflecting various modes. Also the capacity of the M62 is seen as a major issue, particularly if developments go ahead in both Calderdale and Kirklees although the Highways Agency state that works are proposed to increase its capacity.

Core Strategy Key Themes 6

- Take a holistic approach to transport;
- Narrow valleys limit opportunities for commuting improvements particularly for private car, limited parking at stations;
- Need for separate cycle routes;
- Promote walking;
- Role of waterway and canal networks should be recognised including the role of towpaths for pedestrians and cyclists;
- Station at Hipperholme/Lightcliffe supported but will need parking and unlikely to reduce local congestion, buses better if frequent and not too expensive;
- More local jobs and facilities will aid reducing congestion;
- Congestion is already an issue on the M62 and will be made worse by developments in the Brighouse area as will congestion in Brighouse itself;
- Assessment of conditions on M62 basically correct. Managed motorway proposals are to be introduced with construction commencing by 2015. Will improve capacity to less than 85% of capacity. Demand management required in proposals to address trip generation onto the Strategic Road Network and at the interface with local primary roads. Locations where capacity constraints on local primary road network have knock on effects on operation of motorway and its junctions;

- Locations of particular concern to Highways Agency in Table 1.11 include Ainley Top, Brighouse Town Centre and Cooper Bridge where traffic queueing back to the motorway and to get off the motorway is expected to become a problem, particularly if development proposals in Calderdale and Kirklees go ahead. Also Junction 26 is expected to have capacity problems and any additional development in Hipperholme and eastern Calderdale will exacerbate this;
- Take account of current levels of congestion (e.g. Shibden Valley);
- Health risks from congestion particularly in narrow valleys such as Hebden Bridge should not be ignored.

Key Actions 5

- Continue to develop a holistic transport policy ensuring the Core Strategy promotes alternatives to the private car including facilitating the provision of new rail stations;
- Use spatial planning to reduce the need to travel.

Climate Change Issues

4.11 A number of points were made specifically in relation to climate change and covering initiatives already being undertaken by the Council or included in work on the Core Strategy.

Core Strategy Key Themes 7

- If trees are to be removed such actions need adequate consideration;

- Look at energy efficiency of existing housing stock and particularly where not suitable for cavity wall insulation;
- Flood risk needs full and proper consideration in the preferred option, PPS25 must be fully complied with and sequential approach applied. SFRA should be updated to include most up to date information;
- Level 2 SFRAs should be undertaken in Sowerby Bridge and Halifax along with Surface Water Management Plans in Brighouse and Sowerby Bridge;
- Robust network of ecological habitats needed that can adapt to change and loss brought about by climate change;
- Sustainable modes of transport will not only ameliorate effects of climate change but also reduce traffic congestion;
- Energy storage using heat from composting/waste incineration to increase efficiency should be explored.

Key Actions 6

- Ensure SFRA up-to-date and extend evidence on surface water management;
- Ensure potential to improve energy efficiency of all buildings is reflected in Core Strategy;
- Ensure opportunities to further increase and improve natural habitats are reflected in Core Strategy;

Heritage

4.12 A few comments were received in relation to the background section on heritage. One suggested Grade II listed buildings be allowed to benefit from renewable energy and energy efficiency measures as these are the buildings that are difficult and expensive to heat. English Heritage are keen that the Council seek to preserve class II archaeological sites. Others

consider that Table 1.12 should include conservation areas.

Key Actions 7

- Ensure preservation of Class II archaeological sites covered in Core Strategy;
- Add conservation areas to list of heritage assets;
- Seek to address issues of energy efficiency and renewable energy in respect of Grade II Listed Buildings.

Infrastructure Planning

4.13 A limited number of responses addressed the Infrastructure Delivery Plan (IDP) but useful factual information was received from the National Grid, the Civil Aviation Authority and the Highways Agency. The latter expressed their wish to be involved in the IDP, particularly in relation to the Strategic Road Network and its junctions with the local primary road network and in assessing the feasibility of any proposals in the Core Strategy.

Core Strategy Key Themes 8

- List of National Grid assets provided (electricity and gas);
- Consider needs of aerodromes in relation to new development including masts;
- Highways Agency wish to be involved in IDP.

Key Actions 8

- Engage the relevant organisations in the preparation of the IDP and proposals included in the Core Strategy.

Big Idea (Vision and role of places)

The Proposed Vision

4.14 This section of the document explained the background to the proposed vision including the influence of other strategies. It then set out a proposed vision for Calderdale and asked for comments on this vision.

4.15 There was general support for the vision although some of this was qualified and subject to amendments or a change in emphasis. Some comments referred more to the implementation of the vision as opposed to the actual vision itself. Concerns were expressed that the various elements of the vision were incompatible and tensions between these would make it difficult to deliver the vision, particularly if the scale of change was great. The potential outcomes from the various variables therefore need modelling to ascertain the scale of change and the interactions between the variables.

4.16 One contributor raised a series of questions about exactly what the Local Strategic Partnership was and how it was constituted given that the consultation document refers to the Sustainable Community Strategy it produced.

4.17 In relation to other Council and Partner Strategies one contributor questioned why the Leeds City Region should have influence (given the localism agenda initiated by the Coalition Government) whilst another supported the approach of drawing on other Council and Partner Strategies.

4.18 The comments suggested amendments and additions to the proposed vision and are summarised below with reference to the relevant bullet point (BP) where applicable:

Core Strategy Key Themes 9

General Comments on Vision

- Must be grounded in reality and not an unrealisable wish list;
- Technology moves on quickly and technological infrastructure such as broadband needed as many people now work from home, yet 'black spots' for broadband access in Upper Valley;
- Reflect importance of Elland and strategic scale of development proposed in the vision;
- Vision too detailed, should be clear, shorter and have a clear spatial focus. Some of the bullets should instead be included in policy;
- Vision too generic - needs central core belief such as commitment to localism, e.g. local needs for employment and training opportunities for working population in Calderdale are a priority;
- Validity of SCS vision now questioned given approach of Coalition Government of local strategies for growth led by private sector - without a Local Strategy Statement Core Strategy vision should be consistent with intentions of Local Enterprise Partnership;
- Strong links with other strategies essential;
- Given speed at which shape of services is changing vision needs to be as up-to-date as possible at the point it is finalised;
- Acknowledge importance of inland waterway and canal network (transport, recreational, ecological, heritage and tourism asset);
- In 2026 Calderdale will be a place that has retail developments of a scale which do not create significant adverse effects (e.g. supermarkets adding to traffic flows and congestion and causing decline of existing facilities).

Coherence of Vision

- If scale of change relatively small may be possible to encompass and balance any contrary tensions in interactions between individual trends;
- Given size of e.g. housing numbers it appears on evidence currently available that those aspects of vision relating to

sustainability and protecting the environmental character of the district (BP10) and open space (BP12) are not deliverable;

- Elements of vision supported (e.g. BP1, 2 and 4) but all elements of the vision taken together suggest that there are incompatibilities which will prevent its realisation.

BP2 Climate Change

- Re-word to either '**Has responded to the causes of climate change**' or '**Has responded to the causes and adapted to the impacts of climate change**'
- In 2026 Calderdale will be a place that generates renewable energy without degenerating the environment.

BP3 Housing

- Meet housing needs across district including urban and rural;
- Developing more homes in appropriate locations supported;
- Reference to incentives should be omitted as this details a means by which development may be achieved and is not therefore a vision;
- Should refer to community and be clear providing houses for Calderdale residents and not Leeds City Region;
- Reference to increasing and diversifying the community is superfluous unless the Council wants to commit Calderdale to increasing and diversifying the community;
- Establish need for homes and types required in appropriate locations;
- Could read: '**Build homes appropriate to the needs of the community**';
- Refer to incentives (not incentive) as there are likely to be others in the future.

BP4 Transportation

- No mention of objectives in Local Transport Plan 3;

- Public transport improvements in Upper Valley including more parking at rail stations;
- Existing subsidy to bus service for the hilltops needs preserving.

BP6 Benefits to Community

- Should read: '**Ensure that new developments are to the benefit of the whole community**'
- Benefits for the community should be given priority over any development, the wishes of the community should come first;
- Quality of life for local residents should always predominate;
- Assumption communities may want to benefit from incentives may be incorrect as they may wish homes not to be built rather than accept Government Funds;
- Community referendum to be held for major developments;
- Community needs and desires as perceived by the community to take priority.

BP7 Conserving and preserving towns and settlements

- Too negative suggesting no change will take place whereas places should be encouraged to evolve and adapt.

BP8 Economy/Role of centres

- Vision for Todmorden unrealistic as growth restricted by topography, road infrastructure, unstable hillsides, flooding in valley, limitations to drinking water supply and sewerage capacity;
- Focusing more residential development in Todmorden not sustainable given its relative separation from other settlements and lack of employment opportunities;
- Objection to reference to enhanced role of Todmorden as this pre-empts the outcome of this consultation and this option may not be taken forward;

- Proposed enhanced role of Halifax town centre supported but any changes need to be carefully managed to avoid negative impacts;
- Proposed role of town centres supported;
- Further emphasis on growth;
- Reference to Leeds City Region should be removed as this indicates subservience to the Leeds City Region whereas the Coalition Government has signalled its intention for decision making to be more democratic and local to the communities they effect.

BP9 Infrastructure

- All development to be in place to support a development before it commences.

BP11 Protecting natural resources

- Natural England welcomed references to the natural environment but consider emphasis should be on enhancement of natural environment as well as protection. Re-word: 'Has innovative ways of protecting **and enhancing** natural resources natural habitat and biodiversity, views and our landscape'
- Reflect need to protect hilltops from invasive development which would change face of our environment.

BP12 Open Space/Green Infrastructure

- Re-word to show emphasis is on protection of open spaces and not secondary to delivering major developments: 'Protects open space **as part of the process of delivering major development projects** and provides accessible green infrastructure where there is deficiency'

- Re-word: 'Protects **and enhances** open space and Green Infrastructure and provides a net gain in Green Infrastructure where there is a deficiency.....'
- Support for parts of vision relating to conservation of environmental assets and reinforcement of the distinctive character of settlements and landscapes.

BP13 Cultural heritage

- Greater emphasis on conserving, preserving and enhancing distinctive local historic environment (including all its assets) for future generations.

BP14 Standards

- In 2026 Calderdale will be a place with administrative offices spread around its territory, and which holds council and committee meetings in various locations, especially when dealing with matters important to a particular locality.

BP15 Inequality and deprivation

- Re-word to emphasise not all change is of benefit and any change should be of benefit to the community and if not it should be resisted: ***'Recognises and embraces change which benefits the community, to ensure that economic and social change supports the development of a diverse, balanced economy addressing inequality and deprivation across the district'***
- A list of the things of concern to young people was submitted, presumably to be reflected in the vision;
- BP15 should give explicit mention to the 'Narrowing the Gap' agenda;
- Include education and training provision, health and social care, social cohesion/integration.

Key Actions 9

- Re-write the Vision taking account of the comments received making it more focused and coherent and adding in additional elements suggested where appropriate and relevant.
- In re-writing the Vision reflect the changing priorities of the Coalition Government and the current relevance of other quoted visions.

The role of our places

4.19 This section explained the role and function of the settlements in Calderdale based on the Settlement Hierarchy Study. Question 2 asked whether or not people agreed with the roles of the different places and whether the roles of any particular places should change.

4.20 Views varied as to whether any changes were required to the proposed roles for settlements across the district. The Clifton Action Group questioned the rationale behind proposing Brighouse as a Principal Town and the implications of this designation. They suggest this designation does not accord with the vision of the people of Brighouse. The need for intervention was questioned and organic growth suggested instead. Others support the idea of Brighouse as a Principal Town and suggest that the role of Brighouse be explained in terms of not only of how it serves Calderdale but also its function for the adjoining parts of Kirklees in terms of jobs and services. Others whilst supporting the role advocated for Brighouse also emphasise the role of Hipperholme within this area through the re-allocation of some employment sites.

4.21 It was considered unclear as to whether provision of new retail and employment is to be directed towards Brighouse town or the Brighouse area including the smaller centres within it. Clarity is required in relation to the position of the smaller centres in the retail hierarchy in accordance with PPS4. Promoting centres to function at a higher level in the hierarchy

will enable growth to be accommodated and avoid an over concentration of facilities in Brighouse. It was suggested the former Clifton Mills site in Bailiff Bridge could beneficially accommodate a mixed retail and employment development to the benefit of other facilities already here if this were defined as a local centre. Bullet Point 3 for Brighouse in Table 2.2 should be re-worded as follows (bold italics are suggested additions).

'Significant growth in commercial floorspace and improvements in the scale and type of leisure retail and cultural facilities and services within Brighouse Town Centre, **and growth in retail and community facilities and services within the defined local centres of Bailiff Bridge, Hipperholme, Hove Edge, Lightcliffe and Rastrick.**'

4.22 Due to some settlements in the Settlement Hierarchy being amalgamated it was considered difficult to determine how development will be aimed at the most sustainable centres. It was suggested clarity on the roles of areas would be enhanced if all settlements were listed in full for each tier.

4.23 Natural England consider Table 2.2 could be improved if the role and function of existing open space and green infrastructure assets were considered as this would inform decision making about open space and help target particular areas for improvements. Green Infrastructure should be an integral part of the functions of settlements and should also be considered alongside traditional infrastructure and facilities to ensure residents have access to multi-functional open space close to where they live.

Core Strategy Key Themes 10

General Comments

- Object to Hebden Bridge and Todmorden being in different tiers. Both are equivalent Local Centres and Todmorden is equally deserving of conservation and preservation as Hebden Bridge.

- Service centres should be distributed across Calderdale based on the natural groupings of communities;
- Role and function of existing open space and green infrastructure assets should be included in Table 2.2 as this would inform decision making about open space and help target particular areas for improvements;
- Clarity required in relation to position of smaller centres in the retail hierarchy;
- Improved public transport with real quality public transport options.

Tier 1 - Sub-Regional Town

- Support Halifax as primary focus for cultural activities. Glossary should contain description of term cultural facilities. Strategy should state that planning permission involving loss of buildings for community and cultural uses should only be granted where the applicant can demonstrate no need for their existing use or a replacement facility is to be provided elsewhere.

Tier 2 - Principal Town

- Support role and function of settlements and agree with Hipperholme and Lightcliffe being within geographical area of Brighouse. Highlight opportunities in Hipperholme through re-allocation of existing employment opportunities in enhancing Brighouse's role as a principal town;
- Hipperholme should be a Local Centre (as opposed to being subsumed under Brighouse) being freestanding, having a fairly wide range of shops and the largest centre in the Hipperholme/Northowram/Shelf sub area.

Tier 3 - Local Town

- Growth of Elland supported and should not be in the same tier as Todmorden and Sowerby Bridge as it has potential for an enhanced role. It should be given this enhanced role.
- Stating role is to accommodate housing development to meet needs of towns and surrounding lower order settlements too limited - local towns need to have their role and function amended to allow them to help meet wider strategy objectives.
- Role of local towns in relation to growth needs to be clearer as these will play a role in accommodating levels of development proposed.
- Objection to concept that Todmorden's function is to service Hebden Bridge.
- Transport links to higher order centres from Todmorden are not good. Many rail users in Hebden Bridge drive to Todmorden rail station as there is more car parking here.
- Enhancing role of Todmorden may reduce the status of Hebden Bridge and in time if more services and facilities were to be located in Todmorden this would be a major inconvenience for people living in other parts of the Upper Valley.
- Hebden Bridge and Todmorden should be protected for their characteristics of outstanding natural beauty and development should be sensitive to the characteristics of each area.

Tier 4 - Local Centres

- Housing growth may be better located in local centres which may be more sustainable than attempting to accommodate all growth in higher order centres. This would provide for a proper range and balance of sites across the district;
- Stainland and Holywell Green not correctly classified as amalgamated and settlement scores added together. Need to be classified correctly to ensure matters including identity and sustainability recognised;

- Stainland and Holywell Green - re-classify as Neighbourhood/Small Rural Centres as individually this reflects their real sustainability levels. Services in Stainland reduced over last 10 years. Together and classed as a Local Centre they are in the same category as Hebden Bridge but do not have the same level of facilities and services. The sustainability grid square analysis for Stainland and Holywell Green is below the level of those in other local centres;
- Support identification of Ripponden and Rishworth as a Local Centre;
- Northowram only has a few shops, is a lower order centre and should not be a Local Centre but a Neighbourhood /Small Rural Centre.

Tier 5 - Neighbourhood/Small Rural Centres

- Role and function too tightly drawn and does not acknowledge types of small scale development appropriate to this tier of settlement (e.g. small scale residential or economic development proposals involving change of use and infill).

Key Actions 10

- Re-assess role and function of settlements to determine whether they should change category and specifically Elland, Hebden Bridge and Todmorden;
- List all settlements under higher order settlements and their roles;
- Separate out smaller settlements where amalgamated.

Schematic Diagram of the 10 Calderdale LDF Areas

4.24 This section introduced the idea of sub-dividing Calderdale into 10 sub areas and presented these as a schematic diagram Map 4.1 'Schematic

diagram of the Calderdale LDF areas'. This section is closely linked to the Map 4.2 'The 10 areas'. The comments are therefore included together in that part of this document.

Map 4.1 Schematic diagram of the Calderdale LDF areas



Objectives

4.25 This section introduced the Strategic Objectives and asked for comments on the objectives including whether there were others that should be added.

4.26 The detail of the objectives and their sub-objectives is contained in the Strategic Objectives and Policy Options consultation document published at the same time as the Refined Issues and Options Consultation document.

4.27 Generally the Strategic Objectives were supported whilst a few more detailed comments were made regarding specific objectives. Those agencies responsible for particular matters (e.g. Environment Agency) generally supported the relevant objectives. Regarding SO4 many of the same comments to housing issues, particularly the housing requirement figure, were made as to those made in respect of housing issues in other parts of the document. Further comments made specifically in relation to the Strategic Objectives and Policy Options consultation document are covered in 5 'Objectives and Policy Options'.

Core Strategy Key Themes 11

General

- Consider updating Objectives to reflect Coalition Government's emerging changes to planning system including to deliver economic growth, reflection of presumption in favour of sustainable development and approach to general power of competence and duty to co-operate;
- Support sustainable development;
- Greater acknowledgement of role inland waterways can play in meeting objectives;
- Make objectives more locally distinctive.

SO1 Sustainable Development

- Review once Government published its definition of sustainable development;
- Principles of sustainable development should be applied across all activities of spatial planning and not only to new or refurbished development but also include environmental assets. Add to end of Objective 6- '**....and in the management of its environmental assets**'.

SO3 Economy and Enterprise

- Support re-allocation of surplus employment allocations for housing or other uses which accords with RSS, Government's intentions to increase housing supply and guidance in PPS4;
- Support need for additional retail floorspace as identified in the Retail Study and this should be reflected in areas of proven need and expected significant growth such as Hipperholme (identified as a Growth Point);
- Emphasise local elements such as enhanced training so local workforce has skills and knowledge needed;
- Promote more businesses of different types and sizes in all parts of Calderdale including urban and rural areas (will also help in meeting targets for reduction of carbon dioxide and other greenhouse gases);
- Too introverted and does not reflect RSS and PPS4 - needs to reflect role of Calderdale in wider City Region economy.

SO4 Housing

- Some recognition could be made of the need to deliver affordable housing;
- No reliance should be placed on RSS for determining the level of housing required;
- Some conflict between delivering RSS housing requirement and intention to reconsider the requirement;
- Refer to NGP status and responsibility to deliver 20% above the RSS requirement between 2011 and 2016;
- Support approach of providing for higher number than requirement particularly as Hipperholme with its Growth Point status will enable this;
- Amend SO4 to reflect situation where RSS does not form part of development plan: 'To meet the housing needs of all by delivering the RSS **[or an alternative figure arrived at as a result of a thorough methodological assessment and which**

is tested and found to be sound] housing requirement through the provision of a range of good quality dwellings.....'

- Will have to be amended given Council intends to review housing requirement;
- Should also reflect future Government housing initiatives;
- Reference to 'sustainable building methods' should be changed to 'appropriate building standards';
- RSS target unrealistic - residential growth in Upper Valley should be organic;
- Remove reference to 'delivering the RSS housing requirement' as cannot base target on one already resolved to abandon and currently unrealistic yet adherence will result in serious and irreparable damage to district. Would read: 'To meet the housing needs of all... **[Delete]**...through the provision of a range of good quality dwellings.....'

SO5 Green Infrastructure and the Natural Environment

- Recognition and preservation be given to Wildlife Corridors (aid joining of green infrastructure network, help preserve biodiversity habitats and preserve biodiversity and highlight presence of protected species);
- Targets for this objective incompatible with proposed housing expansion in SO4.

SO6 Historic Environment and Design

- Refurbished as well as new development should have intention of retaining and strengthening district's distinctive heritage;
- Reflect advancing understanding of significance of heritage assets (PPS5 Policy 12.3);
- Amend to more closely reflect advice in PPS1 (promotion and reinforcement of local distinctiveness), language of PPS5 and acknowledge positive role heritage assets can play in assisting regeneration and delivery of other objectives of Core Strategy by re-wording: '**To conserve the District's heritage assets and**

maximise the contribution which they can make towards the delivery of the wider economic and social objectives of the community and to ensure that new development through high-quality inclusive design, helps to improve and reinforce the local character and identity of Calderdale's communities'

- Heritage assets in Todmorden being demolished for a supermarket with inference being need joined up approach;
- Green Infrastructure and the natural environment should be 2 objectives in order to clearly promote all aspects of the natural environment. Would assist in protecting natural assets (eg protecting and designating nature conservation sites);
- Need reference to matters such as local distinctiveness and to setting a positive framework for the protection and enhancement of the landscape character of the district.

SO7 Transport

- Amend to include reference to harmful effects transportation can have: '.....which reduces the need to travel **and minimises the adverse effects upon the environment and communities'**

SO8 Communities and Narrowing the Gap

- Amend wording to make clearer - does it mean community and cultural facilities and opportunities will be improved for the benefit of all residents and visitors?

SO9 Minerals

- Calderdale's role is to contribute to the national supply of minerals and not to be self sufficient in minerals. Amend to read: '**To contribute towards** a sufficient and sustainable supply of minerals.....'

SO10 Waste

- Seek to reduce amounts of construction and demolition waste by encouraging re-use or adaptation of existing buildings. Only allow demolition where not most sustainable approach or impracticable. Amend Objective: '**To assist in reducing the amount of waste generated** and to plan for sufficient waste management facilities.....'

Key Actions 11

- Ensure the Strategic Objectives reflect the Coalition Government's emerging changes to the planning system;
- Re-assess the Strategic Objectives to ensure they are locally distinctive where appropriate;
- Re-asses and amend the Strategic Objectives taking into account the comments above.

Possible Approaches

4.28 Four approaches to the distribution of new development were suggested in the Core Strategy briefly these were;

1. **Focus on Eastern Calderdale** - Halifax, Brighouse, Elland and Northowram/Shelf would be the focus for development and infrastructure improvements. Eastern Calderdale's proximity to the M62 would be used to encourage business growth, there would be limited growth elsewhere.
2. **Enhance the role of Todmorden** - Whilst Halifax and Brighouse would still be a focus for growth, Todmorden would ease pressure on eastern Calderdale taking significant growth in housing,

employment and services. Todmorden would become the main service centre for the Upper Valley.

3. **Enhance the role of Elland** - Whilst Halifax and Brighouse would still be a focus of growth, Elland would have significant growth in housing, employment and services. Building upon Elland's success as a business location could provide regeneration for the town centre, and build a case for a new rail station.
4. **Current role and function** - Development would be spread across Calderdale taking account of the current level of services in each place. The amount of development would be based upon the settlements ability to cope.

4.29 The approaches raised significant discussion with conflicting comments; however there was support and objection to all four approaches.

General Comments Made

4.30 Many comments did not relate to any specific approach but rather suggested criteria for a 'Preferred Option'. The criteria were wide-ranging and often conflicting.

Core Strategy Key Themes 12

Development Location

Some wanted development focused on larger settlements (Halifax, Brighouse and the M62 corridor towns). In contrast others suggest development should be more widely spread.

A lot of comments wanted to protect the green belt and focus development within urban areas and/or on brownfield sites. In contrast others wanted a flexible approach to development in the green belt. Other comments suggest development should be focused on areas where regeneration was required.

The role of Brighouse was discussed with suggestions ranging from;

its strategic location means it should play a greater role than the approaches suggest; to minimised or stop growth in the town.

Infrastructure

Concerns were raised over the ability of existing infrastructure, particularly roads and schools, to cope with new development. In addition the ability of the Core Strategy to deliver the required infrastructure in the current economic climate was questioned. Public transport was thought to be key by some with the need to improve the railways (including the stations), provide bus priority and quality bus corridors all mentioned.

Existing RCUDP Allocations

The role of undeveloped RCUDP employment allocations was questioned with suggestions some sites should become green belt; and others wanting a flexible approach to such sites allowing housing development where sustainable.

Other Issues

The need to work closely with neighbouring authorities for strategic opportunities was generally supported. In addition retaining the character and setting of our towns/villages and countryside was considered important.

Approach 1: Focus on Eastern Calderdale

4.31 This approach created significant discussion with comments received of both support and objection.

- Those supporting the approach consider it would be the most sustainable approach, focusing development in Calderdale's main urban centres and making the most of the strategic transport network, particularly the M62 and main railway stations. In addition the

- possibility of working with Kirklees MC on their strategic proposals for employment at Cooper Bridge were generally supported.
- The main objections to this approach were it would constitute 'over-development' of eastern Calderdale, particular concern was raised over Northowram and Shelf being a significant area of growth and impacts upon green belt boundaries. Other comments suggested the approach would be unsustainable as it would promote commuting particularly with regard to the M62. There were also concerns that it would effectively 'down-grade' Todmorden.

Core Strategy Key Themes 13

Sustainable Development

Several comments suggest this to be the most sustainable approach as it would focus development on our main urban areas and would make the most of the transport connections to Leeds, Manchester and beyond. However others comment that this proximity to the M62 would encourage people to live in the area but work outside it, making it an unsustainable option.

Infrastructure

There was support for new rail stations at Elland and Hipperholme but some viewed this with caution as it may not be possible to deliver until 2019 at the earliest. There was concern over congestion in general but specific comment was made of Brighouse, and the need to upgrade the A644 to access Kirklees MC Cooper Bridge proposals.

The Highways Agency whilst neither supporting or objecting note this approach would impact upon the M62 but would not increase the stress on any link of the M62 above 85% - the point at which the agency becomes concerned over stress levels.

Some commented that this option would focus development on the areas with the greatest facilities, services and access to employment.

Areas for Growth

Northowram and Shelf - were commonly referred to in the comments with many expressing concern over significant growth of these settlements. These issues raised were a loss of character for the settlements, impact upon the green belt and environment in the area, congestion and road safety and a lack of services/facilities.

In contrast the role of Todmorden was questioned as it would lead to less development within the town and effectively 'down-grade' its role.

Cross boundary issues

This option was considered to compliment the work of neighbouring authorities by promoting development at Cooper Bridge (Kirklees MC) and along the Halifax to Bradford Corridor.

Approach 2: Enhance the role of Todmorden

4.32 This approach received comments of both support and objection. Whilst many did not rule out some development the majority were not in favour of the role of Todmorden being enhanced.

- Those supporting the option considered it would support regeneration and act as a catalyst for growth, providing additional infrastructure and support existing services and facilities.
- Objections considered this approach unsustainable, effecting the character of Todmorden, increasing congestion and a lack of available land.

Core Strategy Key Themes 14

Sustainable Development

Several comments suggest that significant development in Todmorden

as well as Halifax and Brighouse would be unsustainable promoting commuting along the Calder Valley or to centres outside of Calderdale. Others suggest Todmorden is too remote from existing centres with limited services and facilities to become a viable focus for growth. However access to the rail network and the possibility of creating a hub for digital/creative industries was considered by some to make Todmorden a sustainable location.

Infrastructure

The reinstatement of the Todmorden Curve allowing direct access between Manchester and Burnley was supported.

Some argue current infrastructure provision in Todmorden will be unable to cope with the additional development suggested under this approach. In addition there was concern that raising the status of Todmorden may not bring the required transport improvements. Others considered expanding Todmorden would protect existing services and facilities in the town and act as a catalyst for growth.

The Highways Agency whilst neither supporting or objecting note the impact on the motorway network as a whole is similar to approach 1, but crucially it is likely to create additional stress at junctions 26 & 27.

Areas for Growth

The majority of comments on this option focused upon the impact upon Todmorden. The main concerns were that the topography of the area meant the levels of growth could not be accommodated. A further concern was that significant development would have a negative impact upon the character of the town as well as the surrounding countryside.

Other Issues

Whilst there appeared some appetite for modest growth some thought this should build upon the ideas of sustainable local food production

encapsulated in 'Incredible Edible'.

Approach 3 - Enhance the role of Elland

4.33 Again this approach received comments of both support and objection, however of those commenting a significant proportion could see benefits to enhancing the role of Elland.

- Those supporting this approach consider Elland possesses significant areas of brownfield land in a sustainable location near other large urban areas. It was also thought this approach could help regenerate the town through inward investment and bring more services and facilities.
- Objectors to this approach consider it would require significant greenfield development, threat to the green belt and the proposed rail station may not materialise.

Core Strategy Key Themes 15

Sustainable Development

Many consider Elland to be in a sustainable location due to existing services, employment opportunities and proximity to other towns. In addition it would focus the majority of development on our main urban areas and would make the most of the transport connections to Leeds, Manchester and beyond. However there are concerns that concentrating development near the M62 would encourage people to live in the area but work outside it, making it an unsustainable option.

Infrastructure

The possibility of a new railway station for Elland was widely supported, although some question the deliverability of this. The

opportunities to access the strategic transport infrastructure including the M62 are considered a major benefit of this option.

The Highways Agency whilst neither supporting or objecting note it would impact upon the M62 but would not increase the stress on any link of the M62 above 85% - the point at which the agency becomes concerned over stress levels.

Areas for Growth

The majority of comments on this option focused upon Elland with some suggesting the town needs substantial inward investment which this option could facilitate. Others note they would only support this option if the infrastructure improvements to Elland were viable. Comments suggest areas to the south west of the town as possible locations for growth. There were, however, concerns over the amount of development and impact upon the green belt in the area.

Cross boundary issues

This option was considered to compliment the work of other neighbouring authorities by promoting development at Ainley Top (Kirklees MC).

Approach 4 - Current role and function

4.34 Like all of the other approaches this approach received comments of both support and objection, however it is notable that the majority of the comments did not support this approach.

- Those in support of this option considered it would preserve the current character of some settlements.
- The majority commenting objected on the basis it doesn't allow proper planning of the area and is not sustainable.

Core Strategy Key Themes 16

Sustainable Development

A number of comments indicate this approach would not provide the opportunity to address sustainability or regeneration issues as it would simply continue previous patterns of development in a dispersed manner.

Infrastructure

The comments suggest this option would enable new transport infrastructure to be properly planned. In addition the Highways Agency whilst neither supporting or objecting note the impact of this approach is slightly higher than other approaches due to the distribution in traffic meaning stress on junctions 26 & 27.

Other Approaches

4.35 The comments suggested an alternative approach was a combination of approaches 1 and 3 to provide growth in Halifax, Brighouse, Elland to compliment proposals within Kirklees. Other variations on this included proportionate growth in Halifax, Brighouse, Elland, Sowerby Bridge, Todmorden, Northowram and Shelf with limited development elsewhere.

Conclusions

4.36 The comments on the four possible approaches provided many conflicting comments. It is however apparent that a number of over-arching principles for development together with elements of the different options require further investigation for possible inclusion in the next stage of consultation on the Core Strategy.

Key Actions 12

Development Principles for Core Strategy 'Preferred Option'

- Concentrate development on urban brownfield sites with incursions into the green belt only in exceptional circumstances;
- Our larger settlements should take the majority of growth;
- Consider locating development where regeneration is required;
- The infrastructure required for the option needs to be viable (including transport);
- Retain the character of the district and our towns/villages; and
- Need to work strategically with neighbouring authorities.

Possible elements from existing approaches to build upon

- The focus upon Halifax, Brighouse and Elland has generally been supported (although not completely) as the main growth locations to aid regeneration, inward investment and infrastructure provision;
- The role of other towns such as Sowerby Bridge and Todmorden should be supported and apportioned growth as appropriate; and
- Limited growth in other settlements.

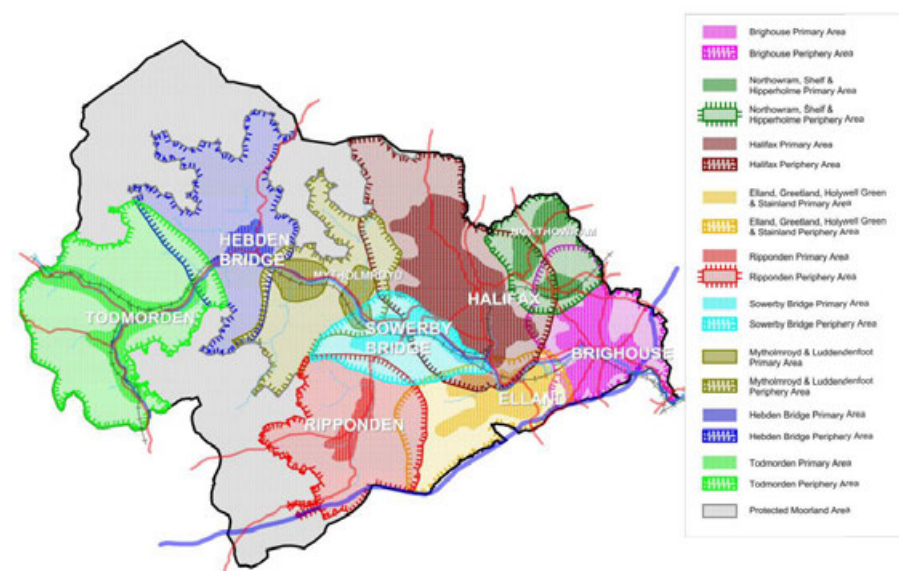
Ten Areas

4.37 The 'Introduction to our towns' section of the Core Strategy Refined Issues and Options identified 10 functional areas across Calderdale. It also introduced the idea that each of the 10 areas would have its own vision, complimenting a Calderdale wide vision and a 'primary' and 'periphery' area. The primary area generally related to the boundaries of the existing urban area and would be where development was concentrated. The periphery area related to the areas surrounding the

urban areas (usually rural/semi-rural in nature) which rely on the primary area for its services.

4.38 A number of comments were received on the over-arching principles of identifying the 10 areas including the ideas surrounding a distinction between the primary and periphery of each area.

Map 4.2 The 10 areas



Identification of the 10 areas

4.39 There was broad agreement for the identification of the 10 areas across Calderdale. It was considered this approach recognised the 'Coalition Government's localism agenda which champions the importance of enabling local residents, communities and other interested parties to have greater influence on development in their communities' (Homes & Communities Agency). However there were a few concerns about reflecting

sensitivities at a detailed level.

4.40 There were comments about the boundaries of individual areas, particularly the relationship of Northowram, Shelf and Hipperholme. Some agreed with the identification of Northowram, Shelf and Hipperholme as a separate area linked to Halifax and Brighouse (via the overlaps with these areas). Others whilst agreeing with the area suggested it should not be linked with Halifax and Brighouse as it can function separately with Hipperholme being its main centre. Finally others suggested Hipperholme should be part of the Brighouse area and separate to Northowram and Shelf.

4.41 The Elland area also created discussion with suggestions that Stainland and Holywell Green should not be included in the Elland area but should be separate due to the differences in characteristics.

4.42 There were concerns there appears to be a lack of a defined relationship between the Settlement Hierarchy and the 10 areas. Hipperholme was indicated as a case in point, the Settlement Hierarchy identifies the settlement as part of greater Brighouse but the Core Strategy identifies it as being in a separate area but still influenced by Brighouse.

4.43 There were comments regarding green infrastructure (open spaces, rivers, moorland etc.) and the need to recognise its importance within all 10 functional areas and not just the Protected Moorland Area. This was because it provides opportunities for health, recreation, biodiversity and sustainable travel through walking and cycling.

Vision

4.44 Little comment was given to the principle of each area having its own vision, complimenting that of Calderdale. The only comment received focused on which vision would take primacy when decisions were made (Area or Calderdale).

Primary/Periphery

4.45 The identification of a primary and periphery for each area created conflicting views with some supporting the idea, others considering it divisive, some thought it unduly complicated, others that each area should be considered individually and others simply reserving judgement until more details were known.

4.46 In terms of the boundaries between primary and periphery areas these were left intentionally vague within the consultation document, as it was the theory being tested not the detailed areas. However, a number of comments stated detailed boundaries were required to make the ideas work. Comment was also made that all semi-rural areas should be reclassified as periphery areas, Stainland and Holywell Green were suggested as places currently identified in a primary area which should be reclassified as periphery due to their semi-rural nature and lack of services. Hebden Royd Town Council also stated the Hebden Royd area of Hebden Bridge, Mytholmroyd and Cragg Vale should be viewed as a single cohesive area.

4.47 An alternative to the primary and periphery was that criteria based policies should be applied to the areas regarding where development should take place.

Core Strategy Key Themes 17

The comments upon the over-arching ideas for the 10 areas indicate;

- A general support for the idea of having separate areas within Calderdale;
- Some debate over the areas identified and grouped together; (Particularly Northowram/Shelf/Hipperholme and Elland/Greetland/Stainland/Holywell Green areas);
- Be sensitive to the roles of Hebden Bridge and Todmorden, promoting independent retailers;

- Purpose of the 10 areas and how they 'fit' with the Settlement Hierarchy needs clarification;
- The role of the vision needs to be clarified;
- Conflicting thoughts on the benefits of having a primary and periphery area.

Conclusions

4.48 The comments on over-arching principles for the 10 areas indicate a number of common themes which require further investigation before the next stage of consultation on the Core Strategy.

Key Actions 13

- Provide additional clarity on the rationale for the 10 areas;
- Re-consider whether Hebden Royd should be a single area;
- Re-consider whether Hipperholme should be in the same area as Brighouse or Northowram and Shelf;
- The inclusion of Holywell Green and Stainland in the Elland Area should be reconsidered;
- The identification of the areas should take further account of the Settlement Hierarchy and the role of Green Infrastructure within all the areas;
- The relationship between the Calderdale wide vision and the area vision needs to be better defined;
- More information on the implications of the primary and periphery for each area needs to be provided and consideration of whether this should be replaced by a criteria based policy; and
- The boundaries of the primary and periphery for each area should be more clearly identified and consideration of whether they are currently correct.

4.49 A summary of the comments received for each of the 10 individual areas is contained in the remainder of this chapter.

Elland/Greetland/Holywell Green/Stainland

4.50 Some 45 comments from around 20 different individuals/organisations were received. Support for the proposed vision was more explicit from developers but generally the comments concerned the current issues facing the area.

4.51 A key feature of the responses is that they generally relate to specific settlements within the area, the majority of comments concerning either Elland or Stainland. Retaining the identity of individual settlements was a key issue as was avoiding amalgamating settlements since this could give a misleading view of their role and function. Interest was expressed in seeing the information on population by age group (Table 10.1) and housing completions (Table 10.2) by village. The need to balance new development and improve the economic prosperity of the area with protecting the existing character of this area, large parts of which are semi-rural, was a theme that came through clearly. Views ranged from wanting more development such as housing and a supermarket which was seen as helping to provide a more positive future for Elland restricting new development to supporting the existing community and respecting the character of settlements such as Stainland.

4.52 Transport was a concern ranging from traffic which should be using the by-pass using local roads to a limited bus service in the Stainland area. As regards the need for a rail station in Elland support came from a number of quarters.

4.53 The current lack of services and facilities in some settlements such as Stainland and Holywell Green is a concern, particularly as these have been reducing and they do not cater for existing residents, let alone any new developments that may be proposed. A number of examples of facilities that have been lost were quoted by residents e.g. Sowood School, Stainland Post Office etc.

4.54 The issue of a supermarket in Elland generated a range of views from support for this facility and the benefits it would bring to the town to resistance since supermarkets would undermine existing retail outlets and the independent retailers should be supported.

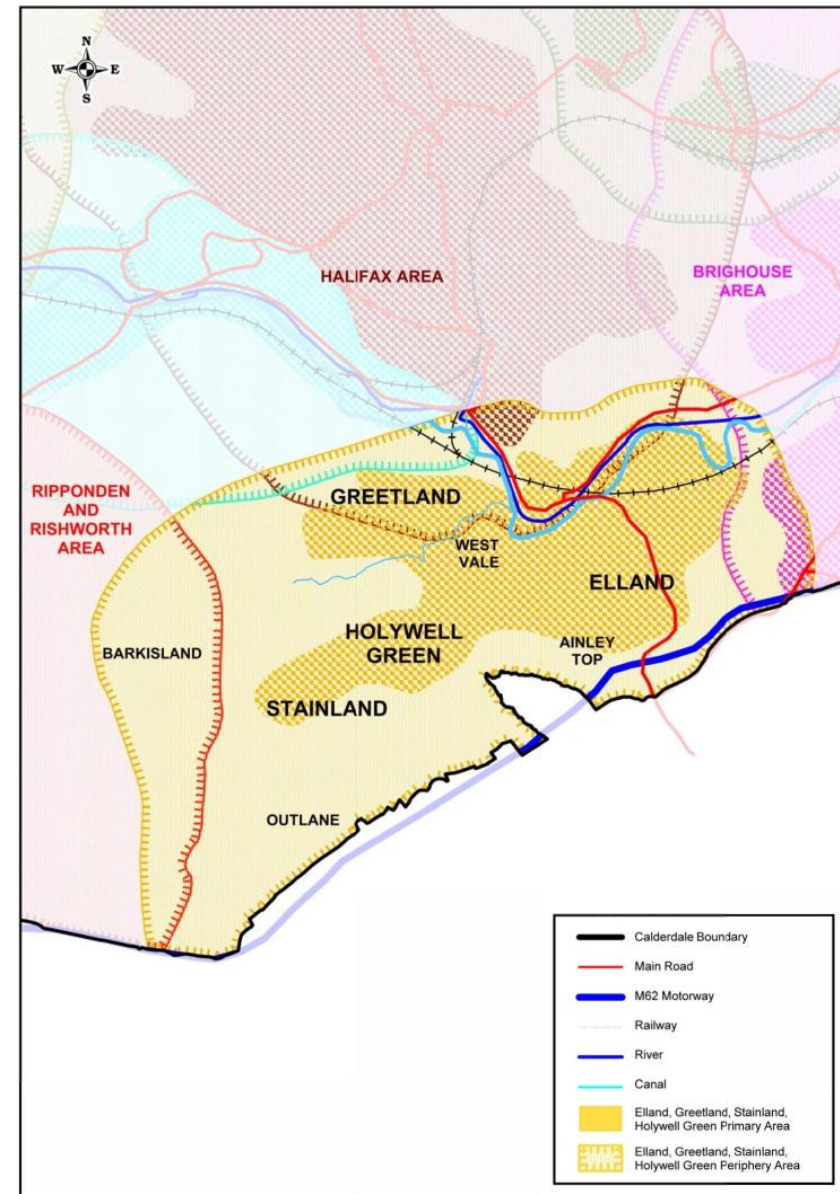
4.55 The glut of flat/apartment housing was quoted to illustrate the point that no more is required. It was recognised that there are brownfield sites in the area suitable for housing. High quality housing should be encouraged in Elland to encourage more of the 11,000 employees of Lowfields to live in Elland.

4.56 Some viewed Elland's location as making it the most suitable area to host industrial, commercial and housing given road access to the M62. The Highways Agency support the strategic approach of working with Kirklees for a new employment area at Ainley Top providing employment opportunities for residents of Calderdale and Kirklees. A number of potential development opportunities were quoted, sometimes by those with an interest in these sites. An example of a site submitted in the 'Call for Sites' exercise and lying in a policy constrained area but locationally attractive, was put forward as an opportunity to test how serious the Council is about economic development.

4.57 Concerns were raised about the way the 'primary area' is shown in Map 10.1 giving the impression that Stainland, Holywell Green and Elland are one continuous urban area even though parts of this area lie within the green belt. This was considered to be inconsistent with the Settlement Hierarchy Study and the Green Belt Review document and the settlement boundaries need to be correctly shown in order that urban sprawl can be identified.

4.58 The issue of amalgamating the grid square scores from the Settlement Hierarchy study for Stainland and Holywell Green again came to the fore as it did in the comments made in relation to the section on the 'Role of our places' in Section 2. This approach is leading the two settlements together to be classified as a Local Centre when in fact they should be lower order centres. This was considered to be reinforced by the fact that under the retail hierarchy they are undesignated centres.

Map 4.3 Elland/Greetland/Holywell Green/Stainland Area



4.59 The importance and benefits of Elland's heritage assets was recognised including by English Heritage who supported the vision for this area, especially those elements relating to protection of the area's heritage assets and its distinctive character.

Core Strategy Key Themes 18

Stainland and Holywell Green

- Stainland and Holywell Green should be recognised independently with their sustainability scores reflecting this approach and classified as lower order centres than a Local Centre (i.e. Neighbourhood/Small Rural Centres);
- Primary Area notation (Map 10.1) needs amending to avoid giving the impression that Stainland, Holywell Green and Elland are one continuous urban area, even though parts of this area lie within the green belt;
- Useful to see information on population by age group (Table 10.1) and housing completions (Table 10.2) by village.

Elland

- Most suitable area that could host industrial, commercial and housing given road access to M62 and high quality housing should be encouraged to encourage more of the 11,000 employees of Lowfields to live in Elland;
- Support for strategic approach of working with Kirklees for new employment area at Ainley Top;
- Need for a competitive superstore as residents disadvantaged by lack of competitive pricing
- Large supermarket not needed as stores in Brighouse and Huddersfield near enough. Independent retailers in Elland and West Vale should be supported;

- Rail station desperately needed and efforts made to achieve this in order that the town can progress as well as for associated sustainability benefits;
- Historic settlement and archaeological evidence in historic core - should be archaeologically investigated and recorded in advance of development;
- English Heritage endorse need to reinvigorate town centre - historic core identified in 'Heritage at Risk' register as being one of conservation areas most at risk within the Region. Also many undesignated heritage assets.

Likes and Dislikes

4.60 Features liked included a sense of community, opportunities for local shopping and the good links to other places provided by bus services. Specifically in relation to Stainland its setting in a rural or semi-rural landscape was liked along with the fact it has a good primary school and a library. Dislikes included the height of the flats in Elland in relation to surrounding buildings and traffic congestion. Traffic volumes were also an issue in Stainland along with limited bus services. Here the lack of local facilities which have reduced in recent years was a concern. New houses were often large and beyond the price range of locals and also out of character with the village.

What people would change and their hopes

4.61 In terms of changes people would like to see, some wanted more housing around Elland where the agricultural land was of poor quality. Elland being the third largest town and well located makes it more sustainable to develop than Todmorden or Sowerby Bridge which have limited areas of influence and are not attractive locations for inward investment. Specific facilities required in Stainland included a community centre and more allotments.

4.62 People's hopes for the area included retaining the character and

identity of settlements, protecting the green belt, more people working the land and recognition of the importance of agriculture and local food production. An increase in manufacturing and facilities such as a supermarket and a better shopping experience than that currently offered by Southgate were also mentioned along with the need for a rail station and small bus station.

Barriers to hopes being met

4.63 Barriers to achieving what people wished to see included a lack of investment in Elland along with the conflicts between the differing aspirations such as new housing eroding the character of settlements. Infrastructure deficient in relation to current developments, particularly as level of services have reduced, and so how can further development be supported. Lack of engagement with the community was also seen as an obstacle to realising people's hopes.

Key Actions

4.64 Key actions to make hopes a reality included engaging with all communities, including the smaller communities, as they are best placed to understand the implications of any decisions. Improvements to Elland require good marketing, more houses to the west of the town and using funding from developments to overcome highway problems arising from the development of the employment opportunities at Ainley Top. The LDF must recognise Stainland's distinctive and semi-rural character and the fact it contains few services and facilities. The LDF must also address improvements for the elderly. Other key actions include promotion of local produce and allotment provision.

Core Strategy Key Themes 19

Likes

- Community and local shopping;
- Good links via bus services;

- Traffic free road radiating from centre of Elland;
- Open Spaces, Green Fields, Living in countryside;
- Stainland's traditional setting in rural landscape;
- Good primary school, local library, wildlife and allotment provision (Stainland);
- Peacefulness of Stainland.

Dislikes

- Flats in Elland too tall;
- Traffic congestion (particularly from traffic that should use by-pass);
- No community centre or local shop (Stainland);
- Limited public transport (Stainland);
- New houses, especially larger ones, outpricing locals and not in keeping with character of Stainland.

What people would change and hopes

- Houses on land of little agricultural value surrounding Elland (land at Blackley Road/Hammerstones Leach Lane suggested);
- Increased levels of development as 3rd largest town and well located making it more sustainable to develop than Todmorden or Sowerby Bridge;
- Needs of elderly met including enabling them to continue living in Stainland;
- Reduced traffic volumes and additional bus shelter (Stainland);
- Community centre (Stainland);
- More allotment provision (Stainland);
- Green spaces retained;
- Separation of settlements (including protecting green belt) and identity of communities retained;
- Swimming baths retained;
- New rail station and small bus station;
- Increased manufacturing;

- Improved shopping experience from that currently experienced on Southgate;
- Supermarket;
- Land being worked properly demonstrating importance of agriculture to community, more dairy cows and more people growing own food.

Barriers to hopes being met

- Insufficient money spent on Elland;
- New housing would prevent retention of character around Stainland;
- More Supermarkets would erode character;
- Not using locally purchased produce;
- Lack of engagement with small communities;
- Infrastructure inadequate (Stainland).

Key Actions

- Engage each community and encourage village groups to participate;
- Market Elland well;
- Develop 2 large areas of land on Dewsbury Road and Huddersfield Road - residential elements will bring more people into the town and result in positive changes;
- Bold decisions from Planning Department;
- More houses to west of Elland (given constraints to east and south);
- Obtain developer contributions to fund improvements at Ainley Top and Junction 24;
- LDF to recognise distinctive and semi-rural character of Stainland;
- LDF to recognise needs of elderly;
- Consider effects of supermarkets on local shops - promote importance of local produce

- Prioritise allotment provision;
- Recognise importance of retaining Mechanics Institute (Stainland) as community centre.

Key Actions 14

- Make purpose of primary area designations clearer;
- Ensure clear recognition of role and function of smaller settlements within the sub-areas;
- Via Infrastructure Delivery Plan deliver infrastructure to meet current community needs and those generated by development and working with relevant agencies;
- Encourage reuse of vacant 'historic' buildings in Elland;
- Involve all communities in preparation of 'Draft Plan';
- Balance need for development against necessity to protect character, identity and setting of settlements throughout the area;
- Consider how the Core Strategy can address the more detailed aspects of some of the comments through the use of spatial planning.

View of Elland

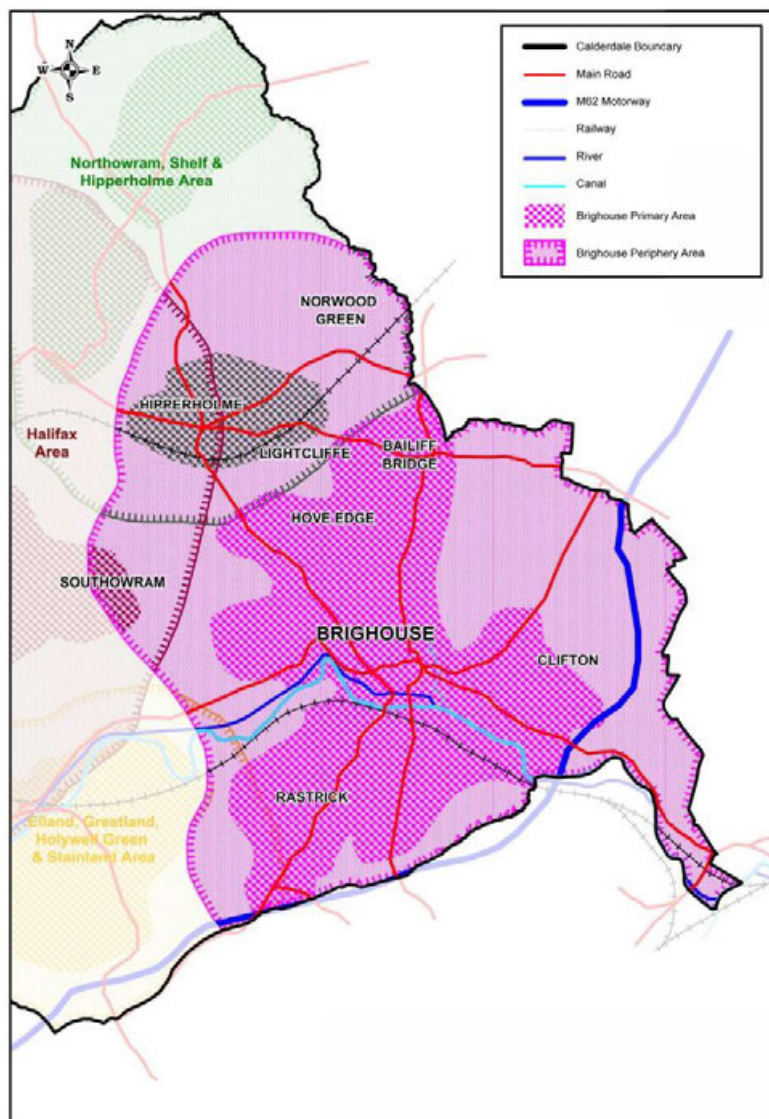


Brighouse/Rastrick

4

Calderdale MBC - September 11 Refined Issues and Options Feedback

Map 4.4 Map of Brighouse/Rastrick Area



4.65 Nearly 80 comments were received from just over 20 different contributors. Broadly speaking the responses can be divided into those representing the interests of landowners in the area and those from local residents including community organisations. The former generally support those aspects of the section relating to the role of Brighouse as a principal town and its role of accommodating growth with reference to sites (often former employment sites) that will help achieve this growth. Comments from the latter category centre around wanting improvements to the vitality of Brighouse and transport, particularly bus and rail services, but without harming the environmental and historic character of the area. Specific and helpful comments were made by statutory consultees in respect of their own areas of responsibility.

Proposed broad areas/sites for development

4.66 These comments largely represent the views of landowners or their agents.

4.67 Sites suggested in broad terms by landowners or their agents include the site of the former Clifton Mills, Bailiff Bridge, land adjoining the golf course and fronting Whitehill Road, Lightcliffe, land within the Rastrick area and considered able to satisfy the shortage of land for large industrial units identified in the Employment Land Review (2008), the Lightcliffe Works site at Hipperholme (could be redeveloped for mixed uses including housing which would unlock the potential of the area by providing funding for a solution to the highway problems in the area) and land around the William Henry Smith School, Rastrick.

4.68 Housing was supported at the southern end of Rastrick which should avoid going into areas of higher quality green belt in terms of landscape value and agricultural use. Proximity of some of this land to the M62 may determine how much can be used for housing.

4.69 A suggestion was made that in identifying broad areas for growth the following wording be employed in the Core Strategy:

"An area of search for new housing will be to the south and west of

Rastrick, this will include a review of green belt boundaries to deliver sufficient land for housing for the Core Strategy period and with a view to securing longer term green belt boundaries an area of land will be identified which will be reserved for future development."

4.70 Focusing development on the main urban areas will encourage regeneration and the use of brownfield sites in areas that are already well related to existing employment opportunities, services and facilities and is in line with New Growth Point status.

4.71 The Brighouse (and Elland) areas were seen by landowners/developers to represent the most attractive and accessible employment zones and the Core Strategy should build on this. The Core Strategy should provide the positive framework which enables local businesses to grow. Existing large scale employment areas should be retained for employment use but sufficient flexibility allowed to enable uses which generate economic growth (as advocated in PPS4). A new retail centre in Hipperholme away from the crossroads was supported in order to deliver sustainable development.

4.72 Increasing the population in this area was supported but this provision should be for more family housing rather than apartments. More housing should take place in the Brighouse area and in one case this should be for more than that in the 4 overall spatial options set out earlier in the document. The fact that this can be largely integrated with the fabric of the existing settlement and round of settlements as opposed to extending into open countryside as suggested in the document was welcomed. Whilst supporting a new rail station at Hipperholme and its role in focusing growth in the east of the district, it was not considered essential in order that significantly more housing development could take place in the area. Increases in bus services and improvements to the crossroads in Hipperholme could improve the accessibility and sustainability of this area.

4.73 Joint working with Kirklees in relation to employment provision was supported but it was also considered important to generate employment and provide houses locally. However, working in partnership with Kirklees would represent an appropriate level of co-operation between

the two districts assisting with the soundness of the Core Strategy.

4.74 Support was expressed for Vision 1 but there was also recognition that the final vision may be a mix of the two suggested visions for this area.

Concerns about growth

4.75 These views were largely put forward by the local community and statutory consultees.

4.76 The statutory consultees generally support those parts of the proposed vision relevant to their areas of interest whilst highlighting relevant issues. West Yorkshire Archaeological Advisory Service, for example, highlight the historic core of Brighouse whilst English Heritage are concerned about the poor state of repair of the listed buildings at Kirklees Priory. Concerns were also expressed regarding the proposed scale of development around Cooper Bridge in the Kirklees Core Strategy and its impact on the landscape setting of the settlements involved and the district's environmental assets. These include numerous designated heritage sites including those associated with Kirklees Priory.

4.77 The Highways Agency expressed concerns that development proposals in both Calderdale and Kirklees together will result in a lack of capacity at junctions on the local road network leading to long traffic queues in peak periods that cause problems at M62 Junction 25 with traffic on the exit slip roads queuing back on the motorway. A joint investigation of possible ways forward by both districts in partnership with the Highways Agency is required.

4.78 The fields below Clifton should be protected from employment development due to the inadequacy of the road infrastructure which already results in numerous problems and these would be made worse by development. Access to and from the M62 needs improving. Cooper Bridge in Kirklees has funding whereas the site at Clifton does not and so should be abandoned in favour of the Kirklees site. Instead of following the Employment Land Review which was prepared in conjunction with developers this latter group should be told where they can develop

otherwise the Upper Valley Areas will suffer.

4.79 The future of Pond Quarry and its implications for the Lightcliffe Road/ Granny Hall Lane area was raised with numerous concerns listed including infrastructure deficits and the effects on the amenity of residents.

4.80 The Sugdens Mill site in Brighouse needs a development of quality and imagination with an employment use suggested although lack of finance may get in the way of such improvements taking place.

4.81 Traffic congestion was raised as a major issue with there being a need to improve the road network before more housing developments take place. Brookfoot Lane and Hipperholme Crossroads were mentioned as specific examples of where highway improvements are required. There was support for Hipperholme station as this would help the business case for improvements to the Caldervale line and any modal shift away from the car will reduce pressure on the road network. An integrated transport strategy is needed and since people will not give up their cars car parking needs factoring into developments. The effect of congestion on local businesses was also pointed out. However, the likelihood of road improvements in the current financial climate was questioned.

4.82 Brighouse Civic Trust wish to see improvements to Brighouse ensuring a vibrant town with improved rail links but do not wish to see it develop as a commuter town or be over-developed ruining its character. Other views included only supporting development in Brighouse if it had unique development potential not available elsewhere along with the view that Brighouse just needs a bit of modernising and improvements to bus and rail services. No more houses should be built in Clifton. There was support for the development of brownfield sites in order that green belt sites be protected whilst concerns were expressed that the sites identified through the 'Call for Sites' exercise identified sites, which if developed, would have a major impact on the green belt and existing facilities and services. A view was also submitted that the decline in manufacturing was being helped by encouraging brownfield sites which are often former employment sites to be developed for housing. Given the current recession which will go on for a number of years people will not be able to buy houses

that are built. Brighouse should be allowed to grow organically in order to meet the community's need for housing having adequately calculated that need. Brighouse should not be given the status of a Principal Town. Allowing Tesco had led to the demise of the town centre, particularly as it was now classified as being within the town centre.

4.83 Regarding the vision for Brighouse having to fit in with the overall district wide vision, this should be replaced with the latter being a composite of the area visions.

Core Strategy Key Themes 20

- A number of sites and broad locations were suggested by landowners or their agents and recognising the locational advantages of this part of the district including the New Growth Point;
- The joint working with Kirklees was supported but the need to provide for economic growth and for housing within the district also has to be recognised;
- Whilst a review of green belt boundaries was considered essential this should be done so as not to harm those parts of the green belt of higher landscape, wildlife and agricultural value;
- A new rail station at Hipperholme/Lightcliffe was supported for the focus it would provide for the eastern part of the district but was not seen as essential to allow significantly more housing development;
- Brighouse has an historic core and there will be below ground archaeological remains which should be investigated and recorded as per PPS5;
- Historic assets such as Kirklees Priory must be protected including their setting;
- Highway congestion is a major issue and proposed developments in both Calderdale and Kirklees will exacerbate this;

- The green belt must be protected with brownfield sites used for new development;
- Measures leading to improved vibrancy in Brighouse including improved public transport links are supported but it should not suffer from loss of character due to over-development or becoming a commuter town;
- A number of specific locations where local residents have concerns include Pond Quarry, Sugdens Mill and RCUDP Allocation EM42 at Clifton.

Key Actions 15

- Analyse the areas suggested for growth both in terms of overall development potential but also for specific forms of development (e.g. the need to retain employment sites);
- Re-assess the level of housing provision for the Brighouse/Rastrick Area;
- Further explore the opportunities for economic growth in the Brighouse/Rastrick Area and word policies to help achieve economic growth;
- Ensure any proposals properly reflect the need to protect historic and environmental assets including their setting;
- Continue discussion with the Highways Agency over the implications of any development proposals on the highway network;
- Full account of the infrastructure needs arising from development to be considered and reflected in the Infrastructure Delivery Plan;
- In planning for the future of Brighouse ensure its character is respected and any development respects its sense of place;
- Prioritise the use of brownfield sites including taking on board the comments received in respect of specific sites and the need to retain employment sites.

Sowerby Bridge

General Comments

4.84 In terms of the comments received on Sowerby Bridge, the main concerns surrounded environmental constraints, the vision, employment levels, Holmes Road and the wider Copley Valley Scheme, the station, public transport, congestion, types of housing, and Green Infrastructure assets such as the River.

Environmental Constraints

4.85 Some consultees requested that Scheduled Ancient Monuments (such as Castle Hill) should be considered as a 'hard' environmental constraint, and that archaeological remains will need investigating and recording in advance of development, and therefore these should be included as a soft constraint.

Vision

4.86 There was some support for the Vision, although it was suggested a reference to the Upper Calder Valley Renaissance emphasis on the distinctive character of the area was included, as following "*Visitor numbers will have increased attracted by the area's distinctive character, it's town centre and the leisure opportunities offered by...Etc*".

Opportunities that exist

4.87 Because of the shortage of flat, accessible employment land (with a specific reference to the Sterne Mill site), such sites should be developed for employment instead of housing, as there is a need for more jobs rather than more housing. There was also a suggestion that the Holmes Road scheme and the Sowerby Bridge /Copley Valley scheme be ditched entirely. Others felt the Copley Valley Scheme would fail to support the objectives for the Holmes Road area, although if they were to go ahead, the Holmes Road scheme needs to be in place first, otherwise the opportunities would be sterilised due to the larger scheme congesting the available highway

capacity.

4.88 There was support for maintaining and enhancing the railway, and a recommendation that any development growth was in line with local needs and could be accommodated by sustainable transport modes, particularly bus and rail. Other comments cast doubt on the opportunity for rail improvements to support additional housing.

4.89 The final question asked for peoples likes, dislikes, changes, hopes, barriers to those hopes, and key actions in relation to the area. Whilst not all parts of the question were commented on, there were a number of general comments made.



4.90 There was an objection to any more development in Sowerby Bridge that adds to congestion, and an end to the development of large houses, with a need for considerate development. A request was made for additional allotments to be provided, as long as these did not occupy industrial sites. Traffic studies had shown the development of large sites in the Sowerby Bridge /Copley Valley would have an adverse impact on the M62 at Ainley Top, and any development on these sites would therefore require a travel plan and financial contributions for improvement works at the motorway junction. The river and canal corridors were seen as important Green Infrastructure assets and the waterside environment should be enhanced for people and wildlife. Other consultees agreed with the need to improve access to the station for cyclists and pedestrians, to allow integrated rail / cycle journeys and to link with bus services as well.

Core Strategy Key Themes 21

The comments on the Sowerby Bridge section of the Core Strategy indicate a clear message that:

- Scheduled Ancient Monuments and Archaeological remains should be added to the Environmental Constraints;
- The vision should include reference to the distinctive character of the area;
- There is a shortage of flat, accessible land for employment;
- There is a need for more jobs rather than more housing;
- Development should meet local needs;
- Objections to the Copley Valley /Sowerby Bridge development;
- Objections to any development that adds to congestion;
- Large development sites should provide funding for improvements to junctions;
- The Holmes Road scheme would fail if the Copley Valley scheme went ahead first;
- Support for maintaining and enhancing the railway;
- Agree that access to the station needs improving;
- The River and Canal corridors are valuable assets.

Key Actions 16

- Consider adding to the environmental constraints;
- Refer to the distinctive character of the area in the Vision;
- Further work on matching employment and housing land to local needs;
- Protect and enhance Green Infrastructure such as the river and canal;
- Carry out further work on policies that support public transport.

Northowram/Shelf/Hipperholme

General comments

4.91 The main themes from comments received were the re-opening of the railway station, traffic congestion at Hipperholme crossroads and elsewhere, the character of the villages, the need to avoid merging into one larger settlement or into the Bradford urban area, questioning the need for additional housing, potential for a new local centre in Hipperholme, the pressure on existing infrastructure, hard and soft environmental constraints, additional Conservation Area Appraisals, and the need to protect the green belt. Others referred to a poor public transport service, and Shibden Valley was highlighted as an asset that needed protection. It was suggested that development would be best accommodated in the larger towns as opposed to the smaller settlements, and a lack of jobs for both existing residents and potential new ones was also emphasised.

Role of Place / Services and Facilities

4.92 It was suggested that Hipperholme merits its place as a 'Local Centre' whereas Shelf and Northowram should be 'Rural Centres', in addition, since both Hipperholme and Northowram have more facilities than Shelf, any further residential development in Shelf should be kept to a minimum. Some comments pointed to a lack of suitable facilities for young or old in Shelf, and doubts were cast as to whether opportunities to improve the retail capacity existed. A knock on effect would be the increased car use by any new residents in Shelf due to this lack of facilities. Northowram was suggested by some to have 'everything it needs for the community' and there was no need for more houses, and resulting loss of green fields, since the existing village infrastructure would not be able to cope.

Employment Issues

4.93 Comment was made concerning the potential for empty business premises to be brought back into commercial use. The unsuitability of the current road network in Northowram for industry was mentioned, which

led to traffic problems relating to existing employers in Northowram. The LDF needs to ensure that improvements to road and rail infrastructure in the area are secured in order to encourage economic development. Questions were asked concerning the impact on existing businesses in Hipperholme if a new district centre was developed.

Social Issues

4.94 A comment was made concerning the need to direct any resources for redevelopment towards those areas of deprivation. Additional development would increase pressure on school places, with those who had lived in the village for a long time already struggling to get places for their children in the school. The well being of existing residents would also be affected by extra housing.

Housing Issues

4.95 The role that the Council could play in bringing empty houses back into use and therefore reduce the need to build new ones was mentioned, in addition, the impact of the buy to let market and the ability of first time buyers to purchase a house should be acknowledged. Emphasis should be placed on the design of housing, and while there is a need for social housing, these should be delivered through local authority controlled housing associations, rather than the small numbers often delivered by private housing associations. In addition, a comment highlighted the need to avoid losing local history to enable such development. Some clarification of the status of SHLAA sites was requested. Some support was evident for building new homes on brownfield sites close to a potential station.

Transport

4.96 Problems concerning both the Hipperholme Junction and the bus stop at the crossroads need to be resolved once and for all. The opportunity to re-open Hipperholme railway station was considered by some to be an excellent solution to reducing congestion at the crossroads, and some support was evident for building homes on brownfield sites near to the station, although others felt justifying a new station through developing

additional housing was wrong, as these will be in the wrong place to support the needs of the industrial regeneration. Other comments advised a redesign of the Hipperholme junction due to the high number of road accidents, and altering the sequencing of lights. The loss of local employment and facilities along with more people working unsociable hours, has increased car travel and therefore congestion. Traffic lights at Stump Cross were identified as causing congestion in Northowram and Shelf, any additional housing in Northowram would just add to this. Congestion was not just confined to Hipperholme or Stump Cross, and new developments elsewhere had the potential to cause problems. Any improvement to the Halifax - Bradford corridor was seen as problematical due to the ribbon nature of Shelf. Some responses indicated the areas roads are used by people trying to bypass Bradford when travelling towards Keighley and Skipton. There were few complaints about public transport, although the bus service to Hipperholme and Brighouse from Shelf was considered to be poor.

Heritage

4.97 Comments referred to the need to avoid destroying the character of the villages, and the number of Listed Buildings in Shelf was suggested as a reason for a Conservation Area Appraisal, especially following the recent award of a Conservation Area in Northowram. It was emphasised that environmental constraints are exactly the reason why the area is a popular and enjoyable place to live, and therefore need protecting. With the historic nature of the area, archaeological remains will need investigating and recording in advance of development, and it was requested these be included as a soft constraint.

Environmental Constraints

4.98 Further explanation of the 'hard' and 'soft' constraints was needed, with concern expressed about the difference between statutory designations and 'infrastructure inconveniences'. There was some support for considering green belt as a 'soft' constraint, as some felt that it was constraining businesses located in the green belt. Others felt the green belt is important in order to retain settlements identity, stopping Calderdale's

and Bradford's urban areas merging, providing leisure opportunities, and offering protection and enhancement for biodiversity. Conservation Areas, Listed Buildings, and Tree Preservation Orders were not to be considered 'soft' constraints, and should therefore not be up for negotiation. Losing green belt round the village(s) will change the outlook forever, and it was suggested there are sufficient sites identified outside of the green belt for development. There was concern that Special Landscape Areas did not appear as a constraint, and a request that Shibden Hall should be identified as a hard constraint.

Vision

4.99 The vision was supported by some consultees, but some considered there should be more emphasis on the need to deliver more housing in this area of Calderdale, and suggested there was potential for growth in all three settlements. There was support for a new district centre in Hipperholme as part of the growth of the area, whilst others considered further residential development in Shelf unsustainable given the lack of employment, schools and shops. The vision should refer to Shibden Hall and its Registered Park, as it is a key tourist asset in the area.

Opportunities

4.100 Support was expressed for a comprehensive redevelopment of the area to the South of Hipperholme crossroads, whilst developing brownfield sites are opportunities which need to be seriously considered. A new railway station was considered to be an excellent solution to traffic congestion at Hipperholme, and some felt that any development affecting the crossroads should make a financial contribution towards a new station and other sustainable transport improvements. Other suggestions supported the railway station as part of the new growth point proposals for housing development, which would also support a new centre in Hipperholme. Another view questioned the feasibility of re-opening the old station, since there are no facilities for car parking, and disabled access would be a problem. A high amount of investment would be required and employment opportunities would need to be improved to justify the new station. Existing financial commitments by Metro would also restrict

potential, as would the increased journey time resulting from extra stations. Others felt that it is realistic to downplay the potential for rail improvements to support new housing development.

District Wide Spatial Options.

4.101 Some of those favouring Option 1 supported development in all three areas, referring to potential development sites in and around the three settlements, as well as Northowram's location in relation to the Leeds City Region, its role as a Local Centre, and its accessibility. Some felt that Hipperholme has an important role to play in enhancing the role of Brighouse as a Principal town by delivering housing and some retail growth. Comments also expressed the view that Option 1 would encourage development of urban brownfield sites and sites in areas that have existing employment opportunities and services and facilities, delivering houses in the most sustainable locations in the district.

4.102 Alternatively, those objecting to development in the area pointed to the lack of connection to the City Region from all three settlements. Some consultees objected to a new centre for Hipperholme, stating that this would be significantly more inconvenient for most residents, and considered the information relating to empty shops in Hipperholme very misleading, listing the facilities that exist in Hipperholme. On the other hand, there was support for a new retail centre away from the crossroads, with this particular area considered an opportunity to develop sites in a sustainable manner and location without encroaching into the green belt.

4.103 There was support for Option 4, providing that Shelf would maintain its present role and character, and only small scale development that meets the needs of the village being permitted after full local consultation. In order to provide funding to enable junction improvements, it was indicated that schemes would need to be housing led, with a new retail centre alongside employment and service facilities.

4.104 Comments stated that the area is home to a large number of employers operating in the green belt, and the retention and growth of these continues to provide employment and innovation. It was pointed out

that due to the nature of some of the employers, their isolated location in the green belt minimises any adverse amenity impacts on the areas residents, and the LDF should encourage their growth and development, especially those in the waste management and renewable energy sectors, with an associated aim to provide renewable energy for all homes in the area. Any section 106 monies secured through employment development in the area should be used to improve the road network.

4.105 Question 8 asked about peoples likes, dislikes, changes, hopes, barriers to those hopes and key actions in relation to the area. The following section summarises these comments.

Likes

4.106 Part of the appeal of this area is considered to be the scattered groups of buildings in open countryside, and living in historic village locations surrounded by green belt. The scenic quality of the Shibden Valley was highlighted, as was the accessibility to open countryside and the distinctive nature of the three settlements. It was also considered that Northowram has adequate facilities for daily needs and the proximity to Halifax means there is access to a wider range of services and facilities.

Dislikes

4.107 It was felt that large developments have diluted the character of the area. Comments also related to the unsustainable nature of the amount of large houses, suggesting instead the approach should be to develop more safe spaces to roam in and for children to play in. The impact of commercial activity on the periphery of Shibden Valley and the associated rat running rush hour traffic was also referred to.

Changes

4.108 The re-opening of the railway station at Hipperholme was a popular comment, with other comments relating to limiting traffic levels, and enhancing the existing footpath network.

Hopes

4.109 Some hoped the area would become home to small places that each had a stronger identity, with suggestions that each small hamlet could accommodate a few houses, at the same time avoiding any major development which has been difficult to absorb and attracted opposition. Some of the poor quality land could be developed for housing or employment, with a focus on brownfield sites. Support was expressed for bringing redundant agricultural buildings back into use for employment, providing local job opportunities, in turn reducing traffic. It was hoped the Council would support lower density development to ensure the area retains its attractiveness. Others expressed hope that sustainable public transport would be supported, along with manufacturing, but only on appropriate sites and not in the Green Belt. Community facilities should be supported, but the need for further retail was questioned, unless it was strictly proven this was the case. Any major development would need to be of a sustainable nature with good transport links. It was hoped the plan would protect the green belt and Special Landscape Areas, and the peaceful rural character of Shibden Valley would be retained, alongside the enhancement of the Conservation Area in Northowram.

4.110 Certain locations, for example between Halifax and Queensbury, where existing activities such as quarrying, tipping and waste operations take place could provide opportunities and focus for employment developments that need large areas of land away from other uses, especially as there are few similar sites in Calderdale. It was suggested such an area could be designated as Enterprise zones.

4.111 Other comments focused on the hopes that the area would be protected from development, with no development encroaching on the green belt, with some making a specific reference to the historical area around Westercroft Lane, Northowram. Any industrial units developed here would disfigure the landscape and views. Although the idea of a new playing field was not objected to, it was pointed out the fields are some of the best agricultural land in Northowram, and home to historic stone walling and ancient foot pathways. The area is a very important green space for the village of Northowram, and also forms a natural corridor for wildlife.

Barriers

4.112 Some thought green belt and green field restrictions on development were too restrictive, and the LDF would need to have a more flexible policy, suggesting that a series of small developments is unlikely to create as much opposition as large scale developments, an example given was the strong feeling in Northowram that the village has been swamped by development. Another set of comments suggested that new housing in Northowram is in excess of local need for the elderly, expressed concerns over the major expansion of commercial premises, and the possible impact of wind farms on the plateau between Shibden and Halifax. Other comments suggested that rather than congestion or accessibility, the main reason for businesses not locating to Calderdale was the lack of financial incentives or grants.

Key Actions

4.113 It was felt the LDF should make it clear that as development of all types is required, it would be fairer if development was spread out and shared over the area. The green belt should be pulled back to allow for small scale development, with good design the key requirement for such developments, secured through design competitions. The larger employment sites in the green belt should be given a specific policy that allows for extensions and improvements, in order to give confidence to investors, as competition with other districts that have higher quality industrial land is a real danger to the local economy. Some other consultees referred to the need to make public transport and other sustainable forms of travel more a more competitive alternative to car commuting.

4.114 There was concern that development in Hipperholme would increase the pressure on the M62 at Chain Bar, but on the other hand should local highway improvements actually make the route more attractive to additional traffic, this could place yet more pressure on the Chain Bar junction. Another consultee felt the way to make their hopes for the area a reality was through appropriate policies in the LDF and a consistent application of them through both development management together with enforcement action, and adequate resources to apply this approach.

Core Strategy Key Themes 22

The comments on the Northowram Shelf and Hipperholme section of the Core Strategy indicate a clear message that:

- Road and Rail infrastructure needs improving;
- Pressure on existing infrastructure;
- Support for re-opening Hipperholme station;
- Congestion is a real problem, at Hipperholme, Stump Cross and elsewhere;
- The character of the Villages needs protecting;
- Shibden Valley and Shibden Hall / Park are important assets;
- Mixed views on additional housing;
- Mixed views on a new centre for Hipperholme;
- Good design is important;
- Important to retain the Green belt;
- Additional environmental constraints should be applied;
- Important to recognise employers needs in the green belt;
- Consider small scale development in the villages;
- The LDF policies need to be applied in a consistent manner.

Key Actions 17

- Consider how to deliver improved infrastructure;
- Consider additions to environmental constraints;
- Ensure policies encourage good design;
- Protect the character of the villages;
- Consider views of both residents and employers in the Green Belt;
- Consider views on a new centre for Hipperholme;

- Carry out further work on the potential for a new station;
- Consider the ability of the villages to accommodate further housing and employment development following comments made.

Halifax

4.115 The Halifax section of the Core Strategy document attracted a number of comments through the consultation. The majority related to either the town centre or North Halifax where the possibility of an 'urban village' of up to 2000 new homes in a mixed use development had been suggested.

4.116 Comments on Halifax were also made during separate events, particularly the 8 'Planning Aid' and 7 'Young People' events. These can be seen in the relevant sections of this document or on the Council website.

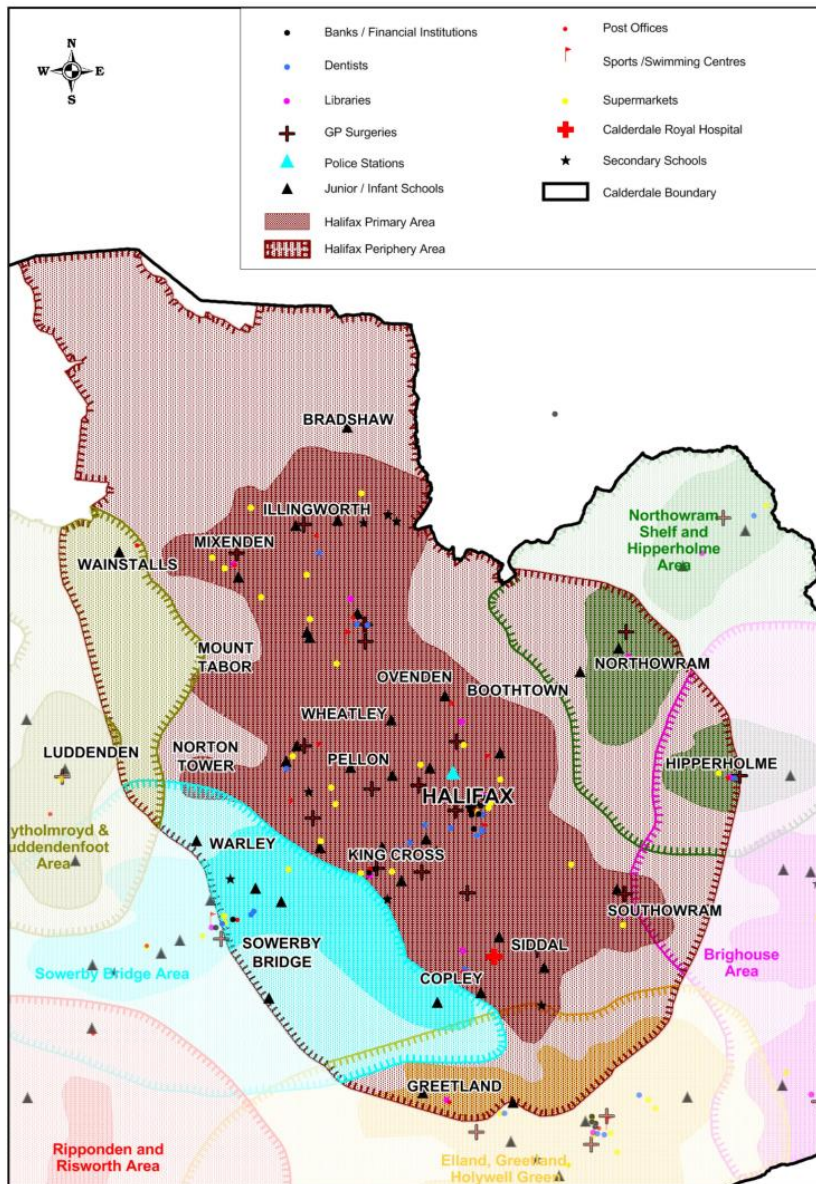
General comments

4.117 It has been suggested the Halifax area should be amended to exclude Northowram and Hipperholme from its periphery. Other comments were received suggesting that if Northowram and parts of Hipperholme are included in the Halifax periphery area they would be well placed to assist in contributing to the housing needs of Halifax.

Halifax



Map 4.5 Map of Halifax area



Environmental constraints

4.118 It was suggested that registered parks and gardens and scheduled ancient monuments such as People's Park, Shibden Hall and the Gibbet Platform should be identified as 'hard constraints' to development. The Refined Issues and Options consultation did include these features as 'hard constraints' however, future consultations on the Core Strategy will ensure that it is clear these are protected.

4.119 Concerns were expressed that the green belt was considered a 'soft constraint' and that the green belt around Halifax town centre should be protected. Other comments on the Halifax area have suggested that green belt restrictions should be relaxed for businesses near deprived areas. The general issue of green belt raised a number of often conflicting comments throughout the Core Strategy document, particularly in the 'Possible Approaches' section.

An Emerging Vision

4.120 A number of comments were made specifically on the emerging vision for Halifax which took as its starting point the visioning work undertaken in 2004 through 'Halifax: Streets Ahead!' and the work on the Halifax Masterplan in 2009. The draft vision for Halifax was supported by those commenting upon it, particularly the Piece Hall being at the hub of the town centre, providing it is well connected to other areas. The role of Dean Clough was queried as it was suggested it is peripheral to the town centre. In addition some respondents thought the role of the Shibden Valley should be reflected in the vision.

Opportunities that exist

4.121 There were a number of comments regarding the two main opportunity areas identified in Halifax.

- **Halifax Town Centre and Northern Hebble Valley**

4.122 The comments for Halifax town centre focused upon improvements

to the shops, restaurants, leisure attractions and safety of the town centre particularly from Young People (more detail can be read in the section 7 'Young People'). There was support for re-opening the Hebble Brook, comments that the Piece Hall should be the priority for regeneration and that Market Street should be pedestrianised. It was also suggested that the town needs to be better connected, particularly with the bus and train stations.

4.123 The economic profile of the town was also considered to be poor with comments received suggesting it needed to raise its profile through new high quality housing and employment sites.

4.124 There was concern that the proposals set out within 'Halifax: Streets Ahead!' and the Masterplan should not be followed without reconsideration of the options for the town centre, although there was support for an enhanced town centre provision in Halifax.

- **North Halifax**

4.125 Concern was raised over the potential for an 'urban village' of up to 2000 new homes in North Halifax with reasons such as potential loss of green belt and open spaces, lack of employment and continuous growth for 60 years being given. However, development was not wholly ruled out and the need to finish existing sites and allocations and new leisure/recreation opportunities were supported. These comments were similar to others raised through the Planning Aid workshops ('Boothtown Residents', 'Illingworth Residents' and 'Mixenden Residents').

4.126 Whilst neither supporting or objecting to the ideas for North Halifax the Highways Agency note development within the area would have less of an impact on the motorway network.

Core Strategy Key Themes 23

The comments on the Halifax section of the Core Strategy indicate a clear message that;

- There is an aspiration for a better town centre;
- Linkages within and across the town need to be improved;
- The Piece Hall needs to be enhanced;
- The scale of the urban village concept for North Halifax currently appears too large; and
- The economic profile of the town needs to be lifted.

Conclusions

4.127 The comments on the Halifax section of the Core Strategy highlight a number of common themes which require further investigation for possible inclusion in the next stage of consultation on the Core Strategy.

Key Actions 18

- Further work concerning improving Halifax town centre;
- Work upon the 'vision' for Halifax is required;
- The need to raise the profile of Halifax providing more and better quality employment and housing opportunities;
- A need to further consider proposals for an 'urban village' in North Halifax.

Todmorden

4.128 A number of comments were received in relation to the Todmorden sub-area, a large number of which related to environmental constraints and the impact the district wide spatial options would have on the town. The following general issues were also raised by consultees:

- Public transport facilities should be improved to include better disabled access;
- The retail offer of the town should be strengthened;

- Small infill housing schemes should be encouraged;
- Local food production should be encouraged;
- Links should be developed to employment opportunities in neighbouring authorities;
- Local water sources should be used for micro generation;
- Large scale development in Todmorden is unviable due to existing and predicted highway congestion;
- Better parking facilities should be provided and parking charges reduced.

Environmental Constraints

4.129 Comments received in relation to environmental constraints included:

- Whilst it is possible to overcome many of the constraints listed, in practise the expense of the measures required to do this is prohibitive to development;
- The Area Around Todmorden should not be treated with any less importance than equivalent green belt areas.

An emerging vision

4.130 Comments received in relation to the emerging vision statement included:

- General support for the proposed vision for Todmorden;
- Support of the intention to promote Todmorden as a centre of heritage;
- The vision does not give sufficient emphasis to the fact that historic character can be a unique selling point;
- Large scale development would counter the intention of the vision to protect open space;
- Despite the intentions of the vision, Todmorden's Conservation Area has been at risk for a long time but little has been done to rectify this.

Opportunities that exist

4.131 Comments received in relation to the identified opportunities included:

- Support for a cycle path providing a link to neighbouring authorities as part of a wider strategic network;
- Support for a new mixed-use waterside development;
- Support and criticism for the creation of a creative media building in Bramsche Square;
- Support for rail enhancements and reinstatement of the Todmorden Curve;
- Expand independent businesses;
- Create more employment and affordable housing.

District Wide Spatial Options

4.132 Comments received in relation to the district wide spatial options included:

- Option 2 is not a suitable option for a remote location such as Todmorden which is subject to flooding, is geologically unstable and already has highway congestion;
- The principal town status will change the infrastructure and demography of Todmorden in a way that destroys a historical grown community;
- Option 2 is over ambitious and ill thought out;
- Agree with Option 2.

Core Strategy Key Themes 24

The comments on the Todmorden section of the Core Strategy indicate a clear message that:

- Large scale development in Todmorden is considered unviable due to existing and predicted highway congestion and loss of open spaces and heritage;
- Overall, there is opposition to Option 2 - Enhancing the role of Todmorden;
- Transport is the other common theme from congestion on the roads to provision of improved public transport and sustainable travel modes such as cycle routes.

4.133 The comments on the Todmorden section of the Core Strategy highlight themes which require further investigation for possible inclusion in the next stage of consultation on the Core Strategy.

Key Actions 19

- Explore the possibilities of and support proposals for reinstatement of the Todmorden Curve and other rail enhancements.
- Re-consider the possible 'enhancement' of the role of Todmorden.

Hebden Bridge

4.134 A number of comments were received in relation to the Hebden Bridge sub-area. The following general issues were raised by consultees:

- Public transport facilities should be improved to include better access and higher capacity;
- Hebden Royd should be considered as a cohesive service area similar to Todmorden;
- Social housing schemes should be encouraged;
- The area has room for housing and light industrial growth;
- More leisure facilities are needed;

- Car parking facilities need to be improved for local people;
- The town has a lack of social diversity;
- Opportunities should be taken to enhance the waterside environment for both people and wildlife.

Environmental Constraints

4.135 Comments received on environmental constraints included:

- Classing SSSI and Special Landscape Areas as soft constraints would appear to be another weakening of previous planning policy.

An emerging vision

4.136 Comments received on the emerging vision statement included:

- General support for the proposed vision for Hebden Bridge;
- The vision should make reference to the distinctive character of Hebden Bridge being retained;
- The vision should make reference to the landscape setting of the town being retained.

4.137 English Heritage has suggested an alternative vision which reads as follows:

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

Opportunities that exist

4.138 Comments received on the identified opportunities included:

- Support for a cycle path providing a link to neighbouring authorities as part of a wider strategic network;

- The objectives should be supported and developed;
- Better linking the station and town for pedestrians is achievable;
- Green routes should also be made suitable for cyclists;
- Create more employment and affordable housing.

District Wide Spatial Options

4.139 Comments received on the district wide spatial options included:

- Hebden Royd Town Council has stated that Hebden Bridge is only a part of the Hebden Royd area and Hebden Royd Council treats the three areas of Hebden Bridge, Mytholmroyd and Cragg Vale as a strategic whole. With this in mind, Hebden Royd should be considered as a cohesive service area similar to Todmorden. Hebden Royd Council go on to state that it is likely that the growth of Todmorden would benefit Burnley and Rochdale rather than the upper valley.

Core Strategy Key Themes 25

The comments on the Hebden Bridge section of the Core Strategy indicate a clear message that:

- There is widespread support for better pedestrian links between the town centre and the rail station;
- Transport is the other common theme from congestion on the roads to provision of improved public transport and sustainable travel modes such as cycle routes.

4.140 The comments on this section of the Core Strategy highlight themes which require further investigation for possible inclusion in the next stage of consultation.

Key Actions 20

- Explore the possibilities of and support proposals for improved pedestrian links between the town centre and the rail station;
- Consider including Hebden Bridge, Mytholmroyd and Cragg Vale in a revised area called Hebden Royd;
- Consider the alternative vision for Hebden Bridge.

Mytholmroyd/Luddendenfoot

4.141 Only a small number of comments were received in relation to the Mytholmroyd/Luddendenfoot sub-area.

Key Characteristics and Challenges

4.142 The following sections of the context section for Mytholmroyd/Luddendenfoot received comments:

- Population - it was suggested that the plan should specifically raise the issue of an ageing population due to the time scale of 15 to 20 years of the plan;
- Employment - previous decisions to use industrial land for new housing development do not balance creating jobs for local people. The area has one of the lowest job numbers in Calderdale and a better balance between residents and jobs is required; and
- Transport - routine queueing of traffic between Mytholmroyd and Sowerby Bridge, however due to the largely rural nature of the area car travel is typical.

An emerging vision

4.143 The only direct comment in relation to the proposed vision statement was an objection to the idea of an urban market development in Mytholmroyd. This is seen as unsuitable due to the proximity of other

town markets such as Hebden Bridge, Todmorden and Halifax.

4.144 Indirect comments received to feed into the emerging vision statement include:

- Transport links need to be improved as a priority; and
- Green space provision should be sought to be in line with Natural England's Accessible Natural Greenspace Standards.

Opportunities that exist

4.145 Comments received in relation to the proposed opportunities included:

- More information on local housing need should be provided to enable residents to properly comment;
- Whilst alternative power needs to be explored, the council will need to be sure of the development risks and costs;

4.146 Additional opportunities identified include:

- The sports centre could be developed more as a youth centre (car park currently underused); and
- The river/canal corridor should be considered as the major green infrastructure asset and opportunities taken to enhance the waterside environment for both people and wildlife. By maintaining a high quality environment along the route, there is an opportunity to promote active travel and minimise car use for short journeys.

4.147 A general comment was received stating that, with the physical constraints to development found in such an area as Mytholmroyd/Luddendenfoot, aspirations need to be realistic and that not all desired facilities may be practical or feasible.

Core Strategy Key Themes 26

The comments on the Mytholmroyd/Luddendenfoot section of the Core Strategy indicate a clear message that:

- Transport is an issue and needs to be improved/addressed through the LDF;
- An improved balance between addressing housing and employment needs is required;
- The ageing population needs to be considered more as part of the planning process;
- Green spaces should be provided to the appropriate standards;
- The opportunities identified for housing and alternative energy provision should be carefully considered;
- Additional opportunities include a youth centre in Mytholmroyd and capitalising on the river/canal corridor; and
- Expectations should be realistic due to the realities of the rural environment of the area.

4.148 The comments on the Mytholmroyd/Luddendenfoot section of the Core Strategy highlight themes which require further investigation for possible inclusion in the next stage of consultation on the Core Strategy.

Key Actions 21

- Consider how all the comments received (including from the area workshop) should be integrated into a revised vision and plan for the area; and
- Consider the need for any area specific policies for Mytholmroyd/Luddendenfoot.

Ripponden/Rishworth/Barkisland

4.149 A number of comments were received in relation to the Ripponden/Rishworth/Barkisland sub-area, the majority in relation to the vision element and potential opportunities that exist in the area. The following general issues were also raised by consultees:

- Any future development should ensure the protection of the South Pennine Moors area;
- Bus services should be improved to help ease congestion;
- Woodland areas should be expanded along with the enhancement of green space;
- The utilities infrastructure (sewerage and electricity supplies) should be investigated and/or upgraded before further development takes place;
- Schools are oversubscribed with limited capacity for rapid expansion;
- Amenities are very limited such as village halls, community centres and football pitches.
- Parking is a real issue with high reliance on private vehicles for travel to work and shopping. More control over car parking is required

An emerging vision

4.150 Comments received in relation to the emerging vision statement included:

- Support for the proposed vision for Ripponden;
- The vision should reference continued need for housing in Ripponden, reading '**Ripponden remains the primary location for housing, retail, employment and leisure facilities...**'; and
- Any development should meet local need and demand only due to the limited capacity of the highway network.

Opportunities that exist

4.151 Comments received in relation to the identified opportunities included:

- Support for a cycle path providing a link to neighbouring authorities as part of a wider strategic network, and improvements to footpaths to help increase tourism;
- Objection to the use of green field sites for development - development should be concentrated into urban areas - the countryside is an asset for tourism and for food production; and
- Inevitable need to release sustainable green belt land to accommodate the local needs of Ripponden throughout the Core Strategy plan period.

Core Strategy Key Themes 27

The comments on the Ripponden/Rishworth/Barkisland section of the Core Strategy indicate a clear message that:

- Significant over development in recent years mean that, in the future, the area should only receive development that is necessary to meet local needs;
- Infrastructure is a major issue in the area, from oversubscribed schools and a lack of social facilities to overstretched sewerage and electricity networks;
- Transport is the other common theme from congestion on the roads to provision of improved public transport and sustainable travel modes such as cycle routes.

4.152 The comments on the Ripponden/Rishworth/Barkisland section of the Core Strategy highlight themes which require further investigation for possible inclusion in the next stage of consultation on the Core Strategy.

Key Actions 22

- Investigate infrastructure issues in the area with relevant infrastructure providers;
- Consider how all the comments received (including from the area workshop) should be integrated into a revised vision and plan for the area; and
- Consider the need for any area specific policies for Ripponden/Rishworth/Barkisland.

Ripponden



Protected Moorland Areas

4.153 The Protected Moorland Areas section did not attract a lot of comments. Those that did comment supported its identification and the ideas for peat restoration and carefully managed tourism. Comment was

also made upon the need to increase biodiversity and protection of adjoining moorland areas not covered by the European designations.

Key Actions 23

- Support for tourism provided it is carefully managed;
- Need to consider protection of adjacent moorland not covered by European protection; and
- Support for identifying the area and vision.

Moorland



5 Objectives and Policy Options

Introduction

5.1 The Objectives and Policy Options document provided supporting information for the strategic objectives contained in the Core Strategy Refined Issues and Options document. Each objective was supported by potential policy options for the Core Strategy with the aim of meeting the relevant objective. Potential targets and indicators were also included for comment as they represented a possible monitoring framework.



5.2 There were 445 separate comments made directly to this document from a range of individuals, groups and agents. The comments were wide-ranging with many conflicting views. The remainder of this chapter looks at the main themes and considerations for the Core Strategy.

SO1 - Sustainable Development

5.3 The consultation document offered the following objective concerning sustainable development: **"To follow the principles of sustainable development in the location and design of all new and refurbished development and associated infrastructure"**. There were few specific comments about the objective, those that were received recommended a reference to renewable energy was made, as this was felt to represent both an economic driver and a way to move towards zero carbon. Other comments indicated strong support for the proposed objective and the centrality of sustainable development. A general comment requested that all new build development should be at eco standard 4 with no exceptions.

Core Strategy Key Themes 28

Policy Option 1 - Sustainable Development

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

Comments on Policy Options

Option 1

- The comments in favour of Option 1 included suggestions that it would allow for tailoring of individual policies which may be more appropriate than one overarching policy;
- It was argued that since tackling climate change is fundamental to the principles of sustainable development, strong policy support should be given to proposals in this sector;
- Others supported Option 1, although it was important as to how the policy would be worded and also how it would be applied;
- Some in favour of Option 1 felt that policies should still provide flexibility in relation to future development opportunities, and sustainability should not be a reason to hinder new development coming forward;

Option 2

- The majority of comments were in favour of Option 2;
- Those favouring Option 2 considered it would allow a more flexible approach to future development opportunities, whilst retaining the principle of sustainable development throughout the Core Strategy;

- Others suggested Option 2 set the right tone for developers and would allow a general overarching policy under which all other Core Strategy policies would sit;
- Another consultee considered Option 2 would be more appropriate in light of the government's intention to introduce a presumption in favour of sustainable development;
- More clarity was needed to establish what criteria would be applied in order to assess if the overarching policy was appropriate for a given policy.

Alternative Option

- There were also comments suggesting a combination of the two policies would be the preferred option. This was because sustainability should be at the heart of all policies, but there needs to be an overarching sustainable development policy to guide all the other policies.
- Another comment in support of combining the policies suggested that as well as a general overarching policy, other policies should reference under an implementation and monitoring section how it will contribute to delivering sustainable development.

Key Actions 24

- Consider how to adopt a flexible approach into an overarching policy;
- Consider how an overarching policy would be applied to other policies;
- Should reflect presumption in favour of sustainable development;
- Consider how to build sustainability into the heart of all policies;
- Important to set out how policies will contribute to delivering the objectives of sustainable development.

SO2 - Climate Change

5.4 The Consultation document suggested the following Climate Change Objective: "**To address the causes of climate change through reducing greenhouse gas emissions, whilst adapting to the impacts on Calderdale's environment, economy, and community**". Many of the comments were supportive of the general principles expressed by the objective, although some requested the objective be framed in a more positive way, with links to the 'zero carbon' economy and how renewable energy can reduce the cost of living. Some comments highlighted the Core Strategy's role in supporting other strategies, such as the emerging Climate Change Strategy, and how an emissions reduction target could drive all other Core Strategy policies. It was pointed out that any indicators or targets need to be up to date.

Core Strategy Key Themes 29

Core Strategy Objective SO2 - Climate Change

- The Objective should be framed in a positive way;
- The Objective should refer to a 'Zero Carbon Economy';
- The Objective should reflect how Renewable energy can reduce the cost of living.

Policy Option 2 - Reducing emissions - Encouraging the use of sustainable modes of transport.

5.5 Responses to this policy option concentrated on walking and cycling, public transport, transport infrastructure, travel plans, and location of new development. Comments on cycling emphasised the need to build routes to a recognised standard, and to encourage commuting by bike, the fastest and most convenient routes should be followed - generally on or alongside roads. Cycle routes separated from the road network are more attractive to leisure cyclists. Public transport was felt to be an alternative to the car

56 Objectives and Policy Options

5

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for longer journeys, whilst walking and cycling should be viewed as ways to travel for part of an overall journey, rather than for the whole journey. The health benefits associated with walking and cycling was highlighted, not only in relation to reducing the number of cars and therefore emissions, but for people's physical health as well. It was suggested that large development sites would provide the demand that would allow diversion or extending of bus routes. Park and Ride schemes received a level of support, but care would need to be taken in locating the site in order to avoid increased congestion and traffic levels on routes to and from the Park and Ride site.

5.6 Support was expressed for the extension and enhancement of Green Infrastructure to link in with existing walking and cycling routes. It was considered important to make the best use of existing transport infrastructure and capacity, for instance the role train stations could play in promoting walking and cycling in the valley bottoms. Reference was made to a recent relaxation of parking standards in terms of residential development. Some consultees requested that more detail be provided on the proposed requirement for developments to promote the use of Green Infrastructure. The Highways Agency expressed concern that walking and cycling infrastructure should pass safely through road junctions, as well as ensuring junctions continued to operate efficiently without causing tail backs.

5.7 The Highways Agency stressed that any travel plan thresholds relating to sites potentially impacting on the Strategic Road Network will need to be agreed with them. Other objectors considered travel plans to be an unnecessary requirement on development within settlements or on allocated sites, as the cumulative impacts of a large number of smaller sites can be just as great as a single large site; an alternative suggestion was to require a travel plan on all development outside of a defined distance from say, a town centre or train station. Another consultee felt more detail was required in order to comment on travel plan thresholds, and it was questioned as to how travel plans will be monitored and enforced.

5.8 Although support was expressed for locating development in accessible locations that make non car travel easier, it was pointed out

that this may not be realistic in rural areas. Electric vehicles powered by locally generated electricity should be promoted, and new developments should be built with these in mind. It was suggested that electric vehicles could benefit rural areas as well. It was considered that national planning policy now recognised development should be considered appropriate in terms of the use in its setting, rather than in relation to accessibility.

5.9 Other comments pointed to the value of existing commercial/ industrial sites outside of the major centres which are sustainable by virtue of the processes and operations on site, rather than focusing solely on sustainable locations. Some responses proposed specific locations would create development in accessible locations, for example south of Hipperholme crossroads. The Council was encouraged to avoid locating employment development alongside Motorways, due to the resulting emissions and addition strain on the Road Network.

Core Strategy Key Themes 30

Policy Option 2 - Reducing emissions - encouraging the use of Sustainable Transport - Feedback

Walking and Cycling:

- Routes should be built to a recognised standard, Commuters and leisure cyclists have different needs;
- Should be viewed as forming part of the overall journey;
- Train stations can promote walking and cycling routes along the valley bottoms;

Public Transport:

- Needs to be a stronger emphasis on Public Transport for longer trips;

- Larger sites may allow diversion or extension of bus routes;
- Support for Park and Ride schemes, but need to avoid congestion around the site;

Infrastructure

- Make the best use of existing transport infrastructure;
- Green Infrastructure should be extended and enhanced;
- Parking standards are no longer as restrictive for new development;

Travel Plans

- More detail is needed on thresholds and the requirements for promoting Green Infrastructure;
- The impacts of a large number of smaller sites can be just as great as a single large site;
- Travel plans are an unnecessary requirement on development;
- Thresholds should be based on distance from locations rather than the size of a site;
- Any thresholds relating to travel plans need to be discussed with the Highways Agency;
- How will travel plans be enforced and monitored?

Location

- New development needs to be located in accessible areas;
- Sustainable transport not always realistic in rural areas,
- A business which contributes to sustainable development is of just as much value as an accessible location

Alternative policy options were suggested:

- ***"New developments (residential and non residential) should be required to submit travel plans proposing sustainable solutions if areas are not currently served well by public***

transport;this should include the promotion of green infrastructure to make walking and cycling more attractive."

Key Actions 25

Walking / Cycling

- Policy needs to recognise different needs of users of walking cycling routes and how to encourage these as part of the overall journey;

Public Transport

- Investigate ways policy can help improve public transport;

Infrastructure

- Policy needs to make the best use of existing infrastructure;
- Consider how to extend and enhance Green Infrastructure;

Travel Plans

- Consider how to develop a threshold;
- Develop a method for enforcement and monitoring.

Location

- Policies should direct development to accessible locations;
- Policy needs to consider the contribution a development makes towards sustainable development wherever it is located;

Alternatives

- Consider alternative policy proposed.

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Reducing Emissions - Energy Efficient New Development - Policy Option 3

5.10 There was a slight number in favour of having a policy in line with building regulations, as it was felt by some to be unreasonable to require development to achieve targets over and above national ones, which could also create viability and deliverability issues. However there was support for encouraging new residential development to aim for higher levels of energy efficiency prior to 2016 (the target date for zero carbon level 6 CSH), with reference made to the quantity of lifetime emissions associated with energy use from new developments, and the need to move to a zero carbon or carbon positive buildings and development.

5.11 The negative impact zero carbon buildings can have on biodiversity was pointed out (reduced nesting and roosting opportunities) and that policies for zero carbon buildings should reflect this impact. Local targets should be developed for reducing emissions, and it was recommended the policy should require a minimum of BREEAM 'Very Good' standards, and the relevant indicator should be amended to read 'new non-residential developments' rather than 'new commercial developments'. It was felt the policy should refer to Air Quality, and the need to avoid residential development near the M62. There was concern about a lack of reference to water efficiency alongside energy efficiency, and a commitment needs to be made to delivering high standards of water as well as energy efficiency in new homes. It was recommended that the policy be informed by the Environment Agency's Water Resources Strategy.

Core Strategy Key Themes 31

Policy Option 3 Reducing Emissions - Energy Efficient New Development - Feedback

Levels of Energy Efficiency

- Energy efficiency policies should be in line with building regulations;
- Aiming for energy efficiency over and above national standards could lead to viability and deliverability issues;
- The policy should aim for achievement of BREEAM 'Very Good Standard'

Biodiversity

- Zero Carbon development can have a negative impact on biodiversity;

Targets

- Emissions targets should be developed locally;

Other Matters

- The policy should include reference to Air Quality;
- The policy should include reference to Water efficiency.

Key Actions 26

- Consider impact of adopting a policy over and above building regs;
- Investigate impact zero carbon development has on biodiversity;
- Develop a local target;
- Consider Water Efficiency and Air Quality;

Policy Option 4 - Reducing Emissions (RE) - Generation of Renewable and Low Carbon (RLC) Energy

5.12 Some felt all elements apart from the 'Areas of Search' would place an unduly onerous burden on the development industry. The policy option

should also link in with the emerging Climate Change Strategy. Concerns were voiced as to how wind turbines could lead to soil erosion and degradation of peat, and also long term damage to peat bogs.

5.13 Locally achievable targets relating to renewable and low carbon energy generation should be developed, whilst others felt any proposed targets should be higher. There was opposition to the targets and requirement for certain levels of RLC generation, since it was argued these were out of line with emerging guidance on carbon reduction. Any targets should distinguish between RE and LC sources, and be clear as to exactly what decentralised energy supply actually means.

5.14 Support was evident for lower thresholds to which a policy requiring RLC on site generation would apply, and to restrict inefficient RE technologies. It was suggested the policy include measures to improve energy efficiency, as sometimes RLC generation may not be viable. Additionally, comment was made concerning the role that design of development can play in reducing emissions. Other consultees felt thresholds would not work, and the policy should require all development to include on site RLC generation.

5.15 It was important to recognise the value that trees and woodland provide in mitigating climate change, acting as a carbon sink and reducing carbon emissions in other ways, such as sustainable construction, as well as helping prevent flooding. It was requested that the Core Strategy included a commitment to substantial woodland creation.

5.16 Some consultees were concerned about the potential impact wind farms can have on tourism as well as concerns over the safety of the wind turbines themselves. It was suggested that hydro power should be the focus for generating renewable energy in Calderdale.

5.17 The 'Area of Search' would give indication as to where RE would be considered, whilst objectors felt it could lead to a presumption in favour of wind turbine development and blight the upland areas. Cumulative impact, the impacts that different types of wind turbines can have in the landscape, the height of turbines, as well as siting issues were all

mentioned. Concern was evident over the lack of a policy for domestic wind turbines, and a presumption against the taller turbines in Special Landscape Areas was requested. Policies should make clear that landowners are responsible for removing turbines. It was considered the LDF is actively promoting any type of RE at the cost of protecting the landscape. The capacity and character of the landscape was important, as well as ecological and geophysical constraints. The need to consult the Civil Aviation Authority and MOD was also highlighted.

5.18 It was suggested the LDF should focus on Biomass, CHP, and EfW power, and support was evident for on site RE generation on existing industrial / commercial sites. The role that waste management and recycling can play in RLC energy generation was mentioned, and such sites capable of accommodating such technology should be identified. The third element of the policy was felt by some to offer a 'get out clause' for developers, and any RE policy should refer to Community led RE schemes as being viewed favourably.

Core Strategy Key Themes 32

Policy Option 4 - Reducing Emissions - Generation of Renewable and Low Carbon Energy - Feedback

Environmental Impact

- Impact on Landscapes;
- Landscape character assessment should inform policies;
- Any policy should work within ecological and geophysical limits;
- Impact on Tourism;
- Safety issues of Wind Turbines;
- Woodland creation vital to reducing emissions and providing a fuel resource.

Targets / Thresholds

- Targets should be locally developed;
- Proposed targets should be higher;
- Proposed targets and thresholds are based on outdated guidance;
- Any targets should distinguish between Renewable and Low Carbon energy;
- Targets should apply to all development.

Area of Search

- Would result in a presumption in favour of wind farm development;
- Proposals should be assessed on a case by case basis;
- Cumulative impact not taken into account;
- Ignores local opinion;
- Should be a policy for domestic wind turbines;
- No wind turbines should be allowed within Special Landscape Areas;
- Policy would give direction as to where renewable energy would be worth exploring.

Alternative Policies

- ***"The core Strategy should set out 'Areas of Search' in the upland areas of Calderdale that offer the greatest potential for wind power developments and take into account the impact that such developments have on biodiversity and landscape character. The cumulative impact of single turbines should also be taken into account. Any such designation should not rule out alternative types of renewable energy within these areas taking into account the same considerations"***
- ***"The Core Strategy should encourage a range of renewable energy installations, focusing on Biomass, CHP and EfW."***

Proposals for on site renewable energy generation on existing industrial and commercial sites should be strongly supported as generating energy at the point of use is the most sustainable form of generation. Synergies should be achieved between Waste management, Recycling, and Renewable energy policies. Existing sites capable of accommodating such technology should be identified and promoted"

- Any policy should include the statement ***"Community led schemes for renewable energy installations will be viewed favourably"***
- The renewable energy policy should read ***"Calderdale's topography, heritage, and tourism means the focus should be on attractive and interesting hydro-generation"***.

Key Actions 27

Environmental Impact

- Consider if the policy should be informed by landscape character assessment;
- Consider policies that encourage woodland creation;

Targets / Thresholds

- Develop local targets;
- Distinguish between Renewable and Low Carbon targets;

Area of Search

- Carry out further work on an 'Area of Search' policy
- Consider how to address individual circumstances of proposals;
- Ensure cumulative impact is addressed;
- Need to ensure policy considers all different technologies;

Alternatives

- Consider alternatives proposed.

Policy Option 5 - Adapting to Climate Change - Flood Risk Management.

5.19 Some consultees felt that this option was irrelevant as the issues it deals with have now been superseded by provision in the Flood and Water Management Act. Other consultees felt that this option went beyond the requirements of Planning Policy Statement 25: Flooding and what might reasonably be required by the Environment Agency.

5.20 The Environment Agency, however, felt that all of the proposed options should be incorporated into Policy Option 5 as flood risk cannot be managed through one of the policy options alone. The Environment Agency went on to state that 'Your flood risk management policy should also support the aims and objectives of PPS25 in seeking to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk'.

Core Strategy Key Themes 33

Policy Option 5 Adapting to Climate Change - Flood Risk Management - Feedback

SUDS

- Biodiversity can be enhanced with appropriately designed SUDS systems;
- Native woodland creation as part of SUDS can reduce surface run-off and retain pollutants on brownfield sites.

Flood Resilient Design

- New build that allows for flooding;
- Green Roofs and permeable paving;
- Culverting or building over watercourses should not be supported.

Opportunity to Utilise Areas for Flood Risk Management

- River floodplains should be restored to reduce flooding downstream;
- Creation/restoration of floodplain woodland to alleviate, and slow the rate of flooding.

Mix of Options

- All options could/should be included.

Other Matters

- Section should be sub-divided into 'Flood Risk Management' and 'Water Management' so that aspects of water management to include water resources and water quality are covered.

Alternative Policies

- "Identify opportunities to utilise areas for flood risk management to include restoration of the natural flood plain to its original function, but also promote flood risk management in other areas, for example retention of water on moorland and wet woodland to manage water flow"*

Key Actions 28

Include all 5 options in Flood Risk Management policy. Policy Option to cover Water Management as well as Flood Risk Management.

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Policy Option 6 - Adapting to Climate Change - Urban Design

5.21 This option was considered by some as an opportunity to link an Urban Design policy to managing flood risk, and identify areas which could be opened up and used for flood storage. It was pointed out the indicator suggested is no longer required by government. It was suggested there should be a reference to 'Green Roofs', which play a role in the energy efficiency of buildings and also provide opportunities for biodiversity. Another comment highlighted the role that green space and trees can play in adapting to climate change; for example providing shade in summer and allowing solar gain to buildings during winter. Trees and woodland can also reduce the impact of the 'urban heat island effect', and improve air quality.

5.22 There was concern over the lack of clarity in relation to this policy option and what it was trying to achieve, and fears over the potential financial burden that such a policy may place on developers. This theme was continued by comments relating to the feasibility and viability of a policy requiring developers to incorporate adaptation measures, and that it was unnecessary due to the increasing requirements of the Building Regulations and the Code for Sustainable Homes. Another objection felt the policy approach that would be more suited to a warm, dry, climate rather than the wet, cold one that exists in Calderdale. The element which refers to Environmental Impact Assessments (EIA) was considered to both lack clarity and repeating legislation that already exists in relation to EIA. Alternative policy options were suggested concerning local distinctiveness, protection, enhancement and access to the natural environment, and energy efficiency.

Core Strategy Key Themes 34

Policy Option 6 - Adapting to Climate Change Through Urban Design

Flood Risk

- Opportunity to link in with flood risk management;
- Identify areas with potential for flood water storage;

Indicators / Monitoring

- New indicators required;

Green Infrastructure

- Trees can reduce urban heat island effect and improve air quality;

Lack of Clarity

- Policy would be a burden of developers;
- What exactly is the policy trying to achieve?
- Policy isn't viable or feasible;
- Unnecessary policy, repeats existing legislation;
- Policy more suited to a warm, dry climate;

Alternative Policies

- The policy should include a reference to Green Roofs;
- Alternative policy wording suggested:
 - ***"The design of development should enhance the distinctiveness of the local environment and the local buildings, settlements and wider landscape character;***
 - ***The design of development should protect and enhance natural resources, support natural ecosystems and incorporate beneficial biodiversity features;***
 - ***The design of development should promote access to and enjoyment of the natural environment;***
 - ***The design of development should include measures to mitigate and adapt to climate change and encourage the efficient use of energy and other resources."***

Key Actions 29

- Consider a policy that links in to flood risk management;
- Establish new indicators for monitoring;
- Consider positive impact Green Infrastructure can have;
- Future policy options need to be clear about what the policy is trying to achieve, and avoid repeating existing legislation;
- Consider alternatives suggested.

Policy Option 7 - Adapting to Climate Change - Biodiversity

5.23 Some feedback appreciated the consideration of biodiversity in relation to climate change, although it was requested that it was made clear that climate change can lead to a reduction in the numbers of species, as well as gaining some new ones. The impacts associated with peat drying out, with resulting issues on water quality and flood risk were mentioned, as was the need to refer to rivers as another habitat that will alter due to climate change.

5.24 The joining up of existing, and creation of new wildlife sites was considered to be a vital aspect of the Council's work in conserving biodiversity, and that it will be necessary to have ecological expertise to ensure biodiversity opportunities are identified and pursued through the LDF. Support was evident for a flexible policy approach, although this was countered by concerns this would be open to interpretation and a stronger policy statement is needed. The concept of biodiversity webs connecting all green spaces in Calderdale was proposed, with the ultimate aim of free migration of flora and fauna. Other approaches throughout the world that consider climate change, biodiversity and a carbon positive future should be reviewed.

5.25 Consultees felt the LDF has a role to play in protecting areas which have the potential for enhancing biodiversity and connecting habitats, creating new areas of biodiversity value, protecting existing areas of high

biodiversity value, and restoring degraded habitats. 'Buffer zones' for designated sites should also be included.

5.26 The indicator relating to the conditions of SSSI was felt misleading, as it is not based on the ability of biodiversity to adapt to climate change. The role of trees and woodlands was highlighted, for example linking habitats to support wildlife. Some consultees referred to the UK Low Carbon Transition Plan which required woodland creation policies to "continue to respect the benefits and demands of landscape, biodiversity and food security". One proposal was to aim to develop Green Infrastructure, increasing tree cover and investment in the management of trees. The importance of including a robust wildlife corridor policy in the LDF was stressed, alongside a relevant wildlife corridor indicator or target. As some comments pointed out, the need to secure biodiversity adaptation gains through the planning system should be incorporated into a package of Green Infrastructure aspirations, given how compatible they are.

Core Strategy Key Themes 35

Policy Option 7 - Adapting to Climate Change - Biodiversity - Feedback

Habitat

- Climate can reduce the number of existing species as well as increasing new ones;
- Rivers are another habitat that will be affected;
- Impacts associated to peat drying;
- Adapt to climate change by reducing fragmented habitats;
- Joining up of existing and new habitats is vital;

Policy approach

- The ultimate aim is the free movement of flora and fauna;
- There should be a buffer zone around designated sites;

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- Vital to protect areas of high biodiversity value;
- Important to restore degraded areas;
- The LDF is relevant to existing high biodiversity value areas and the creation of new areas;

Targets / Indicators

- SSSI indicator not relevant to this policy option;
- Need indicator / target in relation to Wildlife Corridors;

Green Infrastructure

- Role of trees and woodland emphasised;
- Overall aim in relation to this policy option should be to develop Green Infrastructure;
- The LDF should protect and enhance biodiversity within a package of Green Infrastructure aspirations;

Alternatives

- *"An identified approach to biodiversity protection and enhancement should be required in relation to the impacts of climate change, recognising that the exact impacts are not always fully understood. The same approach should be adopted for wider landscapes (both rural and urban) to promote the creation, enhancement and management of green infrastructure to link our open spaces to create wildlife corridors."*

Key Actions 30

- Consider how policies can address the potential impacts on habitats;

- Future policy should aim to protect existing areas of high biodiversity value and create new ones;
- Aim to develop a policy that helps deliver a 'joined up' Green Infrastructure network;
- Consider how policy can reflect importance of trees and woodland;
- Establish relevant monitoring indicators;
- Consider alternatives suggested.

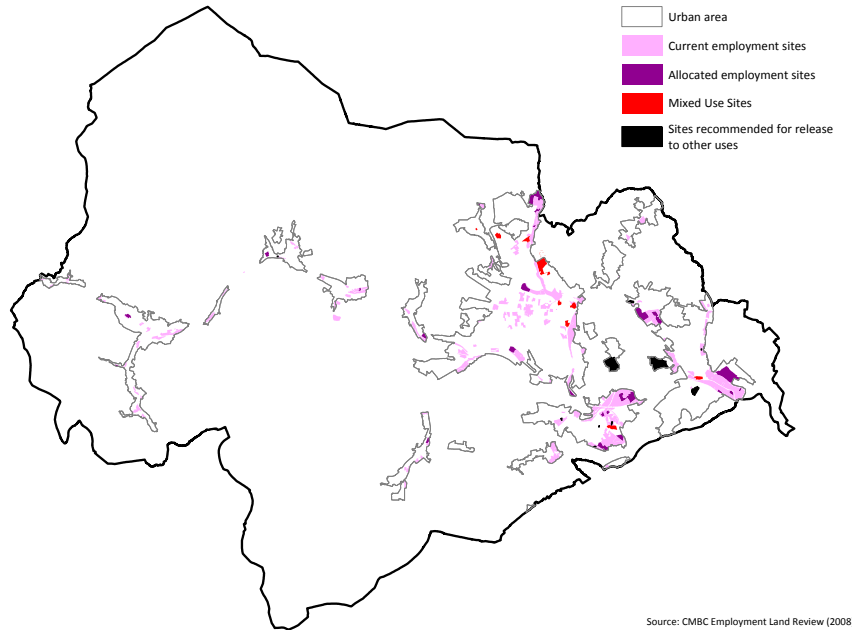
SO3 - Economy and Enterprise

5.27 The consultation document suggested the following objective for Economy and Enterprise: **"Create a resilient sustainable economy founded upon innovation and enterprise; building on the location and exceptional character of Calderdale"**. There were few comments about the actual objective, however, it does appear to be generally supported.

Policy Option 8 - Provide a supply of readily available employment land and premises in accessible locations to fulfil the needs of current and future employers in Calderdale

5.28 The majority of comments focused on the need or otherwise for new employment land within Calderdale. The comments often created conflicting views with some recommending future policy should protect existing employment sites and allocations as well as provide new allocations to help retain businesses who need to expand and re-invigorate the area by bringing in new wealth and jobs. Others considered a more flexible approach was required releasing existing sites, particularly those currently constrained, to other uses and reducing our overall portfolio of employment land in line with the recommendations of the Regional Spatial Strategy.

Map 5.1 Employment land sites and allocations in Calderdale (ELR 2008)



5.29 Other general comments included providing new sites for manufacturing near the motorway, opposing new land near the motorway as it would encourage commuting and contribute to pollution, need to improve and promote offices and other employment in our town centres, the upper valley areas and Halifax should be promoted as areas for service industries and the need to work closely with business to identify their needs.

Core Strategy Key Themes 36

Policy Option 8 - Provide a supply of readily available employment land and premises in accessible locations to fulfil the needs of current and future employers in Calderdale

There was both agreement and objection to almost all the potential

policy options identified

Protecting existing sites and allocations from development

- Retain constrained allocations because topography of Calderdale means there is limited choice; and
- Retain existing sites to reduce further out-commuting.

Release existing sites and identify areas of search for new sites

- Focus on our town centres;
- Release Todmorden sites and promote growth in digital industries to link with Salford through town centre office development;
- Marginal sites with limited access should be released; and
- Disagreement due to limited scope for new sites in Calderdale.

Protect the best employment sites and provide areas of search for new sites

- Retain the best sites and release those not fit for modern employment uses;
- Release the sites identified as being constrained in the ELR; and
- General disagreement to this option from some although reasons not identified.

Improve access to employment opportunities outside the district

- Support providing it is accessed by sustainable means;
- Ensure close to population centres; and
- Concern may lead to out-commuting putting strain on motorway network.

Work with neighbouring authorities to provide sub-regional opportunities/ sites

- May lead to out-commuting putting strain on motorway network;

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- May lead to businesses being 'poached' from Calderdale; and
- Will increase commuting and associated pollution.

Provide 15% more than forecasts predict to enable flexibility in the plan

- Concern how this will be managed as may just lead to most accessible sites to motorway being developed first.

Alternatives;

- Expanding existing large employment areas; and
- Provide greater opportunities for home-working.

Key Actions 31

- Re-consider likely employment land requirements based upon the most up to date employment projections;
- Build upon work of the ELR by identifying the cost and possible funding for bringing forward constrained RCUDP sites;
- Consider introducing a phasing policy for the release of sites to maintain flexibility but also manage supply/ demand;
- Identify opportunities for improving access (via sustainable means) to employment opportunities both within and outside Calderdale; and
- Consider potential to extend existing employment allocations.

Policy Option 9 - Work collaboratively with business to encourage innovation and diversification of both the rural and urban economies

5.30 This policy was widely supported, it was suggested a framework which assists owners and developers to develop existing unsuitable sites into modern business premises is required. Other comments suggested

a need for an increased university presence in Calderdale to promote innovation.

Core Strategy Key Themes 37

Policy Option 9 - Work collaboratively with business to encourage innovation and diversification of both the rural and urban economies

There was general agreement to most of the potential policy options, the main comments are included below:

Promote and allocate new business locations in East Calderdale and promote Halifax as the prime office location

- There is a need for new employment space in Todmorden due to its remoteness from other centres

Promote rural diversification, particularly in west Calderdale

- Support but needs to be for all Calderdale;
- Needs to allow expansion of rural businesses, facilitate entrepreneurial activity, allow home-working and accessibility to business support; and
- Importance of the environment to the economy through tourism and attractiveness to inward investment needs recognising.

Provide a flexible approach to employment allocations and sites, allowing a wide range of employment generating uses

- Agree policies should not be too restrictive;
- Only restrict uses where necessary - use criteria based policies to control; and
- Allow mixed-use including housing;

Provide a positive framework for start-up accommodation

- Small start-up units required in western Calderdale.

Provide positive framework to encourage tourism and tourism related facilities

- Hotels required in western Calderdale.

Promote opportunities to work from home in new housing developments

- General support; and
- Ensure not formal live/ work units (difficult to mortgage), provide flexible space that can be used for home-working.

Key Actions 32

- Encourage rural diversification across all Calderdale;
- Provide a policy framework to assist the start-up of new enterprises, through home-working and conversion of existing premises, within Calderdale;
- Provide a positive policy framework to support an expanding tourism industry; and
- Assess how infrastructure can be improved to promote home working (broadband availability).

Policy Option 10 - Create vibrant, lively town centres - retail hierarchy

5.31 The following general comments were received in relation to this section of the document, unrelated to the specific policy option:

- Integrate health awareness and consider opportunities to increase physical activity as people move around town centres; and
- There are too many small retail units at present in our town centres.

5.32 The majority of comments received in relation to the retail hierarchy of Calderdale supported the strengthening of all of the existing town centres, as opposed to focusing on specific centres only.

Core Strategy Key Themes 38

Policy Option 10 - Create vibrant, lively town centres - retail hierarchy

Support was lodged for developing both the proposed policy options, and an alternative option was also put forward. No objections were noted;

Option 1 - Maintain and strengthen the current role of all existing town centres

- A new retail centre in Hipperholme would support housing growth in the area; and
- For those towns with a historic core, it is important that they are economically successful to reduce underused, poorly maintained or vacant heritage assets.

Option 2 - Enhance or decrease the role of a specific town centre in relation to the current retail hierarchy

- Elland, in particular, is considered to be a town that would benefit from an improved retail offer.

Alternatives;

- Increase economic activity through varied, smaller units - supermarkets suppress smaller traders.

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Key Actions 33

- Update the Calderdale Retail Needs Assessment with the latest population projections and expenditure growth forecasts;
- Determine the proposed retail hierarchy for taking forward in the LDF;
- Look in detail at the composition of town centres in terms of unit size, independence etc. with the aim of identifying centre characteristics to address through planning policy in the LDF;
- Investigate locally important impacts on centres which should be tested against retail applications in line with PPS4; and
- Investigate potential floorspace thresholds for centres which should be subject to impact assessments in line with PPS4.

Policy Option 11 - Create vibrant, lively town centres - retail uses

5.33 Very limited comments were received under this section. The comments that were submitted indicated that a combination of the options presented would be best to help create and reinforce vibrant lively town centres across the whole plan area. Comments supported the development of independent retailers who have been better able to weather the economic downturn and are more likely to support other local businesses. Support was also indicated for reducing the number of fast food outlets.

5.34 Comments stated that the policy options developed should be centre-specific to help best achieve the vision for each individual place.

Key Actions 34

- Identify centre-specific issues that may lead policy development, through the vision development for each town centre;

- Investigate how independent retailers and local produce may be incorporated into policy; and
- Investigate options for protecting local neighbourhood shops from closure.

Policy Option 12 - Create vibrant, lively town centres - other town centre uses

5.35 Most comments received to this policy option support Halifax and Brighouse as being the focus for other town centre uses.

Core Strategy Key Themes 39

Policy Option 12 - Create vibrant, lively town centres - other town centre uses

Option 1 - Encourage the majority of opportunities within and around Halifax and Brighouse town centre

- Larger more commercial opportunities should be sited in these town centres;
- Facilities likely to attract large numbers of visitors should be clustered within Halifax and Brighouse and be part of a successful mixed-use environment;
- This option aligns with RSS;
- Brighouse at the moment has little non-retail town centre use which needs to be encouraged and supported; and
- Emphasis should be on diversification and quality rather than quantity.

Option 2 - Encourage a wider dispersal of opportunities across all town centres

- Existing locally important community and cultural facilities should be protected and enhanced. Loss of facilities should be resisted unless it can be demonstrated that it is no longer needed or it can be established that services can be equally accessible and provided at an alternative location;
- Smaller town and district centres to provide facilities of an appropriate scale and kind to serve their roles and catchments;
- Policy should allow new development in all town centres where there might be demand and where it may facilitate more attractive and vibrant town centres; and
- This option would minimise travel and therefore congestion.

Key Actions 35

- Develop a policy framework to incorporate comments above.

Policy Option 13 - Create vibrant, lively town centres - improving quality

5.36 Support was noted for all potential policy considerations under Policy Option 13 with further suggestions put forward.

Core Strategy Key Themes 40

Policy Option 13 - Create vibrant, lively town centres - improving quality

- All options are relevant with general support;
- Option 1 should state 'sustainable' transport policies;

- Option 8, the transition from the day to night economy, can be overemphasised and can cause adverse impacts; and
- Options 2, 3, 5, 7 & 8 apply to all Calderdale's towns. The remaining options will be dependent on the strategy for each centre as to which will be best able to deliver a vibrant, successful town centre.

Alternatives;

- Refurbish and re-use buildings before considering new-build;
- Green infrastructure should be part of the options for improving town centres;
- Making space for water, accessibility to a clean water environment brings many economic and social benefits;
- More shop mobility schemes in town centres not just Halifax;
- Encourage workers on outskirts of towns to shop in centre by means of free parking and incentive schemes.

Comments received on specific town centres related to Brighouse and Halifax only:

- Halifax has too many small shop units unfit for modern retailers' needs;
- Urban planting needed in Brighouse town centre; and
- Brighouse needs to develop more shared street space for socialising and relaxation to encourage more leisure events.

Key Actions 36

- Consider most appropriate policy framework to incorporate quality objectives for town centres

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Policy Option 14 - Provide employment opportunities for all

5.37 Only a limited number of comments were received for this section, however all supported the general policy ideas of locating employment opportunities either within or easily accessible to 'deprived' communities. There was support for regeneration and the provision of training within or close to 'deprived' communities. An alternative approach suggested was to support proposals from existing major employers in Calderdale.

Key Actions 37

- Identify locations where new employment opportunities may be viable within or easily accessible from areas of high deprivation;
- Identify opportunities to raise skills in or accessible from areas of high deprivation; and
- Provide a framework to support the regeneration within areas of high deprivation.

Policy Option 15 - Development of a low carbon economy

5.38 Only a limited number of comments were received for this section, however all supported the policy idea. Indeed some suggested it should be the main policy for this section, others suggested the policy should be widened to include renewable energy and sustainable procurement.

Key Actions 38

- Consider developing the policy to include renewable energy.

SO4 - Housing

5.39 Strategic Objective SO4 - Housing seeks: **"To meet the housing**

needs of all by delivering the Regional Spatial Strategy Housing Requirement through the provision of a range of good quality dwellings of varying types, sizes and prices in sustainable locations utilising sustainable building methods and maximising the use of previously developed land, together with more efficient use and improvement of the existing housing stock."

5.40 Comments were not generally made in relation to the overall strategic objective as such but rather to the 5 sub-objectives emanating from this overall strategic objective.

Housing Numbers Including Delivering the RSS Housing Requirement

5.41 A range of views were put forward in relation to the appropriate housing requirement figure for the district. Concerns were expressed about the environmental implications of housing growth and the justification for such growth. Others supported planning for a higher number of dwellings than the RSS housing requirement in order to allow for a degree of flexibility. A clear theme was the proposed abolition of RSS and the need for the district to determine its own housing requirement figure and take into account its Growth Point status.

Core Strategy Key Themes 41

Policy Option 16 - Housing numbers including delivering the RSS housing requirement

Plan only for housing levels required by RSS and New Growth Point (NGP) status

- RSS is to be abolished and the Council need to find alternative ways of formulating the housing requirement;
- The RSS figure of 670 dwellings equates to two Sowerby Bridges and does not make sense in a district with Calderdale's topography. The Council should oppose government targets and discourage migration to Calderdale.

Plan for more housing than required in RSS/NGP to future proof the Core Strategy

- Option 2 supported - population is increasing and NGP status requires delivery above RSS levels;
- New housing provision should support economic growth;
- Support Option 2 including to provide sufficient land to enable more family housing with adequate space;
- An allowance should be made for any undersupply in recent delivery due to the recession and slump in demand;
- Option 2 supported given RSS is to be abolished and in planning its own requirement sufficient land should be allocated to allow for flexibility. Credible and robust evidence base for RSS requirement figure as a minimum target but make clear this is not a ceiling including ensuring adequate reference to growth point status of Calderdale;
- NGP status demonstrates acknowledged housing need in Calderdale within Leeds City Region in an area of strong demand well related to Leeds and Bradford;
- Hipperholme contains a significant area of previously developed land including land allocated for employment which would save green belt land elsewhere and reduce pressure on Halifax and Brighouse. This is a sustainable location, could assist with affordable homes provision and fund A58/A644 junction improvements and the wider benefits this would bring.

Alternative Suggestions and Other Comments

- Bearing in mind the need to achieve a balance between housing and environmental issues an economical approach to land supply should be followed thereby assisting in not developing large areas of green belt;
- Need to adhere to RSS until abolished but also having regard to PINS advice following Cala Homes decision and anticipated Government paper 'a new approach to housing supply'

- The Council will also have to determine its approach to the new Homes Bonus and Community Infrastructure Levy in order to secure maximum benefits;
- SHMA does not determine housing requirement and once completed Council should consult on basis for housing requirement prior to progressing to Preferred Option;
- What is the point of brownfield planning permissions which are not implemented?
- Evidence base does not provide adequate basis for comment as no SHMA yet and 'Objectives and Policy Options' text does not address complexity of issues surrounding housing land supply.

Key Actions 39

- Determine the housing requirement figure for the district ensuring it is supported by a sound evidence base and robustly test alternatives including specific consultation prior to the Preferred Options stage. Include relationships with the economy, any suppressed delivery during the recession and outputs from the completed SHMA;
- Update the implications of New Growth Point status given recent Government changes.
- Progress work on Community Infrastructure Levy;
- Maintain a watching brief on advice in relation to determining housing requirement figures from the Coalition Government.

Location of Housing Development

5.42 The consultation document outlined the main principles to be followed in locating new housing based on national planning guidance set down in PPS3 Housing. It also commented on the findings of the SHLAA and the possible need to seek land in the green belt whilst balancing this

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against the need to prioritise the use of previously developed land. No specific policy options were proposed for this particular sub-objective within the Objectives and Policy Options consultation document as locational issues for housing cannot be isolated from other forms of development and the broad location of growth is therefore addressed in the Core Strategy Refined Issues and Options consultation document (Section 4: Possible Approaches).

5.43 Comments in relation to the contextual text regarding the location of housing development ranged from being more explicit about the need to amend the green belt boundary to not using green belt or greenfield land at all. There was support for the use of previously developed land (pdl) but also greenfield sites in sustainable locations immediately adjacent urban areas. A number of comments referred to the need to adequately take account of infrastructure requirements.

Core Strategy Key Themes 42

Location of Housing Development

- Need to support sustainable and accessible sites whilst recognising constraints on sites in the Upper Valley welcomed;
- Is the expansion of Todmorden a realistic option and if not why is it retained in the consultation document?
- Priority to pdl but mention should be made of sustainable greenfield sites in accessible and sustainable locations immediately adjacent to urban areas;
- Strong objection to use of green belt and greenfield sites;
- Support approach of seeking to accommodate housing beyond current settlement boundary in green belt and an appropriately worded policy regarding green belt amendments should be included in the Core Strategy;
- Consider the need for additional safeguarded land;

- Routes to destinations should be designed to involve a level of physical activity with open space including communal gardens for growing vegetables;
- Housing, especially above RSS levels would be a concern in relation to the road network and would need increased levels of employment opportunities as well;
- Location needs to take account of water infrastructure and flood risk assessment should be undertaken in accordance with PPS25;
- Why no question regarding location of housing development?

Key Actions 40

- In conjunction with other forms of development determine broad areas where housing can be accommodated maximising accessible and sustainable locations;
- Identify broad areas where maximum use can be made of pdl;
- Ensure infrastructure constraints/opportunities are recognised in determining broad areas for development (as part of Infrastructure Development Plan);
- Consider opportunities for improving health through links between housing and routes to other facilities/services and provision of open space.

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

5.44 This sub-objective sought views on approaches to ensure that housing developments reflect the housing need in an area, including the possible introduction of variable thresholds for affordable housing and a possible rural exceptions policy to help meet affordable housing needs.

5.45 There was general support, although sometimes qualified, for this policy option and the suggested approaches in the consultation document.

The need for affordable housing and family housing were raised but there were also concerns that the Core Strategy Policy should not be too prescriptive in relation to the types of dwellings required, rather this should be left to housebuilders and the market to determine.

Core Strategy Key Themes 43

Specify that housing developments reflect housing needs in that area

- Need for affordable homes is paramount;
- Meaningful response cannot be provided without SHMA;
- Support more family housing for which there is a need with sufficient amounts of land given flats and town houses have flooded the market recently. Allocate sufficient land at lower density than previous version of PPS3 to allow this to happen;
- Most logical solution but remain flexible should needs change over the plan period;
- Housing need studies are not precise indicators of need and therefore reference should be to desire to meet housing need and not requirement to deliver housing need. Market demand and housebuilders should be relied on to ensure right products are built at right time and in right place. Would not want to see Council determining house types as this is for house builders according to market demand;
- Planning policy should provide a framework for development and not be overly prescriptive. Market should determine types of houses. Option 1 only supported as far as housing need informing distribution and level of land allocations. Policy not traditionally attempted to be so prescriptive and can have artificial effects on the market e.g. effects of PPS3 in relation to density and garden developments.
- Need for Affordable Housing ignored in past in some developments.

Variable site size thresholds and proportions of affordable housing across the district

- Approach of varying thresholds supported but viability must be a consideration;
- Requirements should be set at an appropriate level taking viability into consideration including other S106 requirements.

The adoption of a rural exceptions policy to help meet affordable housing needs

- Should be a priority given the possible need for green belt land to be utilised.

Alternative Suggestions and Other Comments

- Options 1-3 should be adopted in terms of providing a range of dwellings of varying type, sizes and prices;
- Re-use of buildings in green belt should continue to be supported.

Key Actions 41

- Determine an appropriate affordable housing policy based on the SHMA and taking into account viability;
- Determine how prescriptive to be in policy relating to house types and sizes and bearing in mind national planning guidance;
- Continue to explore need for a rural exceptions policy taking into account the SHMA.

Provision of good quality residential developments

5.46 The consultation document suggested adopting a range of density standards, high standards of design and sustainability and improvements to the existing dwelling stock.

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5.47 Overall there was support for the proposed approaches but some representations preferred less stipulation on density whilst others wanted higher densities for pdl to be retained to reduce the land take. Respecting the existing character of the district was also seen as important in relation to density. Some representations, whilst supporting the policy approaches on design and sustainability together with those relating to re-use of the dwelling stock and selective clearance, consider that some aspects need further explanation.

Core Strategy Key Themes 44

Adopt a range of density options across the district

- Revisions to PPS3 on density need consideration;
- Any density options should be applied across the district and be indicative only having regard to character of area;
- Not clear why a range of density options should be required across the district - pressure to maintain higher density development on pdl needs embedding in policy;
- Appropriate to adopt a range of densities dependent on character of area if diverse character of district is not to be compromised.

Residential developments to be built to high standards of design and sustainability

- Approach needs further explanation with detail set out in next version of Core Strategy;
- A policy referring to design and sustainability standards needs to be in alignment with national standards;
- Should achieve over-arching aim of sustainable development and a high quality built environment;
- Energy efficiency essential including a strategy to improve insulation of pre-1920s housing stock;

- Inconceivable this option would not be followed if vision for safeguarding distinctive;
- character of district and promotion of sustainable development are to be realised.

Improvement and re-use of the existing dwelling stock through housing renewal areas and selective clearance

- Support subject to detail being set out in next version of Core Strategy;
- Would further the objectives of sustainable development and maintaining character of district. Selective clearance which runs counter to these objectives should only be pursued as a last resort.

Alternative Suggestions and Other Comments

- Options 1-3 should be used for the provision of good quality residential developments
- Any new housing should accord with Policy Option 18. Various organisation exist within the Hebden Royd Parish Council area to provide advice on eg renewable energy.
- Cooperative developments and self build schemes should be encouraged and supported.

Key Actions 42

- Develop a range of density options for different parts of the district having regard to their character and latest Government advice;
- Develop policies on design and sustainability for new housing having regard to national standards and other advice;
- Develop policy and explore measures to improve the older housing stock including its energy efficiency;

- Ensure maximum use is made of the existing housing stock;
- Determine the role of other forms of housing delivery such as self build.

Gypsies and Travellers

5.48 A number of approaches were suggested in order to meet the needs of gypsies and travellers. Overall very few comments were received in relation to this sub-objective. Considering the needs of gypsies and travellers when disposing of Council owned land and identifying other public sector land were supported as approaches that would assist in meeting the needs of gypsies and travellers.

5.49 The suggested policy options were viewed as not forming a comprehensive approach for the Core Strategy whilst each one could prevent acceptable sites coming forward by setting unnecessary limitations. Identifying broad locations within which detailed site boundaries could be established in the Land Allocations and Designations DPD was seen as being likely to rule out otherwise acceptable sites, although the reasons for this view are not clear.

Core Strategy Key Themes 45

Consider the need to provide for gypsies and travellers when disposing of Council owned land

- Could be considered for new sites if it meets other criteria set out in the policy

Identify other public sector land that may be appropriate

- Could be considered for new sites if it meets other criteria set out in the policy

Consider the use of Compulsory Purchase Orders to acquire an

appropriate site

- No specific comments made

Identify broad locations within which detailed site boundaries should be established in the Land Allocations and Designations DPD.

- Likely to rule out otherwise acceptable sites

Other Comments

- When considering site locations flood risk must be taken into account (PPS3 identifies caravans for permanent residential use as highly vulnerable and not to be located in flood zone 3) along with water infrastructure capacity, particularly sewerage networks;
- Reference should be made to the Gypsy and Traveller Accommodation Assessment (GTAA) for the area as this will form part of the evidence base in addition to the evidence in the RSS;
- Suggested approaches do not form a comprehensive approach. Instead clear and concise criteria against which allocations and applications can be assessed should be set down.;
- Each of the options could prevent acceptable sites coming forward by setting unnecessary limitations.

Key Actions 43

- Ensure all the evidence is in place including the Gypsy and Traveller Accommodation Assessment;
- Explore all options in developing policy and ensure policy is deliverable.

SO5 - Green Infrastructure and the Natural Environment

5.50 The Consultation document suggested the following green infrastructure and the natural environment objective: "**To protect and enhance green infrastructure in Calderdale for its contribution to landscape, biodiversity, sport and recreation and its value for well being and health**". Many of the comments were supportive of the general principles expressed by the objective with some consultees stating that green infrastructure should not be sacrificed to meet development targets. Overall, the commitment made towards identifying, enhancing and preserving Green Infrastructure within Calderdale was welcomed.

Policy Option 20 - Define a hierarchy of green infrastructure.

5.51 Responses to this policy option included concentrating on the integration of green spaces, sport and recreational facilities to increase levels of physical 'green gym' activities available to families. It was claimed that this would make a greater contribution towards the health and well-being of the population. Respondents also said that they would like to see more recognition of rivers as natural assets and a greater emphasis on how these contribute to the green infrastructure network.

5.52 With regard to potential indicators and targets, it was suggested that there is a need to have a green infrastructure system in place to measure these rather than a hierarchy which would imply that one element of green infrastructure is more important than another. However, all targets set will need to be achievable.

5.53 Friends of the Earth suggested that support for this policy option needs to be combined with additional protection being provided to existing infrastructure such as wildlife corridors which are being compromised by planning applications.

Core Strategy Key Themes 46

Policy Option 20 - Define a hierarchy of green infrastructure

Green Infrastructure:

- Integration of green spaces, sport and recreational facilities;
- Greater emphasis on the contribution of rivers to the green infrastructure network;
- Support for policy option should be combined with additional protection for existing infrastructure such as wildlife corridors.

Indicators and Targets:

- Systems need to be in place to measure targets and indicators;
- Targets need to be achievable.

Alternative Policy Approach:

'Provide an accurate and accessible green infrastructure evidence database from which specific measures can be developed to address deficiencies in green space and green infrastructure and effective monitoring can take place. The diversity of the many functions of green infrastructure in Calderdale should be recognised.'

Key Actions 44

- Consider alternative policy approach;
- Revise/add to targets to make them more achievable and meaningful.

Policy Option 21 - Put mechanisms in place to secure green infrastructure provision.

5.54 Although support was expressed for the overall commitment made to securing green infrastructure provision, it was pointed out that the majority of suggested targets relate to woodlands. Whilst reference is

made to watercourses, green infrastructure is more diverse and it was suggested that Natural England's Accessible Natural Green Space Standard be used in addition or instead. It was also pointed out that Calderdale already has better woodland access than the targets set at regional level and as such the Core Strategy should seek more ambitious local targets.

5.55 The Environment Agency suggested that the target relating to watercourses should be amended to '100% of water bodies meet good ecological status'. It was also pointed out that the directive requires a deadline of 2015 and that this should be added to any target with a caveat stating 'unless an alternative objective has been set'.

5.56 In terms of Policy Options, Calderdale MBC, Safer, Cleaner, Greener Service has stated that Policy Approach 1 should be developed whereby the Core Strategy focuses on the improvement and enhancement of existing green infrastructure assets and/or looks to expand existing, or create new, green infrastructure assets. This approach should be informed by the green infrastructure hierarchy and evidence base outlined in Policy Option 20. Other respondents have suggested that a mix of all Policy Approaches should be employed.

5.57 Whilst support was expressed for the use of the development management system to secure environmental protection and enhancement, it was noted that development viability could be affected if the amount of financial contributions made by developers is set too high. In such instances, the Council would need to decide what its priorities were in terms of affordable housing, green infrastructure, highway infrastructure or renewable energy.

Core Strategy Key Themes 47

Policy Option 21 - Put Mechanisms in Place to Secure Green Infrastructure Provision

Green Infrastructure Provision:

- General support for green infrastructure provision;
- Focus on the improvement and enhancement of existing green infrastructure assets, and/or look to expand existing, or create new, green infrastructure assets;
- Mix of all Policy Approaches;
- Use of Development Management system to secure green infrastructure provision;
- Ensure GI supports biodiversity;
- Support for policy option should be combined with additional protection for existing infrastructure such as wildlife corridors.

Targets and Indicators:

- Targets should include all green infrastructure;
- Natural England's Accessible Natural Green Space Standard should be used;
- More ambitious local targets should be set;
- Revisions and additions to targets are required to make them more achievable and meaningful.

Key Actions 45

- Consider alterations to policy option;
- Revise/add to targets to make them more achievable and meaningful.

Policy Option 22 - Identify under-utilised assets and encourage better use.

5.58 The majority of respondents suggest a mix of all Policy Approaches should be employed for Policy Option 22. As part of this approach, it was

suggested green infrastructure could be used to provide educational and recreational opportunities. There was also some support for the release of sites that do not contribute to meeting needs and have no special value for wildlife, heritage or other environmental considerations subject to raising the quality of other sites in the area. It was claimed that if the Council's housing requirement is to be delivered, this flexible approach will be fundamental. However, careful consideration using stringent criteria would need to be given to the release of any sites.

5.59 One respondent questioned the relevance of a number of the Policy Approaches. It was claimed that Policy Approach 1 which seeks to increase interest in green infrastructure through education and awareness raising is not something that policy can impact upon. It was also claimed that Policy Approach 4 which seeks to protect and maintain public and (where appropriate) private green infrastructure prejudices private ownership rights.

5.60 Responses to this policy option also reiterated the points made in paragraph 5.73 for Policy Option 21 where the Environment Agency suggested that the target relating to watercourses should be amended to '100% of water bodies meet good ecological status'. It was also pointed out that the directive requires a deadline of 2015 and this should be added to any target with a caveat stating 'unless an alternative objective has been set'.

Core Strategy Key Themes 48

Policy Option 22 - Identify under-utilised assets and encourage better use

Green Infrastructure:

- Mix of all Policy Approaches;
- Relevance of Policy Approaches questioned;

- GI to provide educational and recreational opportunities;
- Sites that satisfy Policy Option 5 could be released using stringent criteria.

Targets and Indicators:

- Revisions and additions to targets are required to make them more achievable and meaningful.

Alternative Policy Approach:

Replace Policy Approach 6 ***'Consider a return to the tradition of urban parks.'*** with ***'Improve the quality of urban parks so that they contribute fully to the functionality of GI in the area.'***

And:

'Protect and maintain public and (where appropriate) private green infrastructure that makes a positive contribution to local needs - biodiversity, social, heritage, or environmental. Consider the release of sites that do not contribute to these needs subject to raising the quality of other sites in the area.'

Key Actions 46

- Consider alternative policy approach;
- Revise/add to targets to make them more achievable and meaningful.

Policy Option 23 - Ensure that the green infrastructure network is joined up

5.61 The majority of respondents suggested that a mix of all Policy Approaches should be employed for Policy Option 23. As part of this

approach, the Woodland Trust argue it is particularly important to create new habitat to reconnect biodiversity habitats which have become fragmented. This should make the countryside more permeable to wildlife helping it adapt to climate change. Others also reinforced the importance of wildlife corridors and ensuring that the green infrastructure network is joined up. In particular, it was requested that this importance be recognised before final decisions are made on land allocations.

5.62 The Environment Agency has stated it would be helpful if this Policy Option included reference to restoring connectivity and facilitating fish passage within rivers. They state that the Water Framework Directive seeks the removal of all artificial barriers to fish migration, so all rivers within the region hold naturally self sustaining spawning populations of migratory fish by 2021.

5.63 Friends of the Earth suggested that support for this policy option needs to be combined with additional protection being provided to existing infrastructure such as wildlife corridors which are being compromised by planning applications. The argument was put forward that there is no value in seeking to join up a green infrastructure network if the integrity and quality of the existing network is being degraded at the same time.

Core Strategy Key Themes 49

Policy Option 23 - Ensure that the green infrastructure network is joined up

- Joined up Green Infrastructure Network;
- Create new habitat to reconnect biodiversity habitats which have become fragmented;
- Importance of joined up GI network should be recognised in LDF before final decisions are made on land allocations;
- Restore connectivity and facilitate fish passage within rivers;
- Support for policy option should be combined with additional protection for existing infrastructure such as wildlife corridors.

Targets and Indicators:

- Revisions and additions to targets are required to make them more achievable and meaningful.

Key Actions 47

- Consider additions to policy approaches;
- Revise/add to targets to make them more achievable and meaningful.

Policy Option 24 - Ensure that policies have regard to the economic, social and environmental benefits of green infrastructure

5.64 The majority of respondents suggested a mix of all Policy Approaches for Policy Option 24. As part of this approach, the Woodland Trust state well planned green infrastructure forms an integrated network which maximises the environmental, social and economic benefits which it can provide. Natural England suggest a mix of all the policy options will provide economic, social and environmental benefits but that it is particularly important that communities appreciate the benefits of green infrastructure in terms of healthy activities, environmental enhancements and safe active transport.

Core Strategy Key Themes 50

Policy Option 24 - Ensure that policies have regard to the economic, social and environmental benefits of green infrastructure

Benefits of Green Infrastructure:

- Mix of all Policy Approaches;
- Well planned GI provides environmental, social and economic benefits;
- Important to note GI benefits such as healthy activities, environmental enhancements and safe active transport.

Alternative Policy Approach:

'Sustainability to be at the core of design; with developments having a positive impact on green infrastructure taking into account implementation and long term management.'

Key Actions 48

- Consider alternative policy approach.

Policy Option 25 - Identify the functional role of green infrastructure

5.65 The majority of respondents suggest a mix of all Policy Approaches should be employed for Policy Option 25. As part of this approach, Natural England state that climate change and in particular flooding are key considerations in the Calderdale area and green infrastructure is one means of helping to address these issues. They go on to state that ecosystem services and the role that green infrastructure plays in the provision of these services needs to be incorporated into this policy option.

5.66 The Environment Agency raised issue with the need to mention the role of flood storage areas and the need to protect them. Comments were also received stating that flood mitigation and sustainable urban drainage schemes can create a variety of habitat such as wet grassland, ponds, fens and bogs as well as woodland. With this in mind, respondents wanted targets to include more habitats than just woodland.

5.67 The importance of managing existing woodlands was raised as an important issue. It was claimed that merely planting trees without this future management will lead to severely degraded and derelict woods. Calderdale Council is developing its own tree and woodland strategy and this should be referred to in future documents.

Core Strategy Key Themes 51

Policy Option 25 - Identify the functional role of green infrastructure

Functional Role of Green Infrastructure:

- GI plays important role in the provision of ecosystem services;
- Mix of all Policy Approaches;
- Climate change and flooding are key issues;
- Full range of functions should be referred to;
- Policy Alternative 1 should include the importance of managing existing woodlands;
- Policy Option 25 could be combined with Policy Option 20.

Targets and Indicators:

- Revisions and additions to targets are required to make them more achievable and meaningful.

Key Actions 49

- Consider combining Policy Options 20 and 25;
- Revise and add to targets to make them more achievable and meaningful.

SO6 - Historic Environment and Design

5.68 The consultation document suggests the following objective for the Historic Environment and Design: **"To protect and enhance the District's historic environment, and to ensure that new development helps to improve the local character and identity of Calderdale's built environment, and its communities, through high quality, inclusive design"**. There were no specific comments received about the wording or approach of the objective, however the following general comments were received.

- A clear commitment in strategy and policy should be made to implement, and more importantly maintain, Conservation Area Appraisals for the 13 areas that don't currently have them - the authority is required by law (Section 71(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990) to prepare and publish them;
- The term 'historic environment' includes undesignated heritage assets, not just designated ones; and
- The 'historic environment' includes below-ground archaeological remains which will be found within the historic cores of all Calderdale's historic settlements and should be archaeologically recorded in advance of destruction by development.

Policy Option 26 - Protect and enhance the historic environment

5.69 This policy option received support for all but one of the six potential options put forward. The policy option refers in the main to designated heritage assets, however undesignated heritage assets (such as archaeological remains that may be found during development) were mentioned as being important as well.

Core Strategy Key Themes 52

Policy Option 26 - Protect and enhance the historic environment

Option 1 - Reduce the number of heritage assets identified both nationally and locally as 'at risk'

- Support identified for this option.

Option 2 - Retain, update and reference a copy of the Record of Designated Assets for use by members of the public and the local authority in the preparation and assessment of planning applications

- Support noted; and
- The Core Strategy should not need to address this issue as the register of designated heritage assets will provide up-to-date records.

Option 3 - Have special regard to a heritage buildings's or area's special interest

- No support for this option. Comments refer to this being unnecessary within the Core Strategy due to requirements of PPS5.

Option 4 - Focus on the improvement and appraisal of existing conservation areas, over designating new ones

- Support noted, however a balance is required between protecting existing areas and designating new ones;
- Still a statutory duty to review boundaries of existing areas and ascertain whether new areas ought to be designated; and
- Important Conservation Area Appraisals are kept up to date.

Option 5 - Require applicants to demonstrate the benefits of a proposed development in relation to a relevant Conservation Area Appraisal

- Support noted for this option.

Option 6 - Have particular regard to local significance and acknowledge local distinctiveness such as the textile/industrial heritage of the district, non-conformist chapels and historic barns

- Support noted for this option; and
- Graveyards should be included.

Alternative options/approaches suggested:

- Include a reduction of the number of conservation areas on the 'at risk' register as a target in Table 6.1;
- Ensure adequate archaeological investigation/evaluation is carried out in advance of new developments;
- Policy needs to allow energy improvements in historic buildings and conservation areas to happen more easily;
- Should reference important natural features such as ancient and veteran trees which should be given strong protection from damage or destruction in line with PPS9 references; and
- Identify and set out a framework for the management of locally-important heritage assets.

Key Actions 50

- Consider how to integrate comments above into draft policy framework for the historic environment; and
- Liaise with the Conservation Team in drafting the policy framework.

Policy Option 27 - Promote high quality design in new development and existing public realm - design style

5.70 Only a few comments were received on this policy option, with the key choice of whether policy should support 'contemporary, innovative

design in appropriate areas', or to support 'more sensitivity towards traditional design'.

5.71 The comments received all supported the use of contemporary, innovative design in appropriate areas in the district. However most comments referred to the need to use both approaches dependent upon where within the district development is proposed, and the character of the surrounding area.

5.72 Other comments stated the key consideration should be accounting for the local context, and appropriateness. One objection was received to 'copycat' development, with sustainability, energy efficiency and innovation stated as the most important considerations of 'quality design' in new developments.

Key Actions 51

- Liaise with the Conservation Team in drafting policy framework.

Policy Option 28 - Promote high quality design in new development and existing public realm - design requirements

5.73 All four policy options proposed around design requirements received both support and objection, although few individual comments were received. Objection was based around the unnecessary burden placed on developers of the potential policy requirements.

5.74 The most popular option was to raise awareness of specific design issues through a more detailed design SPD (Option 4). The arguments against this approach were that this would inhibit contemporary and innovative design, and that as a council we should be encouraging diversity in new development, not uniformity.

5.75 The establishment of 'design review' for a certain size of development/location also had more than one expression of support. The

use of scale as a requirement to instigate a review was objected to on the basis that it is an inappropriate requirement to use.

Key Actions 52

- Investigate potential for a design review service and implementation options;
- Investigate potential for a detailed design SPD;
- Liaise with the Conservation Team in drafting policy framework.

Policy Option 29 - Improve the accessibility and safety of new developments

5.76 Few comments were received in relation to this policy option. Objections were received to options one (new housing to meet lifetime homes standards where practical), three and four (seek to exceed minimum accessibility requirements and car parking standards). One note of support was received for option three (accessibility requirements) and five (secured by design principles).

5.77 Specific reference was made to the urgent need to incorporate reference to the area's mining legacy. This should ensure that land is thoroughly investigated for potential mining legacy problems to ensure that future development is safe and stable.

Key Actions 53

- Draft policy framework.

SO7 - Transport

5.78 The consultation identified transport as a significant issue for the Core Strategy and suggested an objective which read '**To ensure the provision of a sustainable, safe and efficient transport system which reduces the need to travel**'. Comments on the objective were limited but the need to 'flag-up' the relationship between transport, planning and housing was noted.

Policy Option 30 - Ensuring places are properly connected

5.79 This policy option created reasonable amount of comment, however, most were generally in favour. General comments included the need to recognise the important role of waterways and towpaths and the opportunity to provide stations at Hipperholme and Elland should be grasped. There was also a comment that the car is important and we need to deal with our existing traffic 'hot spots'.

Core Strategy Key Themes 53

Policy Option 30 - Ensuring places are properly connected

Ensure new development takes advantage of opportunities to achieve new and improved infrastructure

- Gained wide support;
- New/ improved infrastructure should not include significant new road infrastructure as this usually creates 'knock-on' pressures elsewhere on the road network;

Ensure new development takes advantage of opportunities for increased usage of existing modes of sustainable transport

- Gained wide support;
- Would reduce the need for additional infrastructure; and
- Need to protect and improve existing services (rail).

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Locate development in fewer locations to provide a critical mass to help attract new funding, infrastructure and to support existing infrastructure.

- Created the most objection; and
- Others thought could aid infrastructure through developer contributions.

An alternative view was that the policy should not be overly restrictive on commercial/ industrial development.

Key Actions 54

- Assess highway infrastructure requirements of the 'preferred option' for the Core Strategy;
- Promote development near existing service centres/ transport hubs; and
- Support and improve the existing rail network.

Policy Option 31 - Increasing modal shift away from the private car

5.80 All of the policy options for increasing shift away from the car were generally supported. However, it was suggested the car should not be discounted as we need to encourage inward investment and deal with bottlenecks such as Hipperholme and Salterhebble. Other general comments included a need for cheaper public transport, businesses to contribute towards a subsidy of public transport costs and consider transport hubs.

Core Strategy Key Themes 54

Policy Option 31 - Increasing modal shift away from the private

car

Many supported a mix of the measures suggested to support modal shift, specific comments to individual approaches are included below;

All new developments must provide high quality cycling and walking facilities

- Considered unrealistic for all development to provide such facilities;
- Need to protect/ enhance redundant transport infrastructure for walking/ cycling

Encourage improved park and ride facilities

- Not considered viable;
- Increase parking at rail stations;
- Mytholmroyd could act as a park and ride to alleviate traffic in Hebden Bridge; and
- If park and ride is proposed its effects on the strategic road network need to be assessed

Key Actions 55

- The draft policy needs to consider a range of opportunities to promote a modal shift;
- Consider where new development could provide explicit community benefits for transport; and
- Consideration if Park and Ride facilities are feasible;

Policy Option 32 - Reducing the need to travel

5.81 The policy options aimed at reducing the need to travel created

mixed comments with some considering them to be admirable but unrealistic as people will travel for better opportunities.

Core Strategy Key Themes 55

Policy Option 32 - Reducing the need to travel

All the options got some support however specific comments are provided below;

All new development to provide a mix of uses to help reduce the need to travel

- Admirable but unrealistic for ALL major development;
- Needs to be able to sustain a wide range of uses such as shops, post office etc; and
- Approach may stifle the development of existing employment sites

New development should be located in areas with deficiencies in order to increase the number of facilities reducing the need to travel

- Admirable but lack of information as to how this would work, may also contradict other spatial policies in the LDF;
- Support as it will help to connect residents, visitors and communities to sustainable means of access;

New developments should incorporate some live/work units to reflect the greater numbers expected to work from home

- LDF should promote working from home.

Key Actions 56

- Any policy should not prescribe that all major development has to provide a mix of uses;
- Consider where new development could provide explicit community benefits for transport; and
- Provide a policy framework which encourages home-working

SO8 - Communities and Narrowing the Gap

5.82 This was a new objective introduced in the Refined Issues and Options consultation to pick up on the Council and its partners priorities and reflect parts of national Planning Policy Statement 1: Delivering Sustainable Development (PPS1) which aim to reduce inequalities. The suggested objective was '**Work to ensure that the differences in health, quality of life and economic prosperity between different communities in Calderdale reduce**'.

5.83 Discussion on this issue was limited but some useful comments were made. These comments mostly concerned issues with transport, health, waterways and areas of deprivation.

Core Strategy Key Themes 56

Policy Option 33 - Work to ensure that the differences in health, quality of life and economic prosperity between different communities in Calderdale reduce

General comments on the policy options were;

- No mention of transport options;
- Need to prioritise funding for green spaces in deprived areas;

86 Objectives and Policy Options

5

- Improve opportunities for walking and cycling - they don't have to be the whole journey (bike sheds and bus stop sites);
- Include communal growing spaces; and
- Provide a spatial definition of where the priorities should be focused.

From the policy options suggested *'Encourage the healthy regeneration of the district by providing opportunities for physical activity, for instance encouraging the development of safe, attractive walking and cycling routes, and 'Seek developer contributions and other funding sources to enhance communities deficient in infrastructure'* were the most supported.

Key Actions 57

- Identify the main areas of deprivation in Calderdale and what are the key improvements required; and
- Make transport and green spaces more explicit within a draft policy;

6 Minerals and Waste Policy Options

Introduction

6.1 The Minerals and Waste Objectives and Policy Options document provided supporting information for the minerals and waste strategic objectives contained in the Core Strategy Refined Issues and Options document. Each objective was supported by potential policy options for the Core Strategy with the aim of meeting the objectives. Potential targets and indicators were also included for comment as they represented a possible monitoring framework.



Have your say on the future development of your area

Minerals and Waste Objectives
and Policy Options

January 2011



6.2 There were 165 separate comments made directly to this document from a wide range of individuals, groups and agents. The comments were wide-ranging with many conflicting views. The remainder of this chapter looks at the main themes and considerations for the Core Strategy from the comments received to the Minerals and Waste Objectives and Policy Options document.

SO9 - Minerals

General Comments

6.3 A number of consultees felt the document was too technical and difficult to understand. There were a number of responses which focused on coal, and the legacy of mining activity in the district. Other themes included constraints to be considered when defining Mineral Safeguarding Areas (MSAs), and the restoration of quarries. Some consultees were concerned as to future policies on disused quarries. The Coal Authority commented on the surface coal reserves within the district, and emphasised the role clean coal is expected to play within the overall energy mix in the future, as well as the

need to ensure the electricity supply is reliable and secure.

Minerals Objective - SO9

6.4 The original objective read as follows : **"To ensure a sufficient and sustainable supply of minerals, having regard to the need to encourage the efficient use and recycling of minerals, minimising the environmental and social impacts of mineral workings, and promote restoration of mineral sites that provide a beneficial after use"**. One consultee offered an alternative, which read as follows: *"To ensure a sufficient and sustainable supply of minerals including through 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."* This was felt to be more in line with MPS1 than the proposed objective. Others wanted clarity as to whether this would be taken forward as policy in the Core Strategy; if so it would be supported in part, but it needed to refer to mineral safeguarding.

Compliance with National Mineral Planning Guidance.

6.5 It was suggested that in order to meet the requirements of MPS1 and MPG3 the Core Strategy needs to include a Mineral Safeguarding Area (MSA) covering the extent of the geological surface coal resources. Support was evident for the prior extraction of minerals where sterilisation would otherwise occur from built development, alongside including policies for assessing energy mineral proposals (e.g. Surface coal). The Core Strategy should also include strategic mineral site allocations, appropriate policies for restoration and aftercare, and refer to the potential for coal resources to provide energy through new technologies relating to methane extraction, and include suitable flexible policies when considering such proposals. The Minerals Policy approaches need to be co-ordinated with the general development strategy.

New Development and Mineral Sterilisation

6.6 Mention was made of MPS1(para 13) and MPG 3 (para 22), which

refer to avoiding the unnecessary sterilisation of mineral (incl. Coal) resources through non-minerals development. Furthermore, it was stated they encourage the extraction, where practicable, of minerals (incl. Coal) in advance of developments that would otherwise sterilise the resource. To be consistent with national mineral policy, the Core Strategy should acknowledge that as part of taking forward any development/redevelopment proposals within the surface coal resource area, it will be necessary for any sterilisation effects on the coal resource to be considered, as well as whether prior extraction would be appropriate. The Coal Authority would be seeking prior extraction of resources should this possibility arise.

Mining Legacy and Ground Instability

6.7 It was felt the Core Strategy should refer to the range of potential public safety issues relating to the legacy of coal mining. Some consultees indicated that although mining legacy issues are generally benign in nature, potential public safety and stability problems can be triggered and uncovered by development. Examples included the collapse of shallow mine workings and mine entries, gas emissions from coal mines, spontaneous combustion, transmission of gases into adjacent properties, coal mining subsidence, and water emissions from abandoned coal mines. Such hazards may currently exist, be caused by development, or occur at some point in the future. PPG14 is considered to contain the science and best practise as to how to safely treat unstable ground. Appropriate policies should require new development proposals to take account of any risks associated with coal mining legacy and include suitable mitigation measures to address them. It was stressed that land instability and mining legacy issues need not prevent development, and at the same time, development could offer the opportunity to appropriately treat any existing hazards to the benefit of local communities and in the interests of sustainability and public safety.

Re-opening abandoned / dormant quarries

6.8 Some consultees expressed concern over any policy which would allow the re-opening of abandoned or disused quarries, especially as many are now surrounded by conflicting uses (for example housing, schools

etc), and the road infrastructure that surrounds some (such as Pond Quarry, Lightcliffe Road, Brighouse) is not considered suitable for the HGV's, which could lead to road repairs that placed additional strain on the Council's resources. Other concerns were the protection of infrastructure, such as gas or water mains, health problems that could potentially arise from mining, including the environmental effect of venting methane. One comment suggested that such impacts would be more acute if they were to be re-opened for quarrying as distinct from solid waste disposal.

6.9 There were concerns about the disused quarries not included in Table 1.2. Some urged the Council to use its powers to prevent owners of long dis-used quarries in highly developed residential areas from re-opening them, or at the very least require a formal consultation process with all residents and small businesses within a certain radius of the site. It was emphasised there needs to be a clear distinction between those quarries located in isolated areas, and those that are in highly built-up areas; therefore all quarries should be assessed individually, as to whether they should be left dormant, re-opened or filled taking into account the surrounding uses, traffic impacts, safety, environmental impacts, health impacts, and working practises.

Geological & Resource Information

6.10 The Coal Authority require the Council to use the GIS data of the surface coal resources to supplement the BGS data as the starting point for defining coal MSAs. It was suggested the entire surface coal resource be identified as an MSA, as well as existing worked sites which may still have workable reserves that could be extracted with modern techniques. MSAs were considered as a long term planning tool which should safeguard the entire surface coal resource since some areas may become economically viable during the plan period and beyond. It was pointed out that English Heritage and BGS are carrying out a survey of historic sources of building stone across the region together with an analysis of the key buildings and areas where that stone has been used. There may as a result of this, be other sources of building stone which the plan ought to safeguard in line with the advice in MPS1.

Other Comments

6.11 The National Grid highlighted the fact it is their policy to retain existing overhead lines in-situ, because of the strategic nature of the national network and because they do not own the land on which their pylons are located. There are also statutory electrical safety clearances to take into account. Should any sites be taken forward as a minerals site within these areas, the operators should be made aware of these issues in relation to the National Grid. There was also reference concerning venting and flaring of gas in relation to mineral extraction and the potential impact on aircraft in the vicinity. Any planning permission granted would need to establish whether such releases of gas would constitute a potential danger to aircraft, and in instances where this would be the case, the relevant bodies need to be made aware of this.

Core Strategy Key Themes 57

Minerals Objective

- Needs to refer to safeguarding;

Mining Legacy

- Refer to potential public safety issues;
- Include policies to take account of mining legacy;
- Need not prevent development and can often assist in resolving existing hazards;

Abandoned / Dormant Quarries

- Some surrounded by housing, schools etc;
- Unsuitable road infrastructure;
- Council should prevent re-opening of these or at least formally consult local residents & business;
- Assess each individual quarry as to suitability;

Geological & Resource Information

- Use the Coal Authority Surface Coal Resources GIS information;
- English Heritage / BGS historic building stone study should provide additional data.

Key Actions 58

- Refer to Mineral Safeguarding in the Objective;
- Consider how to deal with Mining Legacy Issues;
- Consider policy to deal with abandoned / dormant quarries

Safeguarding Different Minerals

6.12 There was an agreement from some consultees that the Core Strategy needed to safeguard Building Stone, Brick Clay, and Surface Coal.

Designating Mineral Safeguarding Areas / Amendments to the Existing Safeguarded Area

6.13 MPS1 (para13) requires Calderdale to define MSAs in Local Development Documents, in order that proven resources are not needlessly sterilised by non mineral development, and that where non-mineral development occurs within the MSA, prior extraction of the mineral resource is encouraged. Some consultees objected to any constraints including Urban Areas being applied when designating MSAs, since this would lead to the continued sterilisation of mineral resources which could otherwise be extracted prior to regeneration or redevelopment taking place. National policy does not set any site size thresholds for applying considerations, nor does it advocate the removal of any urban areas or other constraints. Some considered applying constraints when designating MSAs would

make the Core Strategy fundamentally unsound, adding that urban regeneration and new development proposals offer the potential for mineral resources to be extracted prior to regeneration, which can and has taken place in urban areas at very small scales (the smallest example given was 0.3ha), and in a matter of weeks. One comment asked if it would be beneficial to reduce the extent of the existing Minerals Area of Search.

6.14 It was acknowledged there was a need for some form of sifting criteria to enable the MSA policy to be effectively carried out, one suggestion was rather than constraints, certain kinds of application (e.g. Householder development) would be exempt from the need to consider prior extraction. It was felt such a proportionate approach would assist in successfully implementing a MSA policy. The Coal Authority commented they are seeking a policy to require prior extraction in relation to all development proposals in the area of surface coal resources without the use of sifting criteria, but recognised the difficulties in making this requirement feasible in the Development Management process. Prior extraction was suggested to be one of the most economically viable methods of removing potential land instability problems caused by past mining activity at shallow depth. It was stated that designating a MSA was only half the process to safeguard the mineral resources, the other part is ensuring an effective and justified evidence led policy which provides the implementation mechanism and gives a practical application of the MSA, ensuring the least amount of minerals are sterilised.

MSAs, Working Mineral Sites, Buffer Zones.

6.15 Some consultees felt working mineral sites should be included in MSAs, and that buffer zones should be applied to MSAs; others objected to the application of buffer zones, as MPS2 (paras 24-29) gives protection for the proximity of mineral workings to communities, and these measures are considered to give appropriate safeguarding and enables the correct level of controlling and mitigation without sterilising reserves.

MSAs and Other Planning Designations

6.16 More than one consultee felt urban areas should be included within

MSAs, others felt that none of the proposed constraints should prohibit the designation of MSAs, especially urban areas where shallow coal reserves exist. Other consultees both endorsed the proposed list of constraints, and suggested adding Historic Parks and Gardens, water abstractions, springs, rivers, other surface water features, Local Wildlife Sites and Biodiversity Action Plans priority habitats. The use of PPS25 was recommended in order to identify any mineral sites which may be affected by flood risk. The inclusion of SSSIs was welcomed as a constraint. The proposal not to include Special Areas of Conservation (SAC) and Special Protection Areas (SPA) was also supported due to their existing high level of protection, which would likely prevent mineral working taking place anyway. The need for consistency with neighbouring authorities was highlighted, especially as some constraints (e.g. SSSIs) would cross authority boundaries.

Core Strategy Key Themes 58

Mineral Safeguarding Areas - General Comments

- The Core Strategy should Safeguard Building Stone, Brick Clay & Surface Coal resources;
- Working mineral sites should be included in the MSA;
- Mixed views on applying Buffer Zones to MSAs.

Constraints

- Urban Areas should be included in MSAs;
- Make certain types of application exempt from considering prior extraction;
- Suggested additional constraints:
 - Historic Parks and Gardens;
 - Water abstractions, springs, rivers, other surface water features;
 - Local Wildlife Sites;

- Biodiversity Action Plan Priority Habitats;
- Need to be consistent with neighbouring authorities.

Core Strategy Key Themes 59

Mineral Safeguarding Areas - Original Policy Options

MW1 - Mineral Safeguarding Area (1)

1. Mineral Safeguarding Areas (MSA) should ensure areas of proven resources are not sterilised through other development. The extent of MSAs should be identified on the key diagram.
2. Prior extraction should be encouraged where possible where non mineral development is permitted within MSAs;
3. MSAs should incorporate working mineral sites;
4. MSAs should incorporate facilities which are used for processing secondary and recycled aggregates;
5. Buffer zones should be drawn around the mineral resource to further protect both mineral and non mineral development.

MW2 - Mineral Safeguarding Area (2)

1. Mineral Safeguarding Areas (MSA) should ensure areas of proven resources are not sterilised through non minerals development. The extent of MSAs to be identified on the key diagram.
2. Where non mineral development is permitted within MSAs, prior extraction should be encouraged where possible unless it is evident the resource is of no economic value;
3. Working mineral sites and facilities which are used for processing secondary and recycled aggregates are not required to fall within

the designated MSA since the MSA would not add any protection to the working site;

4. The MSA boundary should reflect the extent of the mineral resource.

Policy Options Comments

Some consultees were pleased that both policy options concerning MSAs included references to prior extraction, although some expressed a preference for point 4 of policy option MW2, since it did not appear to consider urban areas as a constraint. The same consultee also supported policy option MW1 which included working mineral sites and facilities within MSAs. Some felt a mix of both MW1 and MW2 would be preferable, with points 1, 3, and 4 from MW1 and points 2 and 4 from MW2.

- Specific support for MW1 points 1, 3 and 4
- Specific support for MW2 points 2 and 4

Key Actions 59

- Safeguard Building Stone, Brick Clay and Surface Coal;
- Reconsider list of constraints;
- Need to be consistent with Neighbouring Authorities;
- Consider how to include preferences expressed in a MSA policy.

Site Allocation Approaches.

6.17 Although the main focus of the Minerals element of the Core Strategy is concerned with designating Mineral Safeguarding Areas (MSAs), there were some options put forward that encouraged discussion of site allocations. MPS 1 offers 3 different levels of site designation; 'Specific Sites', 'Preferred Areas', or 'Areas of Search'. One consultee did not

express a preference, as long as any site allocation policy was sufficiently flexible to cater for changing circumstances during the period of the plan, particularly in relation to energy minerals. Others commented despite a greater degree of confidence which results from identifying specific sites, even allowing for landowners support, significant environmental constraints could still prevent development. There was some support for the 'Area of Search' approach, especially concerning coal, since coal mining companies have found viable seams outside even 'Preferred Areas of Search'. It was felt that only with detailed analysis at a given location can the true knowledge of depth and quality of the seams be understood.

Core Strategy Key Themes 60

- Allocation policies need to be flexible to cater for economics of mining;
- Even identifying specific sites does not guarantee development;
- Some support for the 'Area of Search' Allocation.

Site Allocation Policies

Core Strategy Key Themes 61

Site Allocations - Original Policy Options

MW3 - Site Allocation Policy Options (1)

1. Specific sites will be identified and any proposals for new or extended sites within these will be subjected to a criteria based policy, including conditions for a sites restoration and aftercare;
2. Preference will be given to the extension of existing operations as opposed to developing new sites;

3. Proposals involving the processing of secondary and recycled aggregates will be encouraged wherever possible in order to reduce reliance on primary extraction;
4. Within Calderdale, Minerals related transport should seek to make full use of sustainable forms of transport.

MW4- Site Allocation Policy Options (2)

1. Preferred areas will be identified and each proposal for new or extended sites within these will be subjected to a criteria based policy, including conditions for a sites restoration and aftercare;
2. Preference will be given to the extension of existing operations as opposed to developing new sites;
3. Proposals involving the processing of secondary and recycled aggregates will be encouraged wherever possible in order to reduce reliance on primary extraction;
4. Within Calderdale, Minerals related transport should seek to make full use of sustainable forms of transport.

MW5 - Site Allocation Policy Options (3)

1. Areas of Search will be identified and any proposals for new or extended sites within these will be subjected to a criteria based policy, including conditions for a sites restoration and aftercare;
2. Preference will be given to the extension of existing operations as opposed to developing new sites;
3. Proposals involving the processing of secondary and recycled aggregates will be encouraged wherever possible in order to reduce reliance on primary extraction;
4. Within Calderdale, Minerals related transport should seek to make full use of sustainable forms of transport.

Comments on Policy Options

- Some consultees felt that policy option MW3 was the preferred option in that it was the closest to reflecting the requirements of

MPS1. Others that indicated a specific preference referred to policy option MW5, especially in relation to coal, since viable seams have been found outside areas of search in other parts of the country, meaning options MW3 and MW4 would allocate too smaller an area.

- Others did not express a preference, but welcomed that proposals for new or extended sites would be subject to a criteria based assessment, although this was on the condition for some that it included a transport impact as a key criterion. Whilst the use of sustainable modes of transport for minerals is preferred, there was limited scope for its application within Calderdale. Some respondents felt that different options may be appropriate for different minerals. An example was given re Coal, since the economics of extraction are determined by the international price of coal, which varies over time; therefore it is difficult to identify specific sites in a long term plan, especially on a resource that at certain times may be uneconomic but which at other times may become highly economic.

Summary of Policy Options Comments:

- Support for MW3, as it reflected MPS1;
- Support for MW5 as evidence of viable resources outside of 'Preferred Areas' (MW4) and allows for changing economic circumstances;
- Support for a criteria based policy, provided transport is a key criterion;
- Limited scope for sustainable mineral transport in Calderdale;
- Different options may be suitable for different minerals.

Key Actions 60

- Needs to be flexible enough to account for changing economic circumstances;
- Consider how to accommodate support for Specific Site and Areas of Search allocations;
- Needs to consider transport as a key criteria.

Restoration of Mineral Sites

6.18 There was a suggestion for alternative wording with regards the restoration section (para 1.60): *"Restoration should be carefully designed for maximising biodiversity gain with appropriate high value habitats created such as heather moorland, unimproved grassland, wetlands, and woodlands."* More than one consultee emphasised the biodiversity benefits that can be achieved through mineral restoration, and encouraged restoration in a manner that contributed to local Biodiversity Action Plan targets and Green Infrastructure Strategies. The need to ensure long-term management agreements were in place was highlighted, especially where habitat creation takes place as it would need to be maintained in a favourable condition. The recognition that restored mineral sites can serve a number of different functions including nature conservation and habitat creation, recreation and agriculture was welcomed, as well as the contribution sites can make to green infrastructure.

6.19 Whilst it was acknowledged that any restoration schemes involving landfill would need to be strictly controlled, some consultees indicated that appropriately capped landfill sites can still have a beneficial after use. Restoration plans should be sustainable and take account of existing open space type and quality in the area, as well as adjacent land uses in order that the right restoration is happening in the right place. There was also reference to preserving geological features where these are present.

Core Strategy Key Themes 62

Restoration

- Should be carefully designed to maximise biodiversity gain;
- Make a contribution to Local Biodiversity Action Plan Targets and Green Infrastructure Strategies;
- Ensure long term management agreements are in place;
- Restored mineral sites can serve a number of different functions;
- Appropriately capped landfill sites can have a beneficial after use;
- Restoration plans should take account of the needs of the area;
- Geological features should be preserved.

Restoration Policy Options

Core Strategy Key Themes 63

Restoration - Original Policy Options

MW6 - Restoration Policy Options (1)

1. Restoration of sites should reflect the priorities within the Local Biodiversity Action Plan and other local biodiversity strategies;
2. Restoration plans should aim to be in accordance with any relevant landscape scale priorities;
3. Any agreements should secure at least 5 years aftercare management of the site.

MW7 - Restoration Policy Options (2)

1. Restoration of sites should promote opportunities to enhance the overall environment and leisure opportunities.
2. Aftercare agreements should be agreed on a case by case basis dependent on the nature of the restoration scheme.

Comments

- It was felt important that in the interest of communities and mineral operators maximum flexibility was built into any restoration policy, in some instances this meant option MW7 point 1 was supported, as some regarded that it encompassed points 1 and 2 of MW6, although if biodiversity and landscape scale priorities were particularly relevant, point 1 of Option MW7 could be extended as necessary. Support for MW6 was evident, but it was suggested the aftercare agreements should have a longer timescale, 20 years was recommended. Alternatives were proposed, one including elements of both policy options, points 1 and 2 of MW6, and point 2 of MW7, with an additional point which read *"Restoration of sites should seek to enhance Calderdale's Green Infrastructure, including opportunities for nature conservation, recreation and agriculture where appropriate"*.
- Other views suggested as the main aim of restoration was to leave a lasting positive legacy on the locality, whether this should focus on the delivery of biodiversity strategies or leisure opportunities was dependent on the needs of the locality. This means an open flexible, case by case policy approach was preferred, including the length of aftercare agreements. An amalgamation of policy options MW6 & 7 were in this instance seen as the preferred option.

Summary of Policy Options Comments:

- Should be flexible;
- Support for MW7 point 1, with an option to extend this to take account of MW6 points 1 and 2;
- Support for MW6, but needed a longer aftercare agreement;
- Support for having a policy consisting of MW6 points 1 and 2, MW7 point 2, and an additional point concerning Green Infrastructure;
- Support for an amalgamation of MW6 & MW7.

Key Actions 61

Restoration Policy

- Needs to be flexible enough to respond to local needs;
- Consider how to accommodate specific reference to biodiversity, landscape priorities and Green Infrastructure;
- Consider how to include a suitable criteria concerning aftercare agreements.



SO10 - Waste

General Comments

6.20 Many comments related to specific issues which are discussed in the following pages; however there were a few 'general comments' on the waste objectives and policy options consultation. Although it was felt the methods and data sources used to calculate the waste management requirements were reasonable and thorough, the level of detail was found to be a little counterproductive mainly because there is so much change in the waste industry and it is difficult to keep waste information current. Whilst the plan is for Calderdale, consultees needed an explanation about how facilities would interact with those in neighbouring authorities. Others felt the document did not make clear how much waste that originates in Calderdale is managed in Calderdale, and it was unclear how the strategy will improve on the whatever these current levels are. Consultees were pleased to note the need for greater recycling, recovery, and treatment capacity in relation to Municipal Solid Waste (MSW) and Commercial and Industrial Waste (C&I) waste has been recognised, in line with the forecast for a greater proportion of the Borough's waste to be treated in future years.

Municipal Solid Waste (MSW) Arisings

6.21 Some consultees agreed with the forecast Municipal Solid Waste (MSW) growth rate (remaining static or with a slight increase), which would most likely be linked to a rise in population; however there was a request that the methodology behind the MSW calculations be clarified.

Commercial and Industrial (C&I) Waste Arisings

6.22 The method used to predict Commercial and Industrial (C&I) waste arisings was considered reasonable by some, but there was a need to treat any forecasts with caution, due to economic and technological factors.

Construction, Demolition, Excavation (CD&E) Waste Arisings

6.23 It was suggested that as increases in housebuilding and economic activity could generate more waste, there is a need to consider the increased recycling rates and resulting impact on waste facilities to deal with this. Some consultees felt that a large proportion of Construction waste is dealt with on site. Others were of the opinion that CD&E waste not segregated either ends up in landfill, or in some cases is fly tipped; therefore facilities which help smaller construction firms divert waste from landfill could be beneficial. The impact of the recession should be taken into account when considering the level of facilities that may be required in the plan period.

Hazardous Waste Arisings

6.24 The Environment Agency commented their Hazardous Waste database has recently been updated to include 2009 data, and this will provide further information on the levels of Hazardous waste.

Agricultural Waste Arisings

6.25 It was considered this waste type is generally dealt with either on site or in the C&I waste stream; however it was recommended that policies take account of new types of agricultural waste facilities such as Anaerobic Digestion. In addition, even if no provisions are made now, it was suggested policy still recognises there may be a need for such a facility in the future.

Core Strategy Key Themes 64

Summary of Waste Arisings

General

- Calculations reasonable and thorough;
- Level of detail sometimes counterproductive;

- Need to explain cross border impacts;
- Need for greater capacity recognised;

Municipal Solid Waste

- Agree growth rate forecast;
- Clarify methodology behind MSW calculations;

Commercial and Industrial Waste

- Reasonable calculations but treat with caution;

Construction Demolition and Excavation Waste

- Impact of recession needs taking into account;
- Consider needs of smaller construction firms;

Hazardous Waste

- New data available for next consultation;

Agricultural Waste

- Generally accounted for in the C&I data;
- Consider on farm technology such as Anaerobic Digestion;

Key Actions 62

- Data and methodology need presenting in a clear format;
- Discuss cross border impacts
- Consider impact of recession;
- Use new available data;
- Consider impact of new technologies on policies.

Existing Landfill Capacity

6.26 The Environment Agency commented they now have 2009 data on landfill capacity. There was support for proposing to include Development Management policies limiting additional landfill sites, and strict controls on any proposed landfill operations. Given the number of quarries within the district, it was considered unlikely there would be a need to seek additional capacity outside of these. With appropriate capping of inert waste, it was felt sites can be restored to a beneficial after use, contributing to Green Infrastructure.

Existing Transfer, Recycling, Recovery and Treatment Capacity

6.27 There were a number of comments relating to the Household Waste Recycling and Transfer site at Eastwood near Todmorden. The objections to the site concentrated on its proximity to housing, and the argument that if the site were to be proposed now it would be refused as it contravenes all European and National criteria for waste transfer stations. Other concerns surrounded the potential impact on the water quality in the River Calder, the historic environment, and the traffic impact.

6.28 In terms of general comments on transfer, recycling, recovery and treatment capacity, some consultees agreed that maximum permitted capacity did not often reflect the maximum operational capacity of facilities. In terms of the capacity scenarios presented, it was suggested that an average of inputs is more a reflection of the economic situation rather than the operational efficiency of the waste facility, compared to the other scenario (maximum operational capacity is 80% of maximum permitted capacity) which would give a better idea as to how much waste a facility is able to handle. The 80% capacity scenario was also supported by another consultee. It was pointed out that looking at the amount of waste handled can help identify sites that may no longer be operational.

Existing Metal Recycling Sites

6.29 The consultation document proposed to remove the Metal Recycling capacity from the available capacity for MSW and C&I waste. Comments

appeared to support this approach, in that metal recycling is a specialist activity and therefore best kept separate from C&I data, especially as waste metals often move through more than one permitted treatment facility during processing, resulting in a risk of double counting the waste.

Existing Waste Water Treatment Capacity

6.30 Comments indicated that the capacity or need for additional facilities of this type were largely dependent on the scale of additional housing delivered by the plan.

Summary of Capacity Scenarios

6.31 A comment was made that it would be useful to know which permitted sites the figures used in tables 2.20 (Capacity of Recycling / Recovery Facilities) and 2.21 (Capacity of Treatment Facilities) referred to. It was pointed out that some of the facility types in the tables usually specialise in a small number of waste streams, therefore the capacity indicated would not be suitable for all types of waste. Concern was expressed that it appeared arbitrary to conclude the capacity figures could support a long term policy and site provision, and the plan should have much more flexibility built into it.

Core Strategy Key Themes 65

Capacities

Landfill

- New data on Landfill Capacity available;
- Quarries could provide additional landfill sites;
- Appropriately capped landfill can be of benefit to Green Infrastructure;

Transfer, Recycling, Recovery and Treatment

- Objections to the continued use of the Eastwood site;
- Permitted capacity not often a reflection of the operational capacity;
- New data now available for next consultations;
- Average Inputs more a reflection of economic activity than operational efficiency;
- The 80% of permitted capacity scenario would give a better idea of operational capacity;

Metal Recycling Sites

- Keep capacity separate from C&I;

Other comments

- Useful to identify which sites the figures referred to;
- Some of the capacity would not be suitable for different types of waste;
- Concern that arbitrary figures would be used to support long term policy;
- Policy needs to be more flexible.

Key Actions 63

- Use new available data;
- Consider objections to Eastwood;
- Consider comments on capacity scenarios;
- Separate Metal Recycling capacity from other capacity;
- Refer to specific sites;
- Analyse the types of waste the spare capacity would be suitable for;
- Build some flexibility into policies.

Summary of Future Recycling, Recovery, Treatment Capacity Needs

6.32 Consultees felt the assumptions made about required capacities were reasonable based on the data used, although since publication of the consultation document updated data has been released by the Environment Agency.

6.33 In order to achieve more landfill diversion and higher recycling and recovery rates, it was agreed that more capacity is required. However, an alternative view was any assumptions about the number of facilities required were prevented due to the theoretical nature of the data and out of date figures used, along with the fast changing technology and attitudes to waste and recycling. With this in mind, it was felt that a more flexible approach should be adopted which could provide facilities as and when they are required, by including a policy that supports the provision of additional facilities in principle.

Landfill Capacity Needs

6.34 Some consultees felt that rather than designating new sites, an alternative solution to supplying additional landfill capacity was through using old quarries. It was suggested if local quarries were encouraged to supply local stone where they could, this would provide additional landfill sites on an ad hoc basis. This would have to be achieved by encouraging the quarries to be worked over a quicker period of time, to free up the capacity and potential to act as a landfill site. One of the problems however, is that as the impacts of mineral workings (noise, dust etc) can lead to local opposition to quarrying, it was considered by some that quarries are effectively sterilised. It was commented that as waste is produced by us all, the quicker and more locally it is disposed of, the better for all. In order to support this approach, permissions and restoration conditions should be re-visited to consider if better use of the land, the mineral resources, and the after use could be achieved.

Zero Landfill Approach

6.35 The comments relating to a Zero Landfill approach were supportive,

and although it was suggested that it may not be achievable, it should still be used to assess potential needs. It was considered landfill should always be the last option chosen, and even then for residual waste only after all the value has been recovered. Others indicated that a zero landfill policy should be within reach by the end of the plan provided that recycling targets continue to be extended.

Transfer Capacity Needs

6.36 It was the opinion of some that existing transfer stations are likely to need further capacity to effectively deal with waste if more recycling is to be achieved. In particular, there was felt to be a need for more storage facilities in transfer stations, as more and more items are being sorted into more detailed waste groups for re-use, which it was suggested, would increase as time goes on. Therefore it was considered that provision for the expansion of existing operational sites should be made within the plan.

Core Strategy Key Themes 66

Future Capacity Needs

- Reasonable assumptions based on the data used;

Recycling, Recovery and Treatment;

- More capacity required;
- Changing technology and attitudes prevent assumptions about capacity needs;
- Flexible policy needed.

Landfill

- Zero landfill approach supported but may not be achievable;
- Inappropriate to provide new landfill sites;

- Landfill needs to be the last resort;
- Disused/worked out quarries could provide additional landfill capacity;

Transfer

- Existing transfer stations likely to need additional capacity;
- More storage facilities required to enable efficient sorting of waste;
- Plan should reflect the need for expansion of existing sites.

Key Actions 64

- Consider how to deliver additional capacity;
- Analyse needs of new technology;
- Review the potential of quarries to act as landfill sites;
- Consider the potential for a zero landfill approach;
- Analyse the need for additional transfer capacity.

Household Waste Recycling Sites and Transfer Stations

6.37 There were comments made about the Eastwood site, pointing to the fact the site is located in the middle of the community. It was considered extraordinary by some that there is no other location elsewhere that could be found which would allow Eastwood to close. It was felt this site contravened almost every policy on waste management at a UK, European, and local level, with houses in close proximity to the site. Those objecting to the Eastwood Site felt that it did not reflect the overall waste objective, and were disappointed that there was no discussion as to how existing facilities met the objective, and requested that an alternative site was found elsewhere. It was suggested the Eastwood site failed to meet many of the proposed locational criteria for new waste sites in the consultation

document, and concern over the impact increased recycling and recovery of waste will have in terms of increased activity at the site. It was requested that the Core Strategy recognises the unsuitability of the this Site, and this in turn is used to inform the Land Allocations and Designations plan, to identify sufficient sites that meet the waste objective in respect of the Todmorden/Upper Calder Valley residents.

6.38 Those commenting on general issues relating to this section recommended recycling sites and transfer stations should be located close to the main centres of population in order to minimise the need to transport waste and favour sustainable transport methods such as rail wherever possible.

6.39 Other comments strongly supported the need for new developments to be designed to maximise efficient segregation and collection of waste for recycling, and this should be addressed in the planning stage; although it was recognised that provision of such areas is difficult in relation to existing buildings. It was also stated that as further transfer facilities are likely to be required, well designed and maintained recycling sites need to be provided, as it was felt the typical supermarket recycling area is untidy, dirty, and not emptied enough to encourage use.

Core Strategy Key Themes 67

Household Waste Recycling Sites and Transfer Stations

Eastwood Site

- Objections to continued use;
- Objectors consider the site contravenes EU, National, and Local policies;
- No discussion as how the existing sites meet the proposed waste objective;

- Increased recycling will place additional strain on transfer sites such as Eastwood;
- Identify sites that meet the waste objective in terms of the Todmorden / Upper Valley residents;

General comments

- Recycling sites should be located close to main urban areas;
- Minimise the need for transport;
- Encourage sustainable transport of waste;
- Recycling areas should be designed into new developments;
- Recycling sites need to be well designed and maintained.

Key Actions 65

- Consider Todmorden / Upper Calder Valley needs;
- Analyse impact of increased recycling levels on HWRS and Transfer stations;
- Consider traffic impacts;
- Investigate policies on Waste Segregation and Separation in new developments.

Additional Facilities

6.40 The consultation document proposed two scenarios in relation to the number of additional facilities required; some felt these were too vague, and repeated the need for the Core Strategy to have a flexible policy that supports the provision of additional facilities in principle, which could provide facilities as and when they are required.

Landfill Facilities

6.41 A flexible approach was also recommended for landfill facilities,

with agreement that landfill should be limited in line with the waste hierarchy. In connection with this, there was support for the proposal for development management policies limiting additional landfill sites, with strict controls on any proposed landfill operations. Again it was felt there wouldn't be a need to seek additional landfill sites, as capacity could be made available through former mineral sites. Whichever approach is adopted, the need for flexibility was emphasised.

Location of New Facilities

6.42 The proposed list of location types used to identify sites for new waste facilities brought agreement from some consultees, as they were felt to be in line with PPS10. Additional comments referred to the need to bear in mind needs for on farm agricultural waste management, and that brownfield sites can have biodiversity value when natural regeneration has occurred. Sustainable transport was also considered an issue.

Safeguarding Existing Sites and Allocations

6.43 There were few comments on this section, instead nearly all the safeguarding comments were made on the policy options. However, it was considered prudent in either scenario to review existing permitted sites in detail before they were offered as safeguarded.

Planning Constraints

6.44 There was support for the list of proposed constraints in relation to the historic environment, Special Protection Areas (SPA), Special Areas of Conservation (SAC), Sites of Special Scientific Interest (SSSI), whilst others suggested adding water abstractions, springs, rivers and other surface water features to the list. It was also recommended local wildlife sites and Biodiversity Action Plan habitats should be included. Other comments supported the 'Broad Areas of Search' approach, however there was no justification for automatically including all existing operational sites, since it was a flawed assumption that all existing sites meet current policy and guidance on suitable locations. The final suggestion was that existing operational sites within 250m of housing are excluded from the Broad

Areas of Search.

Core Strategy Key Themes 68

Additional Facilities

- Numbers in the two scenarios too vague;
- Policy needs to be flexible and support additional facilities in principle;
- Limit landfill in line with waste hierarchy;
- List of locations in line with PPS10;
- Brownfield sites can have biodiversity value;
- Sustainable transport of waste supported;

Safeguarding Existing Sites and Allocations

- Review existing permitted sites before safeguarding;

Planning Constraints

- Support for proposed list of constraints;
- Suggested additions to the list:
 - Water abstractions, springs, rivers, other surface water features;
 - Local Wildlife Sites, Biodiversity Action Plan Habitats;
 - Proximity to Housing.

Key Actions 66

- Clarify additional requirements;
- Consider how to include flexibility in policy;

- Ensure policy is in line with waste hierarchy;
- Review existing sites;
- Review list of proposed constraints.

Core Strategy Key Themes 69

Policy Option MW8 - Broad Areas of Search (1)

1. The Core Strategy will identify Broad Areas of Search in order to direct applicants to the most appropriate areas the Council expect to see proposals for new waste management facilities.
2. The Broad Areas of Search will include existing allocated and operational sites.

Policy Option MW9 - Broad Areas of Search (2)

1. The Core Strategy will identify Broad Areas of Search and Safeguarded Sites in order to direct applicants to the most appropriate areas the Council would expect to see proposals for new waste management facilities.
2. 'Safeguarded Sites' will apply to existing operational and those RCUDP sites that continue to be suitable.

Comments on Policy Options

- There was evidence of support for Policy Option, MW8, although most of the comments emphasised that automatically safeguarding existing allocated or operational sites is based on the false assumption that all sites currently operating are in locations suitable for continued long-term use.
- There were many comments relating to Eastwood and policy MW8, putting forward the argument that as it is such an unsuitable site, safeguarding it would in effect reduce the potential for a more appropriate development on the site, in turn

- preventing the local community gaining the benefits of a more appropriate development.
- It was suggested the wording of policy option MW8 be changed so that existing operational sites within 250m of housing are excluded from the Broad Areas of Search, which it was argued, would meet recommendations made in a government research study. Inappropriately located sites cause so much environmental degradation in communities that never wanted them in the first place.
 - Other word changes recommended were to state that current waste transfer stations are too close to housing, and the distance at which existing operational waste transfer sites should not be included in the Broad Areas of Search should be determined according to current UK and European Legislation and common sense.
 - Many of the same comments were also submitted against policy option MW9, requesting the wording was amended to indicate that existing operational sites within 250m of houses would not be classed as safeguarded sites; failure to do this would direct waste developments to areas that are unsuitable for this use. Operational and previously allocated sites should be subject to review before being included in any Broad Areas of Search.

Key Actions 67

Broad Areas of Search

Investigate a Broad Area of Search policy following:

- A review existing sites;
- Consideration of the impact of safeguarding sites;

Core Strategy Key Themes 70

Policy Option MW10 - Location of New Waste Facilities (1):

1. Proposals for new waste management facilities will be required to lie within the Broad Areas of Search (which include Operational Waste Sites or Existing Allocations);
2. Priority should be given to brownfield industrial land within the Broad Area of Search;
3. Proposals that seek to complement existing activities will be encouraged;
4. Any proposals for waste management facilities outside the Broad Areas of Search will be required to show why the site is suitable compared to others within the Broad Area of Search;

Policy Option MW 11 - Location of New Waste Facilities (2):

1. Proposals for new waste management facilities will be required to lie within the Broad Areas of Search or within the Safeguarded Sites (Operational Waste Sites or Existing Allocations);
2. Priority should be given to existing waste allocations or brownfield industrial urban land within the Broad Area of Search and Safeguarded Sites;
3. Proposals that seek to complement existing activities will be encouraged;
4. Any proposals for waste management facilities outside the Broad Areas of Search or Safeguarded Sites will be required to show why the site is suitable compared to others within the alternative designations;

Comments on Policy Options

- There was evidence of support for Policy Option, MW10, although most of the comments emphasised that automatically safeguarding existing allocated or operational sites is based on

the false assumption that all sites currently operating are in locations suitable for continued long-term use.

- There were many comments relating to Eastwood and policy MW10, putting forward the argument that as it is such an unsuitable site, safeguarding it would in effect reduce the potential for a more appropriate development on the site, in turn preventing the local community gaining the benefits of a more appropriate development.
- It was suggested the wording of policy option MW10 be changed so that existing operational sites within 250m of housing are excluded from the Broad Areas of Search, which it was argued, would meet recommendations made in a government research study. Inappropriately located sites cause so much environmental degradation in communities that never wanted them in the first place.
- Other word changes recommended were to state that current waste transfer stations are too close to housing, and the distance at which existing operational waste transfer sites should not be included in the Broad Areas of Search should be determined according to current UK and European Legislation and common sense.
- Many of the same comments were also submitted against policy option MW11; with specific requests that the wording was amended to indicate that existing operational sites within 250m of houses would not be classed as safeguarded sites; failure to do this would direct waste developments to areas that are unsuitable for this use. Operational and previously allocated sites should be subject to review before being included in any 'new areas of search'.
- Further comments relating to both MW10 & 11 welcomed the inclusion of a policy to encourage co-location, and that in terms of flood risk, the guidance within PPS25 should identify any waste sites which may be affected by flood risk.

Key Actions 68

Location of New Waste Facilities

This policy option will need to be developed following further work on the Broad Areas of Search policy and will therefore require the following:

- A review of existing sites;
- Consideration of the impact of safeguarding existing sites.

- It was also felt waste facilities are better placed in bigger conurbations where there is already background noise and pollution, and some objected to facilities in the Upper Valley.
- The principle should be to recycle at source as far as possible.

Key Actions 69

Scale of New Facilities

Investigate developing a policy that:

- Minimises the need to transport waste;
- Offers a range of facilities within or adjacent to main urban areas.

Core Strategy Key Themes 71

Policy Option MW12 - Scale of New Waste Facilities (1)

1. The Core Strategy will identify Broad Areas of Search that could accommodate a small number of larger scale facilities within or adjacent to the main urban areas.

Policy Option MW13 - Scale of New Waste Facilities (2)

1. The Core Strategy will identify Broad Areas of Search that are dispersed throughout the district and could accommodate a range of different sized facilities.

Comments on Policy Options

- Some consultees expressed a support for policy MW12, whilst others did not have a strong preference but wished to see facilities located in a way that minimises the need to transport waste.

Core Strategy Key Themes 72

Policy Option MW14 - Protection of Environmental Resources (1)

Proposals for new waste facilities will be subjected to a list of criteria as follows:

- Protecting Water Resources;
- Land Instability;
- Visual Intrusion;
- Nature Conservation;
- Historic Environment and Built Heritage;
- Traffic and Access;
- Air Emissions;
- Odours;
- Vermin and Birds;

- Noise and Vibration;
- Litter;
- Potential Land Use Conflicts.

Policy Option MW15 -Protection of Environmental Resources (2)

Proposals for new waste facilities will be subjected to a list of criteria that ensure Locally and Nationally statutorily protected sites are not affected by any proposed development. A number of criteria which include these (and others) are suggested below:

- Protection of Calderdale's Rivers and Canals;
- Potentially Unstable Land;
- Conservation Areas, Listed Buildings, and Scheduled Ancient Monuments;
- Highway Capacity;
- Air Quality Management Areas;
- Pest control;
- Protection of local biodiversity, flora and fauna;
- Potential Land Use Conflicts;

Comments on Policy Options

- There were mixed views in terms of policy options MW14 and MW15. Whilst there was specific support for both, many of the comments proposed additions or amendments to the wording. Comments that supported MW14 pointed out that this seemed more likely to take very local conditions into account, particularly those affecting amenity which is becoming very important in the siting of new technologies.
- In one instance, a consultee felt MW14 was the preferred policy but wished to add the introduction from MW15. Those proposing amendments to MW14 suggested expanding the following bullet points: "Nature conservation - including protection of local biodiversity, flora and fauna" and "Historic environment and built heritage including conservation areas".

- Policy MW15 was preferred by some as it made explicit reference to protecting the important environmental assets, although it should also be amended to refer to ensuring important statutorily protected sites are not adversely affected by proposed developments (as opposed to simply being affected).
- Others that preferred MW15 proposed amendments to the introductory sentence to read "Proposals for new waste facilities will be subjected to a list of criteria that ensure Locally and Nationally statutorily protected sites and other significant constraints are not affected by any proposed development....."
- Other comments recommended the penultimate bullet point of MW15 be amended to read "protection of local biodiversity, geodiversity, flora and fauna", and an additional bullet point to read "Protection of landscape character".
- There was also comment that whatever the final policy, the first bullet point - water resources should be reworded to read "Protection of water resources and the natural water environment".
- It was proposed that Historic Parks and Gardens be added to the list of constraints against policy MW15.

Key Actions 70

Protection of Environmental Resources

Develop a policy from MW14 & MW15 taking the following into account:

- Ensure local conditions are taken into account;
- Consider impact of new technologies;
- Consider how to include suggested amendments and additions to list of constraints and policy wording.

Waste



Core Strategy Key Themes 73

Policy Option MW16 - Transportation of Waste (1)

1. The Core Strategy will ensure that new waste facilities are located within a short distance of the main highway network, in order to minimise the localised impact of waste transportation.
2. Whilst acknowledging the constraints to the sustainable transport of waste within Calderdale, any innovative approaches to the Sustainable transport of waste will be welcomed;

Policy Option MW17 - Transportation of Waste (2)

1. The Core Strategy will ensure that new waste facilities are located in order to minimise the traffic impacts of waste transportation;
2. Whilst acknowledging the constraints to the sustainable transport of waste within Calderdale, any innovative approaches to the Sustainable transport of waste will be welcomed;

Comments on Policy Options

- The comments received on these policy options all supported MW17. Reasons for the support included the reference to

"minimising the traffic impacts" as opposed to MW16 which was ensuring they were located in close proximity to the main highway network.

- Minimising the impacts of waste transportation when making location decisions was also seen as important by the Highways Agency. The same consultee did express concern over the impact the Bradford - Calderdale waste partnership initiative will have on the Strategic Road Network, since the route from Calderdale to the proposed site in Bradford is likely to entail use of the M606. However, they did acknowledge there will be some compensatory reductions in the movement of waste to landfill sites in Oldham, Bury, and Wakefield as a result of the waste partnership.
- Overall, any reduction in the need for landfill was considered to be of some benefit to the Strategic Road Network as it would remove some HGV movements from the Motorways each day, and policies in line with the waste hierarchy would support such a reduction in the transport of waste.
- Other comments supporting MW17 felt that it was preferable as it did not explicitly favour road transport.

Key Actions 71

Transportation of Waste

- Develop Policy Option MW17
- Place emphasis on minimising the traffic impacts;
- Ensure all policies are in line with waste hierarchy;
- Consider any sustainable transport options.

Core Strategy Key Themes 74

Policy Option MW18 - New Housing and Commercial Developments (1)

1. All new and converted residential, commercial and community developments should be designed with the increasing requirements for waste separation and segregation and storage in mind.

Policy Option MW19 - New Housing and Commercial Developments (2)

1. All major* new and converted residential, commercial and community developments are required to be designed with the increasing requirements for waste separation and segregation and storage in mind.

(* Major in this case could be considered to mean 10 or more dwellings, 1000sq metres gross of commercial floor space.)

Comments on Policy Options

- There was support for policy option MW18, and also a comment made that whichever policy was finally preferred, all new developments should be required to be built with adequate provision for waste segregation and storage which fits with locally available services.

Key Actions 72

New Housing and Commercial Developments

Develop policy MW18 whilst considering the following:

- How to secure the adequate provision of waste segregation and storage, which fits in with locally available services.



7 Young People

7.1 The Development Strategy Team worked closely with Children and Young Peoples Participation Project to try and get the views of young people into the Core Strategy. This involved a letter to all 104 schools within Calderdale, including the three private schools, together with follow-up phone calls, visits to schools and some young people attending the workshops. The Calderdale Young Inspectors also contributed by meeting and talking with other young people as well as producing a questionnaire to see what young people would like to see in the future.

7.2 During the consultation we got views from 8 schools through the school councils which included in excess of 200 young people. In addition 91 young people were surveyed through the work of the Young Inspectors Programme. The assistance of Children and Young Peoples Participation Project and the Young Inspectors together with the enthusiasm of the schools involved has been invaluable in helping get the views of young people in the consultation.

Young Inspectors

Introduction

7.3 A team of 8 Young Inspectors consulted with 91 children and young people through a survey about Halifax Town Centre, asked what young people liked and would change about their area on Facebook and also had a discussion amongst the Young Inspectors Team about Halifax.

Survey

7.4 The survey was undertaken with 15 different children and young people in McDonalds and Halifax Bus Station. The main themes which came out of the survey were that children and young people generally liked the town centre particularly because of the shops, there were no cars and it was a welcoming place. Most of the children and young people visited Halifax town centre to meet friends and family as well as for the shopping and food outlets. Whilst the town feels safe during the day many

thought the town unsafe on an evening.

7.5 When asked what they would change about Halifax town centre the 15 children and young people surveyed said they would like a bigger and better range of shops and other town centre uses, more car parking, safer on an evening and generally tidy and free of litter.

Core Strategy Key Themes 75

- Retain current ‘feel’ of Halifax Town Centre;
- Provide a bigger and better range of shops and other town centre uses;
- Increased car parking;
- Making the town feel safer whilst enhancing the night-time economy

Facebook pages

7.6 The Young Inspectors went on to their Facebook accounts and asked their fellow peers what they liked about their area and what they would like to see change in their area in 20 years time. Altogether views from 60 children and young people were received from across Calderdale.

7.7 The things the children and young people currently liked were very varied but the main types of things included; shops and food outlets, leisure facilities such as football fields and the new cinema being built, churches, the town hall, Calderdale College, the woods and river, housing, bus station and libraries.

7.8 The children and young people wanted to see a lot of changes in the future the main themes included; an improved bus station, more jobs opportunities, an improved range of shops and town centre uses, more sports and leisure facilities including improved play areas, improvements to the environment including more open spaces, nature reserves and trees, friendlier areas and to keep the library. There were conflicting views about

housing with some wanting more and others less.

Core Strategy Key Themes 76

- Protecting and enhancing the environment;
- Providing a bigger and better range of shops and other town centre uses;
- More opportunities for leisure and recreation;
- Providing more job opportunities;

Young Inspectors Discussion

7.9 The Inspectors had a discussion amongst themselves as young people living in Calderdale. These are the findings about Halifax town centre from the 16 who took part. The group liked the shops, food outlets and leisure opportunities available in the town centre they also liked the train station and cultural things to see and do such as the Piece Hall. However they also thought they needed more activities and shops for teenagers, that parking was not free, there were not enough jobs in the town centre, the town was not safe and they thought it was messy in the market.

7.10 The types of things the Young Inspectors wanted to see in 20 years time were very varied. Some of the main types of changes they wanted to see were; more open spaces and better pedestrian areas, more services and activities for young people and families, better places to eat, a safer, cleaner town centre with less anti-social behaviour and more police, more jobs, more car parking and more overnight accommodation.

Core Strategy Key Themes 77

- Need to enhance and increase open spaces and pedestrian areas in the town centre;

- Provide a bigger and better range of town centre uses and activities;
- More car parking;
- Provide more job opportunities;
- More overnight accommodation.

Conclusions

Key Actions 73

- Consider how the character of Halifax can be retained whilst also providing a bigger and better range of shops, entertainment and other town centre uses including parking;
- Consider how to make the town centre safer through the design of new buildings and restricting certain uses;
- Providing more jobs within and around the town centre; and
- Improving and increasing public open spaces;

Schools

Introduction

7.11 All schools across Calderdale were invited to take part in the consultation. In total 8 different schools decided they would like to be involved. Whilst the consultation was tailored for each individual school it was generally undertaken with the School Council who often then took this to the rest of the school for discussion. The majority of the schools consultation was undertaken by the Children and Young Peoples Participation Project who provided excellent support both to the Development Strategy Team and the schools involved.

Parkinson Lane Community Primary School, Halifax

7.12 Twelve members of the School Council held a discussion with an officer from the Development Strategy Team about what they wanted to see in 20 years time. Some of the suggestions included;

- Bigger houses that are good quality.
- More jobs and career opportunities.
- Outstanding schools in our area which need some financial reward/backing to maintain standards.
- Shopping complex, supermarkets/clothing.
- A safer environment - robberies – more police available.
- More museums and educational places.
- More plants, trees, nature and walking areas.
- Less takeaways – will impact on healthy wellbeing and litter.
- Adventure facilities.
- More youth clubs.
- Building multi-purpose religious studies buildings.
- Better/more efficient public transport.
- Better road safety measures in place/cycling lanes.

Core Strategy Key Themes 78

- Improving local housing;
- Provide more jobs in the area;
- Improvement of shops;
- To encourage the use of religious and community buildings for multiple purposes;
- Better public transport;
- Improved and increased green areas including walking areas;
- More facilities/ activities for children and young people.

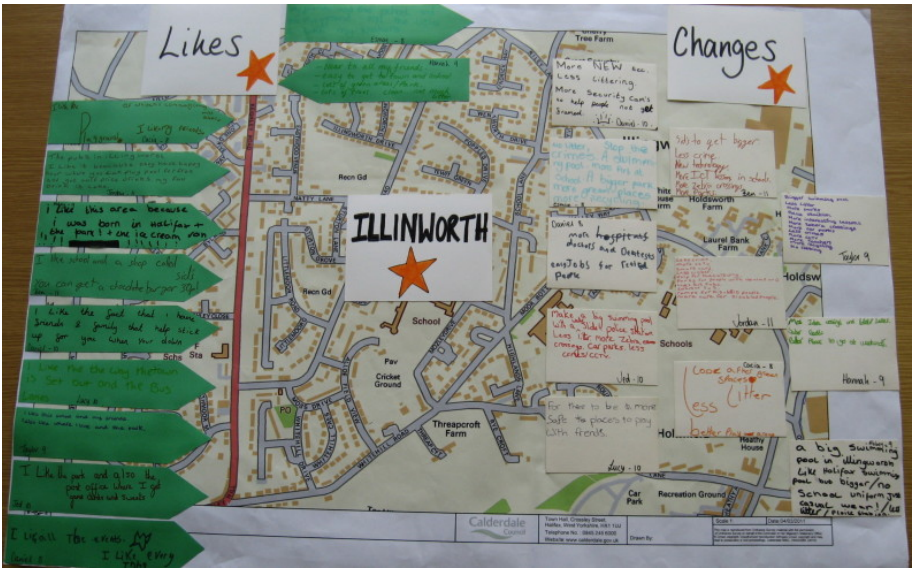
Whitehill Community Trust School, Illingworth

7.13 Eleven pupils from the School Council were asked to look at a map of the area around the school and consider what they liked about the area and what they would like to change. From the comments it is clear that the pupils like living in the area and value their local environment. However they have concerns over crime, litter and anti-social behaviour and would like to see all of these improved together with more open spaces and activities for young people.

7.14 The things they liked included; school playground, local pubs, park, sids sweet shop, friends, family and neighbours, buses, Halifax in general, school, post office, the view and lots of green areas.

7.15 The things they wanted to see change included; less crime, less litter, less anti-social behaviour, a swimming pool, more green spaces and parks, recycling, more doctors and dentists, more jobs, help for the elderly, more car parks, safer roads.

Picture 7.1 Whitehill School ideas



Core Strategy Key Themes 79

- The need to protect parks, play areas, countryside and shops in the area;
- Provide more and improved safe play areas;
- Provide more leisure opportunities for young people;
- Provide more jobs in the area;
- More services such as doctors and dentists.

Ling Bob JI&N School, Pellon

7.16 The School Council discussed the consultation and then went back to their classes to ask them what they liked about their area, what they didn't like about the area, what they thought the area needed in the future and if they thought there was anywhere where new buildings or parks should be built.

7.17 Responses were received from 5 classes including over 120 pupils ranging in age from 6 to 11. The comments indicate the pupils like living in the area and enjoy the open spaces and countryside. However they have concerns about anti-social behaviour and would like to see more playgrounds and activities for young people. The main comments were;

- They liked the people in the area, living near the school, local shops, the moors and open spaces.
- They didn't like litter and dog mess, the lack of play areas and anti-social behaviour.
- They wanted to have more parks, playgrounds and indoor games areas, more jobs, youth clubs, bins, police presence, universities and shops
- They thought new shops, play areas (indoor and outdoor) could be built near the school.

Core Strategy Key Themes 80

- The need to protect parks, play areas, countryside and shops in the area;
- Provide more and improved play areas;
- Provide more leisure opportunities for young people.

Holywell Green Primary School

7.18 Seven pupils from the School Council were asked to look at a map of the area around their school and consider what they liked about the area and what they would like to change. The pupils liked the friendliness of the area as well as the views and setting and wanted to keep much of the area as it is although they did want some more shops.

7.19 The things they liked included; their house, friends, park, school, fields and views, safe and a good fish and chip shop. The things they wanted to see change include; streets cleaner, more shops, bus station, hospital and less houses.

Picture 7.2 Holywell Green School ideas



Core Strategy Key Themes 81

- The need to protect the countryside;
- Provide more and improved services and facilities including shops;
- Improved public transport.

Riverside Junior School, Hebden Bridge

7.20 The School Council discussed the changes they would like to see in Hebden Bridge over the next 15 or 25 years. Years 3 and 4 wanted to see a swimming pool/leisure centre built, less litter, more responsible dog owners, a solution to the massive car parking problems, a wider range of shops including a sports shop, music shop, affordable children's clothes. They also wanted more planted pots and hanging baskets, pedestrianised Holme Street, Hebden Bridge in Britain in Bloom and better behaved and responsible young people.

Year 6 wanted to see a toddler gym, bigger 3D multi screen cinema, fountains in the pedestrianised areas, mini golf in the park, more community police and CCTV, a fire station and old buildings renovated.

Core Strategy Key Themes 82

- The need to encourage renovation of old buildings;
- A wider variety of shops in Hebden Bridge;
- Dealing with Hebden Bridge car parking issues;
- More pedestrianisation of Hebden Bridge town centre;
- More and improved leisure facilities for all ages.

Castle Hill Primary School, Todmorden

7.21 Ten pupils from the School Council were asked to look at a map of the area around their school and consider what they liked about the area and what they would like to change. The pupils liked the area with comments about it being in the 'middle of cool cities' and good parks. However they did want changes including more activities for young people and more shops.

7.22 The things they liked included; its location between cities, countryside, park and friends and family. The things they wanted to see change included; cheaper transport, market open more often, a cinema, a new school, more services (doctors/hospitals), skate board park, more shops and cycle park/tracks.

Picture 7.3 Castle Hill School ideas



Core Strategy Key Themes 83

- Improved public transport;
- The need to protect the countryside;
- Improved leisure and cultural activities for young people such as a cinema, skate park;
- More services such as doctors/ hospital;
- More shops.

Rastrick High School

7.23 The student leadership group from Rastrick High School discussed the things they liked about Brighouse and Rastrick and what they would like to see changed. Many of the comments related directly to the school but it is clear from the comments the students are proud of their area and school but want to see it improve.

7.24 Some of the things they wanted changing about the area were; improvements to the school, more bins and shops, better facilities such as a sports centre, play area or cinema and a better bus station in Brighouse.

Core Strategy Key Themes 84

- Improved facilities including a sports centre/cinema/ play area;
- More shops;
- Better bus station in Brighouse.

Scout Road Primary School, Mytholmroyd

7.25 A total of 29 pupils were asked to look at a map of the area around their school and consider what they liked about the area and what they

would like to change. The comments indicate that they like being close to the countryside but also appreciate the shops and services in Mytholmroyd. They wanted to see more shops and things for young people to do.

7.26 The things they liked included; the shops, playing fields and park, it's a clean place to live, the countryside and views, library, clubs and activities and being around friends and family. The things they wanted to see change included; more vegetable growing (similar to Incredible Edible Todmorden), more wildlife, more shops, more activities for young people.

Picture 7.4 Scout Road School ideas



Core Strategy Key Themes 85

- The need to protect the countryside and wildlife;
- Improved activities for young people;
- Protect existing services;
- Better opportunities to grow food

Disabled Youth Forum

7.27 Twelve members of the Disabled Youth Forum aged between 15 and 19 years old discussed what they would like to see improve in Calderdale for young people and the local community. A total of 22 comments were made, those most relevant themes to planning included;

Core Strategy Key Themes 86

- More things to do;
- More drops on curbs – easier access for wheelchair users;
- More jobs;
- More banks, more shops;

Conclusions

Key Actions 74

- The Core Strategy needs to consider how to provide more jobs;
- Need to protect and improve our parks, open spaces and countryside;
- A better range of shops and things to do in our town centres;
- Identify public transport improvements wherever possible; and
- Provide protection for public services.

8 Planning Aid

8.1 The Development Strategy Team worked closely with Yorkshire Planning Aid (YPA) to set up a series of workshops with communities and groups who are disadvantaged, in line with the definition in the National Planning Aid Delivery Plan. YPA is part of a network of services run by the Royal Town Planning Institute, a registered charity. YPA offers free, independent and professional planning advice to community groups and individuals who cannot afford to pay professional fees.

8.2 The activities undertaken by YPA are not part of central or local government but are an independent source of advice and information which complement the work of local councils.



8.3 In total 9 workshops were arranged by Planning Aid the full reports for these events can be found on the Councils website. In organising the events Planning Aid were also assisted by Calderdale MBC, Ovenden & Mixenden Initiative, Halifax Central Initiative, Calderdale College, Help the Aged and Trans-Pennine Housing.

Tenants and Residents Association

8.4 This event, held at the Halifax Central Library, was attended by 14 tenants and residents. The session commenced with an introduction to Yorkshire Planning Aid, the Core Strategy and the consultation. This was followed by 2 facilitated group discussions of spatial issues relevant to attendees and associated policy issues.

8.5 The residents were split into two groups a Halifax and non-Halifax group dependent upon where they lived. The main themes relevant to Halifax were that it is generally a good place to live but needs investment in new infrastructure including schools, health facilities and public transport. Whilst new housing development was not discounted it was considered this should be focused on previously developed land and a mix of types and tenures should be provided including homes built to lifetime homes standard and starter homes for young families.

8.6 The main themes which emerged from the non Halifax residents again indicated that infrastructure provision was key to any new development and if new housing was to occur a mix of types were required including for first time buyers. Other specific issues raised about different towns included;

- Brighouse - should not be a dormitory for Leeds and Manchester, a need for investment in highways, schools and health facilities, and unfair competition from supermarkets;
- Southowram - was already congested and if more housing did occur it would make this worse, in addition affordable housing was needed;
- Elland - required a new petrol station and larger houses;
- Sowerby Bridge - the poor access to the railway station needed to be addressed, a lack of shops in the town centre, night time drinking was a major issue and the capacity of local schools.

8.7 The key points from the Tenants and Residents Group are;

Core Strategy Key Themes 87

- Infrastructure improvements are required, specific concerns were congested roads, lack of doctors surgeries, loss of post offices and a high demand for school places;
- Large supermarkets were seen to provide unfair competition to local shops, impacting upon the town centre;

- It was generally accepted that new housing, jobs and other development was required given an increasing population; and
- Future housing should be 'housing for life' and focus should be put on affordable homes.

Key Actions 75

- A realistic and deliverable Infrastructure Delivery Plan needs to be developed to reflect current deficits in infrastructure and future growth;
- Continued consideration of the impact of supermarkets on town centres - the Retail Needs Study should provide the starting point; and
- Consider the need for affordable housing and 'housing for life' across the district.

Boothtown Residents

8.8 This event, held at the Rawson School, was attended by 9 residents. The session commenced with an introduction to Yorkshire Planning Aid, the Core Strategy and the consultation. This was followed by a facilitated group discussion of spatial issues relevant to Boothtown/North Halifax and associated policy issues.

8.9 The discussions concentrated on the possibility of an 'urban village with up to 2000 new homes' as well as other issues such as employment, schools and housing. Participants indicated they were not against development in the area, but the proposed amount was a concern.

8.10 More specific themes which emerged from the discussions;

Core Strategy Key Themes 88

Urban Village

- Didn't want existing places such as Ovenden and Boothtown to be joined-up under the concept of an 'urban village'; and
- Good idea if its about sharing resources but no need to re-brand our areas.

Housing

- Concern over facilities and services to provide for the new houses including roads; and
- Need a mix of house types to accommodate a range of circumstances.

Schools

- There would be a need for more schools if new housing was developed as current schools (in the area) at capacity.

Employment

- Need for small business start-ups but may need to be incentives;
- There are existing opportunities with land available;
- They thought there was an existing workforce for new businesses in the area; and
- *'There's high unemployment in the area, so why encourage new people to come in when there's people already here in need of a job'*

Key Actions 76

- The proposals for an 'urban village' in North Halifax need more detailed consideration ensuring facilities, services and countryside can be adequately protected;
- The provision of new services and facilities, including new schools, to accommodate growth needs detailed consideration; and
- Policies should aim to encourage small business start-ups should be encouraged (this could be on existing allocations or in other ways).

Illingworth Residents

8.11 This event took place at St. Catherine's Catholic High School in Holmfield with 10 residents from the Illingworth area. The session commenced with an introduction to Yorkshire Planning Aid, the Core Strategy and the consultation. This was followed by a facilitated group discussion of spatial issues relevant to Illingworth and associated policy issues.

8.12 The discussions were concentrated on issues within Illingworth and the potential for up to 2000 new homes in North Halifax. Residents were concerned about the number of homes the impact upon services and facilities in the area and questioned whether the homes would be filled.

8.13 The full planning aid report from the Illingworth Residents event is available on the Council website at www.calderdale.gov.uk, a brief summary of the main themes are included below;

Core Strategy Key Themes 89

Housing

- Concern about the potential number of new homes in the area;
- Scepticism about the likelihood of facilities coming alongside new developments; and
- The impact of new development on the Illingworth area and in particular poorer residents, and the likelihood of the new facilities benefiting just those living in new developments and not the wider Illingworth community;

Other issues

- Public transport considered poor, particularly Holmfield area;
- Concern over quality and availability of open spaces; and
- Concern over how new jobs could be accommodated.

Key Actions 77

- The proposals for an 'urban village' in North Halifax need more detailed consideration ensuring facilities, services and countryside can be adequately protected;
- The possibility of assisting the provision of new services and facilities in the area needs consideration; and
- More accessible open spaces.

Mixenden Residents

8.14 This event, held at the Holy Nativity Church, was attended by 19 residents. The session commenced with an introduction to Yorkshire

Planning Aid, the Core Strategy and the Refined Issues and Options consultation. This was followed by 2 facilitated group discussions of spatial and policy issues relevant to Mixenden.

8.15 The discussions understandably concentrated on the possibility of an 'urban village with up to 2000 new homes'. In principle some thought a new urban village could be okay: it would give a better choice of housing and possibly better facilities. Affordable housing should be included. They wanted reasonable growth to justify new facilities.

8.16 The full planning aid report from the Mixenden Residents event is available on the Council website at www.calderdale.gov.uk.

Core Strategy Key Themes 90
North Halifax 'Urban Village'

- Concern will require development of green fields;
- Scope for new housing should be limited by jobs, skills and community facilities;
- Need to consider state of the roads and public transport;
- Lot empty houses in the area already; and
- Area densely populated and deprived these proposals could make it worse.

Housing Issues

- Need affordable housing for first time buyers;
- Need bungalows for older people; and
- All housing should meet lifetime homes standard.

Services and Facilities

- Mixenden needs a mini-supermarket;

- Local schools full, would be good to have bigger schools with more opportunities; and
- Need more facilities including a pub.

Employment

- Not enough jobs in the area, particularly well paid jobs; and
- Good access to the town centre jobs

Open Spaces, sports facilities, countryside etc.

- Prioritise brownfield development and protect green areas and countryside;
- More sports areas, possibly a small sports centre are required;

Transport

- A629 busy;
- Public transport generally good, but expensive;
- Need a new bus service to access jobs in Holmfield.

Key Actions 78

- The proposals for an 'urban village' in North Halifax need more detailed consideration ensuring facilities, services and countryside can be adequately protected;
- Access to employment needs to be improved where possible;
- The possibility of assisting the provision of new services and facilities in the area needs consideration.

Sowerby Bridge Residents

8.17 The Sowerby Bridge residents event was held in St. Paul's

Methodist Church on 14th February 2011 and was attended by 13 residents. The format was a short presentation about Planning Aid followed by a discussion of the main points within the consultation documents which affected them.

8.18 The majority of the discussion revolved around possible increases in housing, lack of jobs, congestion and need to improve the town centre as well as public transport.

8.19 It is also useful to note that some comments at the event related to a current planning application at Copley, unless the comments have direct relevance to the Core Strategy they have not been included in this summary. The full comments can be found on the Council website at www.calderdale.gov.uk.

Core Strategy Key Themes 91

The residents were generally supportive of improving Sowerby Bridge town centre including the Holmes Road area. However they wanted low to medium rise development so views could be seen through the area. Other topics discussed were;

Housing

- Concern about the impact of new housing on facilities, services, roads and pollution and how Sowerby Bridge would cope;
- Housing on Holmes Road was considered acceptable;
- Demolish old flats and re-build;
- Houses need gardens;

Jobs

- Jobs need to be close to existing settlements - thought Kirklees MC proposals at Cooper Bridge and Ainley Top would be too remote;
- Sowerby Bridge has become a dormitory - need more people living and working here;

Transport

- Access to the train station is poor - needs improving;
- More trains/carriages required;
- Not enough parking in the town;
- Roads very congested at peak times;
- Buses expensive;

Open space

- Need an area where people can gather, hold events;
- Lockhill Mills would be a good open space, centrally located;

Community facilities

- Re-use the old pool building for community purposes such as dances, conferences etc;

Shops

- Need a greater variety of shops;
- Need more daytime uses in the town and more tourist facilities;

Green belt

- Shouldn't extend towards Luddendenfoot as eroding character as a town surrounded by countryside.

Key Actions 79

- Continue to pursue improvements to Sowerby Bridge town centre including improved access to the railway station, re-development of Holmes Road area, new open spaces and improve range of shopping;
- Encourage job growth within the town including facilities for tourists;
- Congestion in the town needs to be dealt with; and
- Retain any growth in the town within the existing built-up area boundary.

Calderdale College

8.20 A total of 63 Calderdale College students took part in these events over 2 days in early March 2011. The sessions commenced with an introduction to Planning Aid, followed by facilitated group discussions of planning issues relevant to attendees.

8.21 The first part of the facilitated discussions asked students what they found good or bad about where they lived. The table below provides a summary of some of the more common themes relevant to the Core Strategy. The full list of comments can be found within the relevant Planning Aid reports available on the Council website.

Table 8.1 Students responses about what is good or bad about their area

Area	Good	Bad
Brighouse	• Good new bus station • Nice welcoming housing estates	• Lack of facilities for young people • Fast food outlets too far from town centre

Area	Good	Bad
Southowram	• Nice area • Football fields • Quiet	• Traffic • School with low wall
Shelf	• Quiet	• Lack of buses
Halifax	• Building a new cinema/ shops/ restaurant • Public transport • Shops and facilities • Takeaways • Leisure facilities • Night-life • Countryside and environment • Housing • Traditional buildings/ history • Small town • College • Mosque • Supermarkets • HBOS building	• Lack of good shops, need a Primark, no indoor shopping • Need more facilities/ things for young people to do • Takeaways • Night-time economy creating trouble • Too many taxi ranks • Bus station • Train station • College • Borough Market • Anti-social behaviour
Mytholmroyd	• Quiet • Countryside • Community centre • Pubs • Takeaways	• Lack of facilities for young people • Poor parks • Lack of shops • Poor train service
Sowerby Bridge	• Views • Night-life and restaurants • Takeaways • Supermarket	• Too much housing • Bus services • Lack of facilities for young people (youth centre,park, etc)

Area	Good	Bad
Todmorden	- Youth clubs - Markets - Large park	- Derelict factories - Lack of 'designer' shops
Luddendenfoot	- Easy transport - Local shops - Low traffic	- Kershaw estate - Lack of facilities/ activities - Anti-social behaviour
Hipperholme	- Takeaways - Pub	- Buses - Anti-social behaviour
Illingworth	Proximity to town, college	- Parking - Lack of things to do - Anti-social behaviour
Mixenden	- Takeaway - Buses - Open spaces - Youth club	- Rundown - Unemployment - Anti-social behaviour
Warley	Close to town, college	Anti-social behaviour
Elland	- Nice area - Good college	- Amount of flats - Anti-social behaviour

8.22 The initial discussions were followed up with a chat about a wide range of policy issues covered within the Core Strategy. These issues included housing, jobs and specific points about how the Core Strategy could improve individual towns and villages.

Core Strategy Key Themes 92

Housing

- New houses will lead to more congestion;
- Brownfield land should be used first, concern over losing greenfields and wildlife habitats
- Energy efficient housing may cost more putting developers off;
- Mixed house types and tenures with more affordable housing required;
- Locate housing near centre for good transport;
- Keep private and social housing separate.

Jobs

- Need for more jobs;
- Jobs should be easy to get to, central;
- Need affordable space to set up small businesses.

Shops, Services, Facilities

- Facilities in Halifax poor compared to Bradford, Huddersfield
- Need more shops in town centre;
- Need more leisure facilities and things for young people. Split between those who thought new leisure should be concentrated in towns and those who thought should be dispersed.

Open Spaces

- Enough parks but mostly poor quality;
- Need more all weather pitches;
- Keep open spaces;
- Should be a park within 10 minutes walk of everyone.

Design, Historic Buildings

- Preserve some old buildings, but allow for modern interiors;
- Library good modern building;
- Need more modern buildings in Halifax;

- Makes sense for new buildings to be energy efficient
- Better design required for new buildings.

Transport

- Public transport expensive;
- Better buses with a higher frequency and more routes;
- Widen roads to include bus lanes;
- Bike scheme would be a good idea;
- Improve and create more paths;
- Trains don't stop at all stations;
- Congestion in some places;
- Make developments pay towards infrastructure;
- Railway station in Elland good idea.

Energy/Climate Change

- Wind farms don't look that bad
- Climate change is a big issue - tackling it is more important than adverse visual impact on countryside;
- Concern how wind farms look close to homes;
- Water power should be used;
- Solar panels good idea
- Need to meet our own energy needs - potential for local generation.

Halifax

- Development and enlargement of Halifax town centre for shops, offices etc. a good idea as it's accessible from everywhere else;
- Use empty buildings in the town;
- Piece Hall needs bigger shop units - put a roof on it, could hold markets there, current events are good;
- Indoor market is very good;
- Build an arena in Halifax?

- More affordable housing;
- Need more shops and facilities in North Halifax;
- Some concern over urban village idea, others thought good idea;
- Need indoor bus station and better facilities.

Brighouse

- Improve canal so nice place to walk and spend time;
- Traffic not that bad;
- Needs leisure facilities;
- Wellholme park has been really improved.

Mytholmroyd

- Need better public transport, more buses and more trains stopping here;
- Swimming pool required;
- Vision for 2026 should not just read 'remains the primary location for retail, employment and leisure facilities in the area...' as needs lots of improvement.
- Lots people commute out - need more local jobs.

Key Actions 80

The comments from the students have many similarities with those from other groups and sessions however particular issues for the Core Strategy to consider include the following;

- Provide a positive framework for improving facilities and services across Calderdale, including for young people;
- Provide the land and policies which enable appropriate job growth in a range of sectors;
- Promote the use of renewable energy;

- Preserve the historic environment but allow for modern buildings and uses;
- Improve connectivity by influencing the location of new development, lobbying for better public transport and improving walking/cycling opportunities;
- Provide opportunities to increase the size of Halifax town centre to incorporate a greater range of shops as well as offices and leisure uses; and
- Aim to improve the range of shops in all centres, including Mytholmroyd.

Over 50s Workshop

8.23 Thirteen residents attended the Planning Aid Over 50s workshop at the Shay Stadium on 10th March 2011. The session began with a short introduction about Planning Aid and the Core Strategy. This was followed by 3 facilitated group discussions of spatial issues relevant to the over 50s and associated policy issues. The group discussions focused upon what the attendees liked or disliked about where they lived and was then followed by topic related issues. A full report on this workshop is available on the Councils website.

8.24 The following table summarises the likes and dislikes, which are related to planning, in the different areas;

Table 8.2 The likes and dislikes of where the Over 50s live

Area	Good	Bad
Brighouse	• Close to Motorway • 2 Major supermarkets • Excellent new swimming pool	• Lack of free parking • Lack of and choice of shops • Not enough focus on canal • Not enough GP's for growing population

Area	Good	Bad
Southowram	• Not overcrowded, quiet and clean	• Poor bus service
Halifax (Skircoat Green)	• Local shops • Good transport • Large open spaces • Good variety of housing	• Noise pollution from Hospital • Lack of parking • Traffic • Not enough buses • Too many apartments • Loss of community facilities and pubs • NIMBY – resistant to change
Halifax (Savile Park)	• Heath House, New Surgery • Access to Town/ Theatres/ PeoplesPark	• Poor bus service • Poor accessibility on footpaths • No specific roadways for mobility scooters
Mytholmroyd	• Countryside for hills and walking • Health centre • Safe • Nice local Church	• No employment
Sowerby Bridge	• Nice park/ open land • Swimming Pool • Shops • Housing (in some areas)	• Road – Bottleneck • Parking • Need to improve public transport • Poor pavements • Too many pubs
Todmorden	• Good community – sense of ownership, facilities, village feel, local groups • Market shopping and village shops	• Need more jobs but not service industries • Need to keep education facilities, not close them • No more houses on green spaces

Area	Good	Bad
		- Trains do not stop - Housing being built all over, yet there are Brownfield sites still empty - Sense of powerlessness e.g. local people don't want new supermarkets, yet we get them - Poor road crossings near Health Centre
Warley	- Village Centre is off the main road - Surrounded by fields and trees - Allotments and Children's Play Areas - Buses are generally on time	- Lack of shops, have to shop in Halifax town - Real accessibility problems for the most elderly - No post office , nearest one at Highroad Well - Too much traffic - Not many buses

8.25 The discussions about policy issues were wide ranged from housing, jobs, employment and transport to Halifax town centre.

Core Strategy Key Themes 93

Housing

- Need for affordable housing for all age groups (should be 100% affordable not just 30%);
- No more flats/tower blocks or 4/5 bed houses;
- Need to ensure new facilities/services come with developments;
- Need to cater for the needs of elderly, disabled etc. - Good to see lifetime homes, albeit just 10%;
- Locate near employment areas;

- Housing should be good quality - last longer;
- 'Posh' housing in the countryside may work;
- If housing is good quality in North Halifax then it could work;
- Mixed Council and Private Housing on the whole works;
- Ensure housing quality and space standards are maintained.

Employment

- Need affordable office accommodation in town centres, especially for voluntary groups;
- Areas between Todmorden and Hebden Bridge may benefit from new employment centres;
- Lack of jobs so we are losing well educated young people.

Halifax Town Centre

- Poor choice of shops for BME community;
- More local shops;
- Bigger stores needed;
- Market poor, should be more like Bradford market;
- Lack of leisure facilities (cinema/restaurants);
- Need low cost hotel accommodation;
- Piece Hall needs to be redeveloped for locals and tourists;
- Northgate House expensive to refurbish but keeps services central;
- Improve shopping centre - not extend;
- Out of town shopping cannot be used by elderly;
- Need a mixture of big and small companies and encourage small firms;
- Develop bull green area - key gateway.

Sowerby Bridge

- Needs a by-pass;

- Promote tourism;
- Possibility for a park and ride.

Shopping

- Large supermarkets not a good idea;
- Need to preserve the 'high street'.

Leisure

- Any new developments must have new facilities appropriate to the population;
- Loss of facilities major concern.

Green Spaces

- Community gardening should be promoted (ala Incredible Edible);
- Need parks for elderly;
- Good parks and access to countryside (Halifax).

Historic Environment/ Design

- Lots of historic buildings so why preserve everything - area looks like a museum;
- Protect historic buildings;
- New developments should be well designed - prefer traditional design;
- Regenerate deprived areas;
- Make a list of important buildings to protect;
- Design for new streets should include: pedestrians, cyclists, mobility scooter access ways and this should be incorporated into old streets;
- Secured by design – Yes please!

Renewable Energy/ Climate Change

- Renewable energy - incorporate into every new building;
- Wind energy a good idea;
- Need better flood defences;
- Climate change should be the most important element of Core Strategy;
- Zero carbon housing by 2016;
- Reduce run-off - use more planting, SUDS etc.

Transport

- Congestion major issue;
- Cutting rail services to Upper Valley;
- More different forms of transport - bus, trains, walking, cycling

Minerals/ Waste

- Quarries generally a good thing in Southowram;
- Waste should be recycled.

Ethnicity

- The Core Strategy should be doing more for Ethnic Minorities - need to plan for more multi-culturalism in the future.

Key Actions 81

The comments from the Over 50s have many similarities with those from other groups and sessions however particular issues raised by this group for the Core Strategy to consider include the following;

- Provide a positive framework for improving facilities and services across Calderdale - linked to new development;
- Ensure the Core Strategy provides more affordable housing;
- Ensure the housing needs of the elderly are met;

- Facilitate job growth through new employment sites;
- Provide a policy to promote local shops;
- Promote the improvement of Halifax town centre and the Piece Hall;
- Promote traffic reduction and tourism in Sowerby Bridge;
- Provide a framework to re-use but protect our historic assets;
- Provide a strong policies to promote and require renewable energy and energy conservation;
- Ensure policies provide meaningful travel alternatives to the car;
- The Core Strategy should consider how it reacts to increased multi-culturalism.

BME Network

8.26 The Planning Aid discussion with the Black and Minority Ethnic (BME) community took place with 18 residents on 9th March 2011 at Hanson Lane Enterprise Centre. As with the other sessions Planning Aid introduced their role and this was then followed by group discussions relevant to attendee’s communities and associated policy issues of relevance to the BME community.

8.27 The discussions concentrated upon Halifax town centre as well as housing, employment and transport issues. The full comments made at the event can be found on the Council website at www.calderdale.gov.uk.

- ### Core Strategy Key Themes 94

Housing

 - Emphasis should be on affordable housing for young and old;
 - BME population often like larger houses so family can stay together;

- Regeneration including demolition may be a good idea to provide the right kind of properties;
 - Use brownfield sites first.
- #### Economy/Jobs

 - Small start-up units would be good;
 - Transform Queens Road, Halifax into a cultural area;
 - Too many small family businesses.
- #### Halifax Town Centre

 - Poor choice of shops, particularly non-food;
 - Good idea to expand town centre;
 - Parking is a problem;
 - Walking routes to town all along busy roads;
 - Piece Hall needs to be better used.
- #### Transport

 - Numerous issues with public transport, particularly buses which were considered too few, irregular and expensive.
- #### Leisure/Recreation

 - Need more for young people to do;
 - Women need to be considered more in sports centres;
 - Need a large venue, suitable for community functions.
- #### Historic environment/Design

 - Retain historic buildings;
 - New buildings need to be well designed.

Renewable Energy

- Generally considered should be promoted.

Key Actions 82

The comments from the BME event show similarities with those from other groups. Particular actions to consider from this group include;

- Potential for selective demolition to provide better housing stock;
- Larger affordable homes to enable families to stay together;
- Provide land and buildings for small start-up enterprises; and
- New sports facilities should consider the needs of BME women.

9 Public Information Sessions and other meetings

9.1 A number of public information sessions were held around the district during the consultation period; a total of 137 people attended events in Brighouse, Halifax, Hebden Bridge and Todmorden. These sessions were designed to give the general public information on the consultation documents and their purpose. They were also intended to provide an opportunity for open discussion around the content of the documents, the issues that the LDF should be addressing, and how to formally get involved with the consultation process.

Brighouse

Introduction

9.2 The Brighouse event was held at Brighouse High School 6th form centre. Out of the 4 public information sessions this event was the best attended, with 46 people present. The dominant topics of conversation related to housing and infrastructure issues.

Issues raised

9.3 The main issues raised in relation to housing included:

- Concern around the amount of new housing proposed; and
- Multiple questions were raised around the determination of housing need, and the methodology used in determining targets (demographic figures used, population projections and migration etc.).

9.4 In terms of infrastructure, the following points were raised:

- Infrastructure provision always lags behind development;
- In Brighouse the Council must look at full schools, full doctor's surgeries, full car parks and utilities overload before planning large amounts of housing;

- New development should provide new children's play areas and enhanced transport; and
- The Council should consider a North-South bypass around Brighouse utilising Clifton rail tracks.

9.5 More general comments included:

- New housing must be supported by new jobs;
- The vision for Calderdale must be implemented as previous visions have not gone anywhere;
- Important to protect green field sites to prevent urban sprawl, including semi-rural and rural wildlife areas;
- In terms of the Core Strategy proposed areas, Hipperholme and Lightcliffe should not be included with Northowram and Shelf.

Todmorden

Introduction

9.6 The Todmorden event was held at Todmorden Town Hall, and 37 people were in attendance. The dominant topics raised at this event revolved around environmental issues and the green agenda, however there were also comments made in relation to the proposed vision.

Issues raised

9.7 Comments relating to the proposed vision included:

- The vision should consider improving the efficiency of the older housing stock more;
- The vision should aim to increase energy efficiency in all or most existing homes and buildings not just many as stated in the vision;
- Reducing dependency on fossil fuels should be a core vision from which other measures follow, such as creating new ways of local food distribution;
- The vision needs to capture the headlines, for Todmorden this could be an integrated transport system and protecting Moorland;

- The vision should include reference to all of the district, not just the main towns;
- There is nothing in the vision to promote local products or growing local food, or promoting and encouraging local businesses to make products; and
- Include something around encouraging people to stay in the area.

9.8 More general comments included:

- Real fear of the green belt reducing, and particularly the 'Area Around Todmorden' due to its lower policy protection;
- The difficulty of protecting the moorlands from wind farm development needs to be resolved;
- The many streams should be utilised better for hydro power;
- Investigate the potential for a hydro power innovation centre in the town centre;
- Comments on the Todmorden and Hebden Bridge consultation leaflets lack distinct commitment and are vague;
- In Todmorden the outlying estates need development, not just the town centre;
- Gaps need to be maintained between communities to maintain sense of identity;
- The consultation document reads like an urban document - Todmorden could grow through the smaller areas, and include policies to protect services in outlying villages;
- If a significant amount of new housing is built then jobs will be needed for new residents; and
- It is important that the Core Strategy refers to the Council's Woodland Strategy.

Halifax

Introduction

9.9 The Halifax public was held at The Square Chapel. Out of all the public information sessions this was the worst attended with only 21 people

in attendance. No dominant topics of conversation were raised at this event however many issues were discussed.

Issues raised

9.10 Comments relating to the proposed vision included:

- The vision is very aspirational but will be difficult to put into practice;
- It is nice to see the environmental aspects driving the vision - future generations are faced with massive changes and we have to use the natural assets in Calderdale; and
- The cultural aspect of the vision is important - we are seeing a gradual decline in cultural assets when we should be promoting this aspect.

9.11 More general comments included:

- Climate change dominates the document to the exclusion of other matters;
- The document classes Stainland and Holywell Green as a local centre, the same as Hebden Bridge - the settlement hierarchy methodology should be reviewed as Stainland has fewer facilities now in existence;
- Concern of the impact of the plan on green belt;
- If jobs and houses are created the transport network needs improvement;
- The option to enhance the role of Todmorden will increase traffic significantly - improving linkage between Halifax and Todmorden would be the plan's biggest achievement;
- Must look at hydro power, in the past up to 70 mills were operational between Todmorden and Luddendenfoot;
- The topography in Calderdale is a serious barrier to sustainable modes of travel and reducing car use;
- To improve the town centre of Halifax car parking must be improved;
- Future social housing should be better quality than past ones;
- Policy on developing brownfield sites should be clear; and
- Infrastructure is seen as key alongside new development.

Hebden Bridge Joint Town and Parish Councils

Introduction

9.12 The Hebden Bridge event was a public event organised as a joint meeting for the Hebden Bridge Partnership and local Parish Councils. 33 people attended with around half being members of the public.

Issues raised

9.13 The main issues that were raised at the meeting relating to the Core Strategy vision included:

- The vision has to support big changes in numbers in terms of population increases, CO2 reduction targets etc;
- The vision does not contain much about people - there should be mention of social cohesion within it; and
- Technology in its various forms should be a separate part of the list, stripped out from the general infrastructure point - it is key to enabling home working and improving the development and economy of the hilltop communities.

9.14 More general comments included:

- The role of Hebden Bridge within the settlement hierarchy is downplayed, particularly in relation to Todmorden. However contrasting comments were received arguing that by potentially increasing development the local (housing) market would be weakened;
- Social and demographic care must be considered within the plan;
- Transport issues in the Hebden area need to be resolved, such as heavy traffic and lack of parking at the train station;
- Our influence and impact on climate change must be emphasised and addressed in the plan;
- The documents should consider decentralising council services away from Halifax to reduce travel;

- Has the impact of more development in Todmorden on Hebden Bridge been assessed properly, e.g. effect of supermarkets on traders;
- Todmorden is the ideal opportunity to increase employment in the valley and would benefit Hebden Bridge;
- Hebden Bridge needs jobs for ordinary people; and
- Todmorden and Hebden Bridge should be developed with tourism as the main focus.

Ward Forums

9.15 Ward forums were used to sign-post attendees to the consultation throughout February and March 2011. The comments raised at ward forum meetings can be viewed - www.calderdale.gov.uk.

Calderdale Disability Forum

9.16 The Calderdale Disability Forum were involved in the production of the Core Strategy Refined Issues and Options and during the consultation. Prior to publication of the consultation documents the forum recommended a number of design principles were included in the Core Strategy. These principles were included in the historic environment and design section of the 'Objectives and Policy Options' document and included lifetime homes and accessibility standards.

9.17 A short presentation and discussion was also held with the forum during the consultation. The main comments from the discussions were it was important that strict design criteria for new buildings, streets and public spaces to improve accessibility for all should be included in the Core Strategy. It was also thought a Supplementary Planning Document on accessible design may be useful to guide developers.

10 Workshops

10.1 Ten creative workshops were undertaken across Calderdale to investigate participants needs, aspirations and concerns for the future of their area in relation to planning. The events were very much the icing on the cake in terms of planning engagement, and provided a useful overview of general community views relating to development within each area.

10.2 The workshops were limited to 20 people to ensure they could be adequately facilitated and enable a democratic discussion of all the hopes, fears and aspirations for the area that were raised during the workshops. The workshops took place in each of the 10 'areas' identified in the Core Strategy with the exception of the Protected Moorland areas, due to the lack of a resident population in this area. The 10th workshop focused upon the whole of Calderdale.

10.3 The workshops invitees were recruited through a variety of methods including the Council's TalkBack Panel, the use of existing networks and those known to have an interest in the LDF. The key criteria were that those taking part lived within the area and the participants represented a wide range of circumstances including young people, unemployed, retired and business people. Whilst the majority of the workshops were fully subscribed many did not achieve a full attendance rate due to some people not being present on the evening. In addition the equality monitoring of the events needs to be viewed with a degree of caution as not everyone completed the equal opportunities monitoring form.

10.4 The workshops were divided into four key areas of investigation:

- Resident's current life/work context and impact on quality of life;
- Aspirations for 20 years hence moving into their next life stage;
- What that imagined future would look and feel like to live in;
- Specific positive actions the LDF could take to realise these aspirations; and
- Group discussions to further explore themes and issues raised.

10.5 The remainder of this section provides a brief discussion of each session. Full details of all the workshops can be viewed - www.calderdale.gov.uk.

Elland/Greetland/Holywell Green/Stainland Workshop

10.6 A total of 22 residents attended this workshop from a variety of life-stages including retired, young and employed. The participants were proud of where they lived and felt a strong sense of local identity and attachment to the area. They liked being connected to both Huddersfield and Halifax but wished to remain self-contained as an area. The countryside was seen as an important asset to the area either through passive appreciation or through outdoor activities.

10.7 There was concern that each place within this area should be treated separately and not considered as a single homogeneous area. Residents had concerns over the possible threat of urban sprawl, increasing levels of traffic and the loss of local services.

10.8 The residents themed their key aspirations for the area into 4 core headings centred upon the environment, community/facilities, employment/housing/policing/education and transport/traffic/roads. Those relating to planning are included below:

Core Strategy Key Themes 95

- **Environmental** - residents want to retain the character of their area by protection of green belt, no unsightly new builds and improved building maintenance;
- **Community and facility** - want to retain existing facilities and new facilities such as a doctor's surgery, shop and community centre. Residents want Elland to be a bustling local community and economy;

- **Housing and employment** - More affordable housing but less high rise flats. They want Elland to attract new businesses to boost employment for young and old;
- **Transport and traffic** - Residents in Stainland wanted improved bus services, whilst those in Elland a train station. The issues of congestion and heavy traffic were concerns for all.

Brighouse Workshop

10.9 A total of 17 residents attended this workshop from a variety of life-stages including retired, young and employed.

10.10 The workshop indicated residents are proud of where they live and want Brighouse thrive as a local economy and a place to live, work and play. They feel well located, well catered for in terms of local amenities (with the exception of healthcare) and well connected. Residents like the dual convenience of the facilities and benefits of a small local town and being connected by the M62 to larger towns and cities.

10.11 The most significant perceived threat is over development and its impact on existing facilities, traffic congestion and the countryside. The Sugden Mill site, litter, traffic and lack of provision for young people were other concerns.

10.12 The participants placed high value on the varied leisure opportunities, local amenities and convenient shopping in Brighouse. They also value their location which provides ease of access to the local countryside and to towns and cities elsewhere. There were clear concerns in relation to planning which residents believe materially impact on their quality of life; issues around over development, lack of provision for young people and litter, all feature strongly.

10.13 The key aspirations of the participants, in descending order, were:

Core Strategy Key Themes 96

- **Environment** - want green areas to be preserved;
- **Health** - more NHS facilities and opportunities to get healthier;
- **Town Centre** - want the town centre regenerated with greater variety of shops and a feel of a country town;
- **Jobs/Employment** - more jobs and opportunities for local people;
- **Public Transport** - improved public transport to address parking and congestion issues;
- **Schools and Education** - Nursery provision, improvements to existing schools and more opportunities for adult education;
- **Roads and Traffic** - wanted solutions to congestion problems;
- **Housing** - wanted less housing development but more focus on renovating existing properties and housing which is affordable, good quality and well designed streets. They also wanted improved provision for the elderly;
- **Leisure** - more allotments and improved leisure for young and old;
- **Green Energy** - more renewable energy, but not necessarily wind farms.

Sowerby Bridge Workshop

10.14 A total of 14 residents attended this workshop from a variety of life-stages including the young, employed and retired.

10.15 The participants enjoy the area where they live and appear extremely frustrated at what they perceive as the untapped potential of Sowerby Bridge. They highly value the surrounding countryside viewing it as unique and precious contributing significantly to their quality of life. Sowerby Bridge delivers a poor quality 'small town experience' due to limited shopping opportunities, poor image, extremely high congestion and associated air and noise pollution.

10.16 The town is viewed as having much more to offer both its residents and visitors including an improved day-time retail and leisure offer, making more of the town's heritage, providing additional way marked walks and improving the canal side leisure offer together with the provision of a Tourist Information Centre. The Wharf is perceived as a crucial element in improving the look, feel and functionality of the town.

10.17 The key aspirations (related to planning) of the participants, in descending order of preference, were:

Core Strategy Key Themes 97

- **Environment** - the neighbouring countryside and wildlife together with the identity of individual settlements be protected;
- **Transport** - solve congestion with relief road/by-pass, more attractive rail station and improved bus service;
- **Education** - better quality schools and local jobs for young people;
- **Leisure** - increased leisure opportunities and encouragement of tourism including provision of Tourist Information Centre;
- **Shops** - re-vitalisation of commercial centre;
- **Building** - buildings important to town's heritage to be protected, cleaned and renovated;
- **Cleanliness** - removal of litter from take-aways and cleaning of buildings, pavements and parks;
- **Pollution** - air free from (traffic) pollution;
- **Miscellaneous** - people aspire to live here and more employment opportunities beyond those in light industries e.g. in tourism.

Northowram/Shelf/Hipperholme Workshop

10.18 A total of 14 residents attended this workshop from a variety of life-stages including retired, young and employed. The workshop indicated

participants are proud of local community spirit. They feel well located, well catered for in terms of local amenities and well connected.

10.19 Traffic speed and congestion is a key concern specifically around Stump Cross, Hipperholme crossroads and Northowram. They are also concerned about heavy loads and 'rat run' traffic through residential areas.

10.20 The key findings from the workshop were that residents enjoy the surrounding countryside and to their proximity to other towns.

10.21 When invited to vote on which they believed were the most important to their quality of life the results, in descending order, were:

Core Strategy Key Themes 98

- **Open Spaces** - want the green belt to be preserved;
- **Local Identity** - want the villages to remain separate to preserve local identity, pride and community spirit;
- **Environment** - want fly tipping and dog fouling to be stopped, cleaner streets and air;
- **Local Facilities** - improved facilities for teenagers, more local shops and safer pedestrian crossings;
- **Power and Energy** - a move towards renewable energy and local power generation is important;
- **Transport** - want decreased congestion, safer roads and an improved public transport system;
- **Food Production** - there is a demand for local produce and an increase in provision of allotments;
- **Employment and Skills** - want an increase in locally available, high quality employment;
- **Development** - wanted less housing development whether that is new build estates or infill developments.

Halifax Workshop

10.22 A total of 11 residents attended this workshop from a variety of life-stages including retired, middle-aged and employed. The participants were proud of where they lived and regard it as a beautiful town with its buildings being a source of great pride and of great concern. They believe Halifax caters for a range of different needs both socially and culturally. Practically, the town houses a good market and adequate range of shops.

10.23 The parks and open spaces are highly valued and participants would like the parks open for longer in the summer time. The surrounding countryside is also highly valued as a major contributor to well-being and quality of life. There are however a number of issues around anti-social behaviour at night-time, inadequate and expensive parking, and a limited choice of shops compared to neighbouring towns – all of which act as deterrents to visiting the town day and night.

10.24 The residents themed their key aspirations for the area into 6 core headings. Those relating to planning are included below:

Core Strategy Key Themes 99

Buildings

- Residents want no more modern ‘concrete’ developments;
- Preservation of Halifax’s historic buildings; and
- Support the sympathetic renovation of old buildings.

Community and Amenities

- Expansion of affordable sports and youth facilities;
- More free public toilets;
- Cleaner streets; and
- More seating areas.

Transport and Parking

- Improved bus service (including a free circular for shoppers);
- More cycle routes; and
- More blue badge parking spaces in town.

Shops and Businesses

- Reducing rents to encourage traders;
- Invest in Piece Hall; and
- Fewer betting and charity shops.

Young People

- Reduction in anti-social behaviour;
- Increased provision of facilities for the young; and
- The town should be more youth-friendly.

Miscellaneous

- Improved recycling service; and
- Increased sourcing of renewable energy.

Todmorden Workshop

10.25 A total of 19 residents took part in the workshop, including retired, young, and employed people. The participants were immensely proud of the town, with heritage, community spirit, and green ethos being important contributors to their quality of life. They regarded Todmorden as having a unique identity which generates a strong sense of belonging and attachment.

Aspirations concentrated on strengthening this identity, supporting local jobs and encouraging local trade, small businesses and tourism. Access to canals, countryside, local food and good social and leisure facilities



contribute to a sense of well being and active participation, whilst the architecture, heritage, and housing provide a distinctive look and feel to Todmorden, alongside the historic status as a border town has given rise to its unique character. Incredible Edible Todmorden (IET) has gained national and international recognition, and is one example of a desire to become increasingly self sufficient centred around sustainable living.

10.26 One of the main concerns was the possibility of developing Todmorden into a principal town and all that comes with such a role; building on prized green sites, a lack of infrastructure to support an increased population, and a proliferation of supermarkets. Other concerns included inadequate building maintenance, limited conservation of landmark buildings and canals/ walkways, along with poor quality and inappropriate new build development. There is also the desire for a stronger self determination to achieve the aspirations they feel are not well understood by the Council.

10.27 The key findings from the workshop were the high value placed on the surrounding countryside, local trade, good recreation and public facilities, a strong community spirit, and architectural heritage.

10.28 Participants were invited to vote on which they were believed were the most important. In descending order these were:

Core Strategy Key Themes 100

- **A Lovely Sustainable Town** - want sustainable energy generation, self sufficiency, further investment in IET, reduced carbon footprint and visible evidence of ethical living instigated through planning.
- **Local Democracy** - Greater independence from the Council, increased self governance, decision making at a more local level, and for the Council to pro actively engage with residents to understand their concerns, aspirations and values.

- **Good Cultural Stimulus, Environment and Leisure** - a more pleasing town environment, suggestions included pedestrianising the area from the Town Hall up to the Cinema Building, a green space in town (Bramsche Square), a marina development alongside Halifax Road, and pleasant places to sit. There was a need for a cultural and music venue, to develop the Town Hall into a cultural centre, recreation facilities for the elderly, an artists quarter, a venue for large scale events and more events like the Agricultural Show.
- **Lovely Community to Live In** - more and better community facilities, which offer a range of activities and opportunities for generations to integrate. They want to retain community pride through clean streets, refurbished derelict sites, green spaces and tree planting. They also want a community where people can grow old and live safely and sociably, in affordable housing, feeling fully integrated and involved.
- **Successful Local Businesses** - wish to see local trade encouraged and flourishing, with vacant shops filled and increased number and variety of local independent traders. Rents should be reviewed so they support business start ups and investment in the tourism industry.
- **Nationally Recognised / Tourism** - want Todmorden to become a national and international tourist destination. Its industrial, architectural, and leisure appeal along with a growing reputation as a 'green' town provides a different tourist offer nationally, which would appeal to a number of interest groups.
- **Transport Links** - improved rail provision, more trains, late night trains and better connections, address traffic by finding an alternative to the A646, adopting unadopted roads and introduction of a free bike scheme. They also want an improved bus service to reduce congestion and connect outlying areas.
- **Decent Housing** - want to see more affordable and accessible social housing, housing provision that is appropriate to local need and improved design standards and quality of new builds.

Hebden Bridge Workshop

10.29 A total of 18 residents took part in the workshop including younger people, retired and those of working age. The participants valued Hebden Bridge as a friendly town with a strong sense of community. Services and facilities such as the Library, Picture House, schools, independent retailing and parks make it a good place to live. They did however think the town needs more affordable housing, they are also concerned about the high volume of traffic as well as a retail offer which is predominantly aimed at tourists.

10.30 The residents voted on their 11 key aspirations in descending order those relating to planning were:

Core Strategy Key Themes 101

- **Services** - preserve what they have and value, but also want better health centres, allotments, pavements/paths, old peoples home, more for young people and better lighting;
- **Countryside** - preserve and maintain;
- **Transport and travel** - reduce amount of traffic and congestion, suggestions included a by-pass, traffic free centres for Hebden Bridge and Heptonstall and an improved rural bus service;
- **Shops** - want independent shops to thrive, no more supermarkets and more shops for residents and not tourists;
- **Housing** - Need to retain current population therefore emphasis should be on affordable housing, sheltered housing and good quality old people's homes.

Mytholmroyd/Luddendenfoot Workshop

10.31 A total of 13 residents took part in this workshop including the young, employed and retired. Proximity to the surrounding countryside is

highly valued and contributes to quality of life, health and well-being. The small, compact nature of the town and villages help generate a feeling of community. There is a sense of belonging and the population regard this area as unique and in need of preservation.

10.32 Concerns centre around the negative impacts of proposed new housing developments on greenfield sites and associated potential increases in traffic congestion, dilution of communities and loss of settlements' distinctive character.

10.33 Other concerns include existing traffic congestion and the threat of a reduced train service at Mytholmroyd station, the decline of local trade and the lack of a village hub or community centre in Luddendenfoot.

10.34 Participants do wish to retain the unique identity of the area but are not opposed to development on viable existing sites to meet local needs. They do not wish to see inappropriate development to meet national housing priorities.

10.35 A growing local retail offer in the town and surrounding villages is seen as important as are improvements to the valued Mytholmroyd rail station.

10.36 There is a feeling that this area has missed out on some of the funding from the Upper Valley Renaissance Initiative and is the poorer relation to Hebden Bridge, despite its relatively high population.

10.37 Participants voted on their key aspirations. In descending order of priority these were:

Core Strategy Key Themes 102

- **Care of environment** - preservation and caring of countryside as highly valued and adds significantly to quality of life;
- **Community trade** - increase number and diversity of independent shops plus a local market in St Michael's Square;

- **Transport** - importance of Mytholmroyd rail station highlighted including views service must not be reduced and need for improvements to station building and increased car parking;
- **Housing needs** - more care homes and suitable housing for the elderly as well as more affordable housing;
- **Education services** - good quality schools along with opportunities for training to increase employment prospects needed;
- **Facilities** - community space needed in Luddendenfoot and improved local sports facilities;
- **Policing** - greater police presence.

Additional Aspiration (Raised after the vote)

- **Linkages** - closer alignment of Luddendenfoot with Mytholmroyd and Calder Valley bringing the two communities closer together and supporting sharing of amenities (as opposed to Luddendenfoot's current position in the Sowerby Bridge ward with links to the Ryburn Valley).

Ripponden/Rishworth/Barkisland Workshop

10.38 A total of 11 residents took part in the workshop, these were predominantly either retired or people in employment. Participants believe they enjoy a good quality of life which they attribute to the peace and tranquillity of their rural setting, the sense of community and good local facilities and communication links. The amount of traffic on the A58 combined with new housing, which they consider unsuited to local need, are considered as the biggest threats to their quality of life.

10.39 They felt that if housing in the area continued to expand at its current rate they will not only will they lose their village identity, but the area will not be able to support the housing needs of its residents; from needing an affordable first home to being able to downsize in later years.

In addition, older participants were genuinely concerned that when they reach a stage in their lives and health where independent living is no longer possible, they will be forced to move away from their community because of the lack of residential and nursing care in the area.

10.40 The participants voted on their key aspirations. In descending order of priority these were:

Core Strategy Key Themes 103

- **Hands off - qualified appropriate growth** - retain current feel, character and identity of each village. Retain green belt separation between them;
- **Better roads** - A58 heavily congested suggestions ranged from yellow lines to bypass for HGVs
- **Sense of place/ identity** - retain the sense of community, community building together with investment in local economy and environment in each place would help;
- **Increased facilities** - sheltered housing, retirement home or village, clubs and schools for young, more sports and recreation;
- **Youth of tomorrow** - not just facilities but education about the area;
- **Local food and self-sufficiency** - support local business through buying local produce in local shops;
- **Energy and sustainability** - develop more sustainable energy usage and improve recycling facilities;
- **Alternative travel** - use trains instead of HGVs, safe areas for bikes on A58 (or alternative routes), electric cars;
- **Rights of way** - clearly mark and maintain;
- **Housing** - more appropriate and affordable housing for local residents of all ages; and
- **Parking** - new parking in the area was also discussed.

Calderdale Wide Workshop

10.41 The Calderdale area workshop attracted 24 residents. These were mainly over 40 years of age, with just 4 people under 40. Participants derived much pleasure from living in Calderdale, valuing its unique environment and character, created by the people, landscape, history, heritage, rural atmosphere and abundant opportunities for local leisure, culture and recreation. They have a sense of well-being associated with their sense of belonging in "proper Yorkshire".



10.42 Participants wanted the Council to take active custodianship of the area's character. In particular three key aspirations emerged from the workshop: preserving what people value; retaining the population at all stages of life and making improvements. In order for this to be achieved, a number of aspects need consideration:-

- Manufacturing base and enterprise - an alternative spirit could be championed to attract inward investment;
- Niche tourism;
- Scenic beauty and rural atmosphere which is under threat;
- Distinctive towns and villages under threat from ribbon development;
- "Totally Locally" ethos - supporting local community and local pride;
- Heritage, which is at risk of being diluted through unsympathetic development.

10.43 Participants noted a number of "paradoxes" relating to life in Calderdale:-

- Tourist destination / new industrial area;
- Leisure / commerce;

- History / future;
- Space / development;
- Local need / national priorities.

10.44 Specific action points proposed included a refocusing of priorities in relation to housing development and provision for/retention of the local population; the creation of a strategic integrated transport plan; increased investment in the preservation, management and access to the countryside and a more proactive stance to green energy. The process by which all this happens is considered as important to participants as the action points themselves. They want a process which is transparent, accountable, openly consultative and responsive to the findings of consultation.

10.45 Participants themed their aspirations into 14 headings, which were prioritised in accordance with votes as follows:

Core Strategy Key Themes 104

- **Green Space** - should be protected, and Rights of Way maintained;
- **Housing Development** - should be affordable to local people, of the right type and in the right place;
- **More jobs** - more and better employment available locally to reduce commuting, more apprenticeships;
- **Selling Calderdale** - proper investment in marketing and infrastructure could make Calderdale a thriving tourist destination;
- **Community services** - more and better local libraries; improved services and facilities for the old and young; continued support for the arts and a redeveloped Piece Hall;
- **Co-ordinated approach to private and goods transport** - reduce pressure on the roads;
- **Bus services*** - improved connections to outlying villages;

- **Green Energy** - introduce hydro-power and more effective use of renewable energy through 'eco-homes', with careful consideration of the impact of wind-power on the landscape;
- **Vibrant Shops** - Calderdale should be a place where locally produced goods can be bought in local shops and markets. Town Centres should be supported through a "progressive rental regime";
- **Parking at Railway Stations***
- **Community issues**
- **Recycling**
- **Rail Transport*** - opening of Elland and Luddendenfoot stations;
- **Road transport*** - reduced traffic and tackling congestion.

(*if all these were headed under 'transport' it would have been the highest priority)

Halifax Railway Station



Footpath to Stoodley Pike

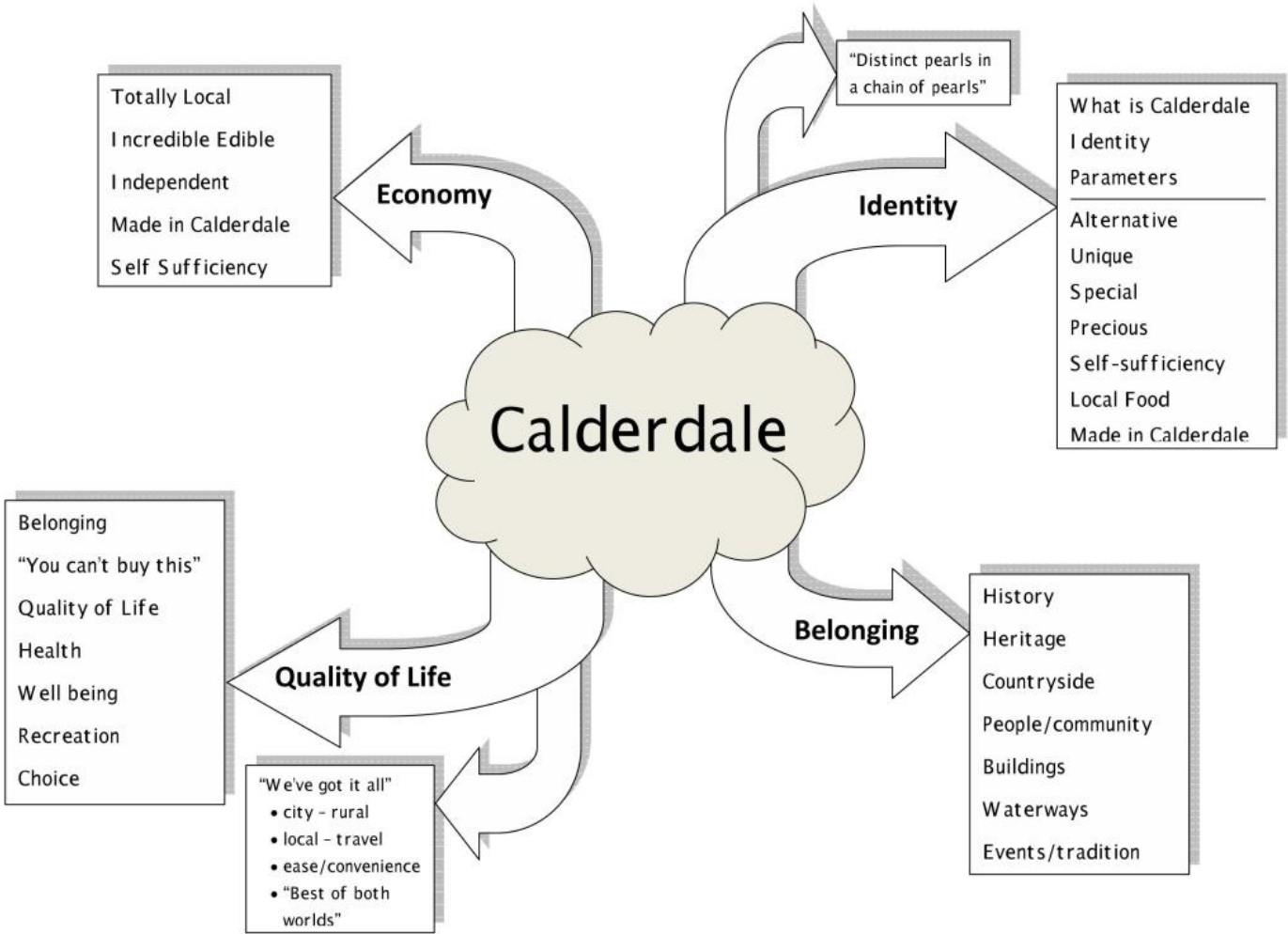


Workshop Summary

10

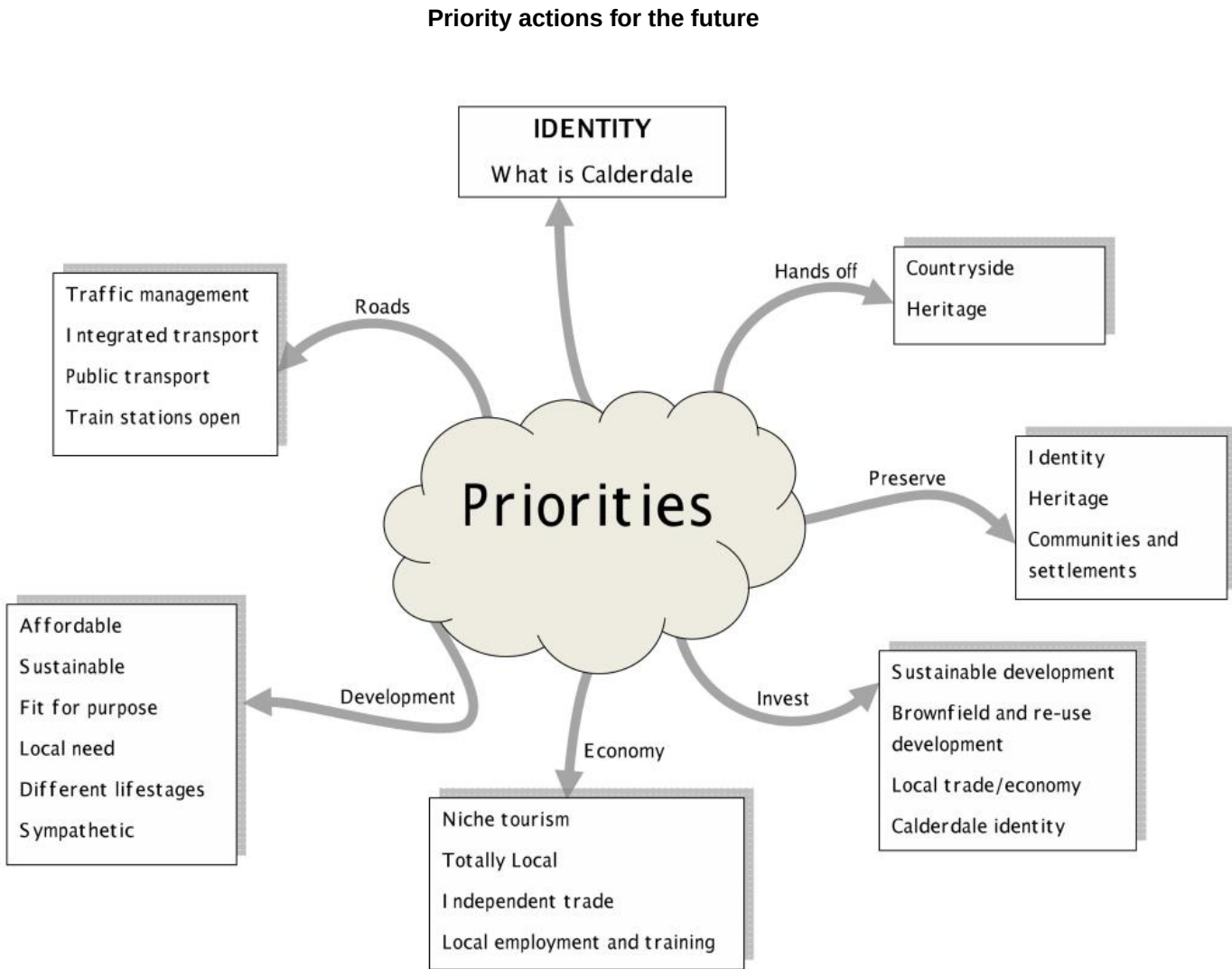
The following 'mind maps' summarise some of the main themes and issues which were raised during the workshops.

Calderdale - the place and the future



Fears for the future





11 Lessons Learnt

11.1 This final chapter considers the lessons which can be learnt from the methods used during the consultation and what could be improved for the next stage of consultation on the Core Strategy.

11.2 It is clear that whilst the consultation elicited a lot of comments and received far greater breadth of groups than the previous consultation on the Core Strategy there is still a lot of work to be done to engage the wider community of Calderdale.

11.3 The advertisement and awareness raising indicated in 2 'Awareness Raising' covered a wide breadth of mediums. All of the methods were useful but it appears more still needs to be done to increase public awareness of the consultation prior to the commencement of the next consultation. This may include greater use of social media sites, such as facebook or twitter. In addition attempts will be made to increase the amount of individuals signed-up to the consultation database and the use of existing groups and networks to spread information.

11.4 The main method of engagement were the three consultation documents. These were well used by some respondents and provided a significant amount of detail for those who wanted to investigate the issues involved. They were, however, too lengthy and technical to engage the majority of residents within Calderdale. In combination with the documents a series of 10 area leaflets were created. These provided a limited information but were aimed at stimulating interest in the consultation. Whilst both the leaflets and consultation documents were useful, and will be used again, there is a need to consider other documentation during the next phase of consultation. A possibility may be a summary document could 'plug the gap' between the leaflets and the main documents by providing all the main messages but without the technical detail.

11.5 Both the area based and Planning Aid workshops were particularly useful for this stage of the Core Strategy. They engaged a wide range of people from different backgrounds in in-depth discussions about their

areas and issues. This enabled a good understanding of participants concerns and aspirations to be gained. However the limited time and resources meant the number of attendees at each event was restricted. It is, therefore, important that the ideas and actions emerging from these events are consulted upon far more widely during the next phase of consultation.

11.6 The four public meetings were relatively well attended and provided some useful information but the main use of these events was to sign-post attendees to the consultation. It is, however, considered that they have their place in the next phase of consultation as a means of passing on information.

11.7 The involvement of children and young people through the schools consultations, workshops and the Calderdale Young Inspectors were particularly rewarding and provided a valuable extra element to the consultation responses. It is considered that this area of work should be built upon for future consultations.

11.8 A common theme throughout the consultation was that the use of existing partners and networks to raise awareness and interest in the consultation was the most effective method of increasing participation rates, particularly at events.

11.9 In conclusion whilst the awareness raising, documents and events were successful in gaining numerous comments from a wide variety of groups, organisations and individuals lessons can be learnt which will help improve the effectiveness of future consultations. This includes the continued and expanded use of existing partners and groups to assist in the engagement of a wide variety of communities and the need to continue to expand the range of methods used within the resources available to try and engage in as many ways as possible.

APPENDIX 3

CALDERDALE LOCAL DEVELOPMENT FRAMEWORK

CORE STRATEGY: REFINED ISSUES AND OPTIONS CONSULTATION 2011

WORKSHOPS REPORTS

Calderdale Council LDF Workshop Report 1
Elland, Greetland, Holywell Green
and Stainland
April 2011

1 Context

The Development Strategy Team for Planning at Calderdale Metropolitan Borough Council has commissioned this report to capture the first of ten creative consultations in Calderdale designed to explore the needs, aspirations and concerns of residents in relation to planning.

This report concerns the existing and desired quality of life of residents in Elland, Greetland, Holywell Green and Stainland.

The written results from this consultation are thematic¹ and indicative of resident's experiences and aspirations in this area relating to planning. The report constitutes one element of a broad evidence base with which to inform the LDF Core Strategy.

2 Methodology

The workshop drew on Creative Problem Solving and Productive Thinking frameworks to promote active involvement and group decision-making from participants.

The workshop was framed within a 'quality of life' paradigm to encourage participants to reflect not just on planning issues but also on the real impacts of these issues on their lives and communities. The aim in doing so was to produce insights that have genuine relevance to both participants and the Planning Team.

The workshop was divided into four key areas of investigation:

- resident's current life/work context and impact on quality of life,
- aspirations for 20 years hence moving into their next life stage,
- what that imagined future would look and feel like to live in,
- specific positive actions the Planning Department could take to realise these aspirations.

The workshop concluded with a group discussion to further explore the themes and issues raised.

3 Participation

A total of 22 residents took part in the workshop. Not all participants completed the equalities sheet therefore totals below do not add up.

All described themselves as 'White'.

The age breakdown was: <25 = 2; 25 to 39 = 2; 40 to 59 = 5; 60+ = 8.

There were 8 males and 9 females.

4 described themselves as having a disability.

¹ Some highly specific suggestions were made during the workshop and are outlined in detail in the appendix of this report.

4 Overview

Residents are proud of where they live and feel a strong sense of local identity and attachment to the area.

They want to preserve their experience of and pride in their local heritage, community and countryside, all of which deliver a high quality of life.

Well-being is strongly associated with the countryside; whether through passive appreciation of its peacefulness, landscapes and sights and sounds of the local wildlife, or through activities such as running, walking and cycling.



Whilst residents like being well connected to Huddersfield and Halifax they wish to remain relatively self-contained as an area. It is important to them that the area retains a thriving local economy and local social, cultural and recreational facilities in order to support strong, active, healthy communities.

There is evidence that residents of Stainland perceive the village's semi-rural setting as wholly distinct to Elland and want it to be treated as such. In order to mitigate the impact of potential development on the green belt to meet area planning targets, residents of Stainland want the Council to recognise the different needs and lifestyles of each settlement rather than regard them as one 'homogenous' area.



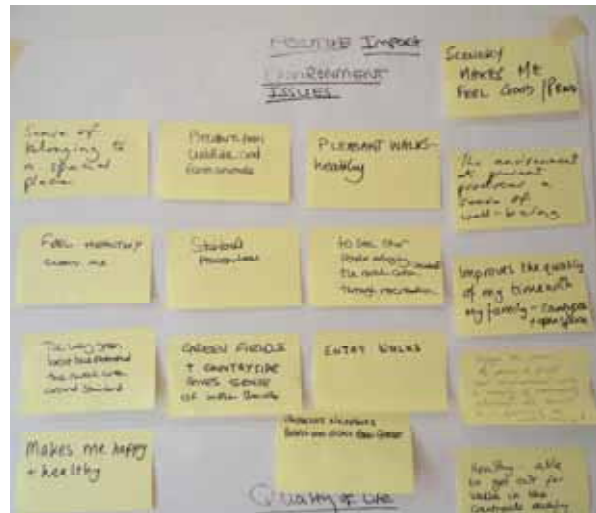
5 Key Findings

5:1 Positive quality of life

Residents of this area place high value on the surrounding countryside, public facilities, local character, a genuine sense of community and good transport links to Huddersfield and Halifax.

- **Countryside and wildlife**

Residents appreciate the beauty of the green landscape that surrounds them and the sights and sounds of the scenery and wildlife that inhabit it. The countryside provides a sense of well-being, pride and of belonging to a special place. It also provides opportunities for walking, running, cycling and horse-riding which all contribute to an active and healthy lifestyle. Residents derive pleasure, enjoyment and happiness from their green surroundings.



“When you choose to live in a semi-rural area you make a conscious choice that you’d like to see greenery around you and appreciate wildlife and peacefulness which you might not get if you live in a town” Stainland resident

- **Good local facilities, a unique sense of place and of community**

Residents value the facilities in Elland and Stainland; the parks and family play areas, allotments, clubs and village hall, pubs, library, swimming pool and schools. All these keep residents active, social and local. A strong sense of community adds a special-ness to the area. In their experience, the neighbours are friendly and take pride in their surroundings which encourages people to want to contribute positively to what they perceive as 'their community'. In addition the area retains local character and history through its traditional dwellings and industrial architecture. It is perceived as peaceful and compact, somehow separate and unique. There is a strong sense of a treasured local identity.

- **Egse**

Residents value the sense of 'ease' in relation to travel. Local amenities and good public transport to (and parking in) Elland encourage the community to stay local. Uncongested road and good bus connections provide ease of access to nearby towns when required.

5:2 Quality of life concerns

Residents in this area have a number of concerns which they believe impact on their quality of life; issues around the threat of urban sprawl, the speed and volume of traffic, rural public transport and the decline and poor maintenance of local facilities all feature.

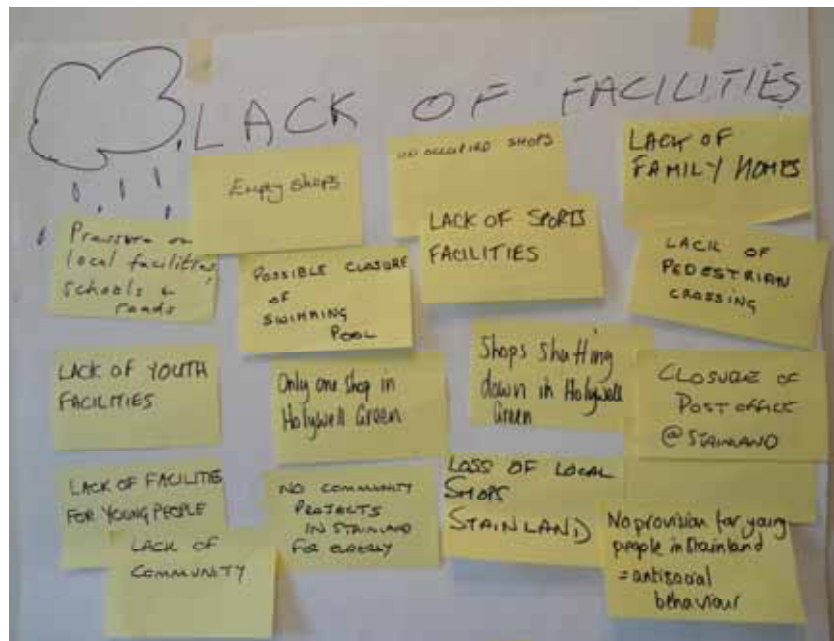
- **Urban sprawl into the green belt**

Residents of Stainland are particularly concerned about the threat of development into the greenbelt. They fear that the area they have chosen to live in will change unalterably, negatively impacting on their prized quality of life. In their view the new housing developments in Stainland are not in keeping with the character of the village and are unaffordable for local villagers. These two factors combined will result in Stainland losing its local character and identity as a traditional village in a beautiful countryside setting, and with that comes the erosion of the personal benefits residents derive from living there.

- **Planning, upkeep and local facilities**

Elland residents are concerned about the demise of the town centre and potential loss of the swimming pool. The 60s flats are considered an eyesore as is Blackley Brickworks. There is overdevelopment of mills into flats which puts pressure on existing facilities.

There are concerns too about the poor maintenance of existing facilities such as public buildings, parks and other green spaces, as well as low provision of recreational spaces and facilities for the young and elderly.



The impact of this is frustration at seeing the small town they love deteriorate leading to an erosion of its sense of community and potentially an increase in antisocial behaviour.

Stainland residents are concerned about the loss of the local shop and post office. The result is that residents have to travel to access basic services, which is costly in terms of time, money and the environment.

- **Traffic and public transport**

There appears to be considerable issues in Stainland around traffic and public transport. Heavy traffic, speeding vehicles and large lorries pass through the village. Residents believe this presents a clear danger to life resulting in stress and fear. There are also the associated impacts of noise pollution and poor air quality. The current 20mph speed limit is regarded as wholly ineffective in dealing with the issue.

Within the context of there being no village shop, Post Office or doctor's surgery in Stainland, residents feel poorly served by the level and reliability of public transport in order to access these facilities elsewhere. This can result in a sense of isolation, particularly for the elderly and disabled.

Elland and West Vale residents are concerned about the volume of traffic and associated congestion – especially around the lights at West Vale where there is no filter light system in place. Whilst Elland residents feel well served by the bus service they would welcome a train station to support commutes to cities such as Leeds.

5:3 Community Aspirations

Residents themed their key aspirations for the area into four core headings: environmental, community and facilities, employment-policing-education-housing and transport-traffic-roads. These were split into smaller themes – see image right. When participants were invited to vote on the themes that they believed were the most important to their quality of life, the results, in descending order, were:

- Community and facilities,
- Employment,
- Green belt,
- Transport,
- Sustainability,
- Housing,
- Traffic,
- Quality built environment,
- Roads,
- Education.



All the findings are in the appendix. This section will include only those areas that relate to planning.

• Environmental aspirations

Residents want a quality built environment through the preservation of the area's local character, no unsightly new builds and improved building maintenance. They want the green belt to be protected and preserved for future generations and the council to work towards more sustainable and green living.

Residents of Stainland want the village to be regarded as distinct from Elland in order to ensure the preservation of the greenbelt:

“We see Stainland as a village and Elland as a town ... Ripponden, Rishworth and Barkisland have been split off from Sowerby Bridge ... those three settlements have a rural identity. They’re not simply a part of the larger area of Sowerby Bridge and that hasn’t happened with Stainland.” Stainland resident

“The impact and the fear is that you see the same needs across the area and the same identity throughout the area. For example, if you ... want to develop East Calderdale, it might be appropriate for there to be a large amount of development in a town which may have brown field sites but that might be inappropriate for a village that’s got not many brown field sites if any, but big greenbelt areas. But if you’re simply going to look at the Elland area as a whole that’s the danger ... that you’re comparing apples and oranges and treating different areas in the same way.” Stainland resident

- **Community and facility aspirations**

Residents want to retain existing facilities (swimming pool, libraries, parks) with increased provision for the young and elderly.

In Stainland, residents want a doctor’s surgery, shop and community centre in order to combat isolation and retain/enhance a sense of community and local pride.

In Elland, residents want a bustling, pedestrianised town centre that supports a thriving local community and economy.

- **Housing and employment**

Participants want more affordable housing and fewer high rise flats. They want Elland to attract new businesses and employers to boost employment for young and old. They want Stainland to build on its ability to trade on locally sourced produce.

- **Transport and traffic aspirations**

People in Stainland want an improved bus service whilst those in Elland would like a train station to improve links to Halifax and Leeds. Everyone wants the issues of congestion, speeding and heavy traffic addressed.

- **The Endgame**

It is important to this group that future residents of the area retain a sense of pride and belonging to Stainland and Elland.

They want residents to continue to believe they live in great place and genuinely love it. They want a local population that feels happy, safe, secure, active and healthy. They want to see higher employment, thriving communities, the retention of local character, clean streets, investment in services, public facilities and building maintenance. They want the people of the area to invest their time and money locally; shopping in local shops, enjoying the countryside and being active - whether that’s walking through the fields or using the swimming pool. They also want to be able to enjoy an active social and cultural life locally, with ease of travel to wherever they want to go.

5:4 Suggested Positive Actions

What follows are specific steps or action points suggested by workshops participants that they believe Calderdale Council needs to implement in order to realise their aspirations. They are not weighted in any way and have been grouped for ease of use – a full detailed outline is available in the appendix.



- Countryside / Green Belt / Heritage**

KEEP	ADD
Green belt and wildlife corridors History, museums, old buildings The character of local settlements Blackley Brickworks chimney	
LOSE/STOP	CHANGE
Urban sprawl	

- Stainland**

KEEP	ADD
The library The feel of a rural village The village school Keep and maintain recreation spaces Keep Stainland Mechanics Institute and put it to community use	Doctor's surgery Post Office Community Centre Shop stocking local produce with PO Add value to and invest in Mechanics Institute
LOSE/STOP	CHANGE
20mph restriction Stop including Stainland as an area of Elland	Enforce speed limits Improve bus services

- Elland**

KEEP	ADD
Swimming pool and gym Library and add a community area there Keep high street chains out of Elland Keep and support independent shops The 'feel' of Elland – don't let it become like any other town	Affordable housing New swimming pool New train and bus station A good supermarket More direct bus routes between Huddersfield and Halifax
LOSE/STOP	CHANGE
Demolish flats near Elland Church and build a new park Demolish 60s flats Large commercial vehicles in town centre Re-assign park by river	Give Town Hall a facelift Pedestrianise town centre Improve access to canal Enforce present speed limits Create open green space on pillings site at the old cross

- General**

KEEP	ADD
Develop brown field sites Keep basic services	Allotment provision More facilities and activities for young people More housing for the elderly Make up unadopted roads Improve litter and refuse collection Assist energy conservation and green power More arts and cultural facilities locally Develop access to sport for fledgling groups Develop local budgets & devolved decision making

LOSE/STOP	CHANGE
Mill conversions into flats Traffic congestions throughout area Blackley Brickworks Pulling down refurbishable buildings	More innovative homes Ensure new builds are affordable Change planning approach to renewable energy to ensure it delivers Improve street lighting

NOTE: A number of residents also commented on the difficulty of getting to grips with the complexity, volume and perceived jargon of planning consultation documents and online surveys:

“It’s very very difficult for a member of the public to get to grips with something like this (holds up large document) it takes hours and hours.”

“It’s the jargon as well”

“It’s as though we’ve been given internal documents and they need to be simplified and put in plain English ... and in such a way that people want to contribute and fill in questionnaires.”

“I do think the Council need to think who their audience is when they are releasing documents like this to the public.”

APPENDIX: RAW DATA

1 What residents love about their area

Public facilities	Countryside and wildlife	Sense of community	Local facilities	Traffic and Transport
Good services	Green fields	The neighbours	Real ale	Road links
Cartwheel Club	Beautiful scenery	Peace and quiet and good neighbours	The pubs	Good bus service
Stainland Mechanics Institute	Views		Rex Cinema	Not a lot of traffic (unlike Brighouse)
Sowood Village Hall	The beautiful countryside	Good community groups	Local shops	Can get a bus to my house
Stainland local library	Greenery	The people are friendly		Accessible to the country and major towns
Parks	Countryside	Everyone is friendly		
Good park	Beautiful untouched scenery	Nice neighbours		Car park retention in Elland centre
Parks	Landscape	Identity		
Stainland: play areas, spaces for families	Countryside and open spaces	Sense of history		
Schools	Hills	West Yorkshire-ness		
Allotments	Canals and river walks	Peacefulness of the village		
Allotment provision	See ramblers, walkers, horse riders enjoying the area	No noisy local industries		
	Excellent walking and running	Stone buildings		
	Great cycling	Character of the traditional houses		
	Local walks	Beautiful traditional old buildings		
	Country paths	Valley Mill		
	Access	Parish Church		
	Cows in the fields	Elland is a good place		
	Chickens clucking	Hollen Edge residential area		
	Listening to wild birds	Well kept gardens		
	Wildlife	Small town		
	Bats, owls, foxes, ferrets, deer	Villages		
		Old mills		
		Having the town well away from me		

2 Associated positive impacts

Environment Issues	Quality of life	Services & facilities	Travel
Scenery makes me feel good/proud	Makes me happy and healthy	Good schools have educated my children well	Ease of travel to work – good road network
The environment at present produces a sense of well-being	Good quality of life Gives us somewhere to go on an evening	Local shops and facilities reduces the need to travel	Cycling is enjoyable and good exercise
Improves the quality of time with my family – countryside and open spaces	I like living where I live	Good schools attracts people	Enjoy choice of 2 towns a bus ride away
Enjoy the views, peace and quiet and involvement with a variety of community activities – all result in a feeling of well being	Don't have to travel far to get away from the hustle and bustle	Hospice in Elland is well supported	Motorway on the 'doorstep'
Pleasant walks – healthy	Sense of belonging	Gym, baths, library and cinema	Can walk to most facilities. Pubs and shops. Don't need to drive.
To see other people enjoying the rural area through recreation (Stainland)	Small town atmosphere – friendly	Enjoy swimming pool	Road links – I can get out of Elland easily
Enjoy walks	Places to hang out	Enjoy video/DVD shop	Good road links elsewhere, easy to travel around
Stainland's peacefulness	Going to youth clubs gives us something to do	Stainland library helps me read with my son	Buses. Easy access to Huddersfield and Halifax.
Pleasure from farmyard and wild animals	Makes me want to contribute positively to my community	Pubs are a great place to meet friends	
Green fields and countryside gives sense of well-being	Healthy – able to get out for walks in the countryside easily		
Sense of belonging to a special place	Socialising with friends		
Feel healthy	Makes me want to join a community		
Clean air	No desire to move house		
The way the green belt has protected the rural area around Stainland			
Considerate neighbours, parks and other good areas			

3 Resident's concerns about their area

Traffic	Lack of maintenance	Lack of facilities	Public transport	Green belt	Planning
Traffic through Stainland	Crumbling public buildings	Pressure on local facilities, schools, roads	Poor public transport for disabled people	Urban sprawl	Stainland – very large new houses which many villagers can't afford and which are not in keeping with the village
Rat run traffic	Buildings allowed to fall into disrepair i.e. Stainland Pub	Lack of youth facilities	Buses are not on time	Green belt under threat – Stainland	
20mph too slow through Stainland	Parts of Elland an eyesore	Lack of facilities for young people	Exceedingly poor bus service	Possibility of development on green belt	The way the attractiveness of Stainland is often seen as
Speed limit back up to 30mph in Stainland		No community projects in	No bus station	Encroachment onto green belt	

Traffic	Lack of maintenance	Lack of facilities	Public transport	Green belt	Planning
20mph limit in Stainland – other measures needed Stainland roadside parking near bends Large vehicles on local roads People go too fast in cars Heavy traffic Stainland Road – 20mph ignored Heavy traffic too fast and danger to life in Stainland 20mph in Stainland is ludicrous Large lorry's going through Stainland Speeding traffic Westgate congestion Congestion in West Vale Traffic is too fast in Holywell Green and West Vale Lack of filter light system in West Vale Traffic at the cross High traffic volumes at peak times. Difficulty passing at pinch point.	Park and green spaces neglected Lack of input in maintaining countryside Burning of rubbish and old tyres at the industrial unit in West Vale Poor quality roads Fly tipping and rubbish in and around the beck at West Vale Litter	Stainland for elderly No local shop in Stainland No shops/PO (Stainland) Lack of community Empty shops Unoccupied shops Lack of sports facilities No local shops Shops shutting down in Holywell Green Closure of post office & shop in Stainland Closure of Post Office at Stainland No quality supermarket Only one shop in Holywell Green Future of Elland Pool Possible closure of swimming pool Poor provision for older and younger people No provision for young people in Stainland = antisocial behaviour Lack of family homes No pedestrian crossing Police station closed No new baths Stainland mechanics Institute for sale No community centre for residents to meet (Stainland)	Poor public transport – Stainland – especially for older people Buses are unreliable No train station No bus route to the doctors from The Hame Doctor's too far away – no bus service Public transport from Stainland expensive – especially if only shopping for a few items	Green belt under threat Plans to build on green spaces	housing potential and a way to make profit – usually with little benefit to villagers 'Infill' building Elland Centre seems to be fading away Brickworks – empty site That the brickworks chimney would be demolished – prominent landmark for miles around Broken down brickworks at Blackley Inappropriate development Mill conversions – too many flats Too many flats

4 Associated negative impacts

Traffic / Travel	People	Environment
Speed of traffic in Stainland stops children playing out	The growth of NIMBYISM imbalances communities	Houses and buildings neglected – who cares!
Someone will be killed in Stainland re. too fast traffic	Nowhere to meet as a community in Stainland means there isn't a sense of community	Loss of Stainland's traditional rural setting through new housing
Road safety in Stainland – someone will be killed soon	Disengagement of youth	Building on green belt – I will move away
Unable to cross road safely	Antisocial behaviour and affects on quality of life	Fear of change through overdevelopment of area in which I have chosen to live
Volume of traffic to homes	Unable to swim if pool closes	Losing green belt reduces the quality of my environment
Poor air quality with traffic congestion – health impacted	I may move. I like living in Elland but unlikely to stay in the long term if there is no investment in the town	Constant fear of green belt development
Noise damage from traffic	Total feeling of frustration with CMBC	Litter – lack of individual responsibility
Can't use my drive for traffic - anger	Frustration at lack of investment / progress	Burning of rubbish behind industrial units deters local residents from sitting outside and enjoying their own gardens
Stress with 20mph in Stainland		Fear at night – lack of street lighting at good standard
Traffic accidents		
Unable to cross roads safely due to cars going too fast		
Quality of life near zero because of traffic		
Noise damage from traffic		
Park on main road in Stainland causes hold ups		
Cycling is risky – particularly in villages		
Poor bus service means I have to use the car		
No bus service		
I can catch a bus to get me there but I have a problem catching a bus to get back home		
No bus station causes build-up of traffic both ways in Southgate		
Impossible to commute to work in Leeds by public transport – bad for environment		
Have to travel to other towns to get a train		
Have to travel to Post Office		
Have to go to Halifax to shop		
Have to travel for most services		
Have to go to town to shop – cost of fuel, effect on environment		

5 Wishes for the future

ENVIRONMENTAL	
Quality built environment	Preservation of the existing character of the area I wish we will live and build more sustainably I hope there are no more unsightly new builds I wish the built environment in Elland town centre is improved I wish the built areas be maintained-enhanced Have a nice house in Elland
Green belt	The countryside is protected and preserved for future generations That a halt is called to excessive building. When is enough enough? For Stainland's character to be largely preserved and appreciated. Not only for residents but for people who access the area for recreation and exercise. Protect the green areas we have Preserve the green belt around out town and villages I wish the green belt area remains at least the same I wish we still have a green belt I wish that our wildlife is thriving and valued More maintenance/sustainability of countryside/woodlands
Sustainability	Use solar panels but monitor wind turbines I hope we can manage recycling/waste management Greener community Homes with 'eco' features I wish Stainland were a green tourist area I wish this area was a beacon of sustainability and sustainable living
COMMUNITY AND FACILITIES	
Elland	Swimming baths Sports facilities I wish for a theatre in Elland Pedestrian shopping area Wouldn't it be great if Elland had a bustling centre and community That Elland be treated fairly
Stainland	A doctor's surgery in Stainland Feeling of security in the village I hope we are proud of our village Lots of arts, sports and social activities to bring the community together Local shop in Stainland A shop, PO in Stainland A central community facility to be a place for all ages which will help create pride in the community and village
Other	Sense of community I hope there is a community allotment to fulfil local needs I wish for facilities for older people More allotment provision so people can grow their own food. More allotments in the district could contribute to CO2 reduction I wish for a post office in West Vale I wish the youth are provided for re things to do in the future Not housebound – local groups for elderly Retaining libraries

EDUCATION / EMPLOYMENT / POLICING / HOUSING	
Housing	New houses to be affordable Less high rise flats in Elland More housing for the elderly
Education	Better skills training for young I wish we could have the best schools in the country
Employment	More local jobs I wish manufacturing would return Employment for all – young and old I wish Elland would attract new employers and businesses Stainland to build on its agricultural provision of local produce I wish Calderdale had unlimited facilities
Policing	I wish that we did not need policing at all I wish for more community policing
TRANSPORT / TRAFFIC / ROADS	
Transport	ELLAND I wish for a train station for easy access I wish Elland was better connected by train to Halifax, Leeds etc I wish for rail station with good services to Elland I wish Elland had a train station Improvement of public transport STAINLAND A bus service to Stainland
Roads	I wish for state of the art gritters and snow ploughs I wish that roads are in good condition I wish for more gritting and road clearing in severe winters
Traffic	Reduce traffic through Elland I wish for congestion free traffic flow generally Traffic free centre suitable for wheelchair use

6 Perceived impacts on wishes on quality of life

Feeling	Proud to live here in Stainland Feeling happier and content Feeling of pride and belonging Impressed Feel happier Happy to see others well and happy Feeling safe and secure Safe – respect for one another Got value for money Feeling fit and content Feeling a warm cosy glow I will feel Calderdale is working towards sustainability Feel more relaxed and safe Feeling like I live in Utopia
Thinking/Saying	A Thank you to planners Come and live in Stainland – it's great This is a good place to be

	I'll be saying 'I was there at the workshop where it all began.' Gott in Himmel! It's happened at last That I love the place where I live I'll be saying what a great place this is to live I will be saying thanks to the planners for not building on the green belt Will it last? What a big improvement from 20 years ago? What about the next 30 years? All the hours spent on the documents was worth it and thanking the Council for listening
Doing	Spending more time in the local area Walking locally Spending more time and money in my local community Enjoying the leisure facilities Going to the PO in Stainland Watching live music I will be growing on our allotment Doing lots of arts activities Shopping locally Enjoying my environment cycling, walking Using bus services Watching plays Drinking real ale I will be playing my harp! Cycling locally Enjoying rural walks in Stainland Using baths, cinema, library, theatre, rail station,, gym I will need the doctor in Stainland after participating and enjoying all the facilities I will use the facilities in Elland Doing my bit to reduce/recycle the bit of waste which I now produce Part of community supporting Doing more activities locally Going for walks free of fly tippers Travelling there and back on a good bus service Going to the doctors in Stainland I will be enjoying living in Elland
Seeing	Clean well kept streets Investment in the environment Life as it should be No litter Seeing that youth no longer hang about on the streets Stainland's traditional setting in a rural area remain intact A community which has pride in its village – Stainland - and has a central community facility for all ages Seeing full employment Elland without 1960s flats People wanting to live in Stainland Happy smiling faces Older people using a more frequent bus service A thriving community

7 Suggested positive actions

KEEP	COUNTRYSIDE Countryside free of fly tippers Importance of wildlife corridors Stop urban sprawl The green open spaces & unspoilt countryside in Stainland & surrounding area Keep walks open Keep green belt. Develop brown field Keep the greenbelt Keep the greenbelt around Stainland intact Green belt Keep the green belt in Stainland Keep the green belt – leave it alone Preserve the greenbelt around Stainland/Holywell green ELLAND Keep Elland baths and gym open Keep the swimming pool Keep Elland Library and add a community area to it Keep the feel of Elland. Don't let it become like every other town Maintain a swimming pool in Elland Keep the high street chains out of Elland Regular bus link (503) to Halifax Elland's independent shops by enhancing the environment for shoppers, grant-aiding improvements to vacant units and not allocating sites for large supermarkets Keep the character of the Hollen Edge area of Elland by resisting development in gardens STAINLAND Preserve green belt around Stainland and Holywell Green Stainland Library Stainland a rural village Stainland recreation in good repair Invest in public transport – ensure Stainland is linked to other places Village school in Stainland Keep Stainland Library Stainland recreation and invest in play area Keep library facilities in Stainland Stainland park in good order Stainland mechanics institute for community use and invest in a beautiful building HERITAGE Keep our history and our museums Keep the wonderful old buildings Preserve the character of the local settlements Keep Blackley Brickworks Chimney as a landmark as part of any redevelopment of the site OTHER Keep rubbish and green rubbish service free Basic services: street cleaning, green spaces Dog poo under control

	Gritting and snow ploughing in the winter Good primary and secondary schools Free recycling service Remain one council – don't merge – we have something special here Keep the dustbin collection service free
LOSE/STOP	ELLAND Demolish the flats near Elland Church and build a new park. Re-allocate existing park by the river for other uses Flats in Elland centre Stop large commercial vehicles coming through Elland town centre STAINLAND Stop forgetting about Stainland and its citizens Lose 20mph Stainland Including Stainland in the area of Elland. We are rural, Elland isn't Lose two of the pubs in Stainland. 4 is too many. Get rid of Bull & Dog and Red Lion OTHER Stop mill conversions to flats (too many) Remove heavy traffic in Elland and Stainland Lose the dilapidated Blackley brickworks Stop urban sprawl Prevent urban sprawl Detritus Civic newspaper – no-one reads it Stop pulling down refurbishable buildings Stop using PFI finance
CHANGE	ELLAND Elland Town Hall – face lift, repairs, change use of needed – prominent building needs to be priority Knock down 1960s flats and build affordable housing Change centre of Elland to pedestrian free zone Create open green space on old pilings site at the cross in Elland Change current lack of rail transport to locality Change centre of Elland to pedestrian zone Improve access to canal at Elland Enforce present speed limits in Elland STAINLAND Enforce present speed limits in Stainland OTHER More innovative homes Ensure all new build housing is affordable Change attitude to communicating with the public Change planning approach to renewable energy to ensure it delivers More public involvement in decisions for area CMBC change attitude to Elland and District, instead of concentrating on Brighouse and Sowerby Bridge
ADD	ELLAND New swimming pool

	Provide bus station close to Elland town centre A train station in Elland Provide a train station with ample cheap parking Direct bus route from Halifax to Huddersfield, not via Elland A good supermarket Morrison's supermarket STAINLAND Stainland needs a doctor's surgery Stainland needs a post office Community centre in Stainland Better bus service in Stainland Central community facility for Stainland A shop in Stainland stocking local produce with newspapers and post office Add value to Stain mechanics – improve and use Doctor in Stainland Stainland needs a better bus service Invest in Stainland Mechanics Hall OTHER Accountability to residents Add allotment provision More facilities and activities for young people A public transport strategy which is frequent and reliable such that people use it rather than cars More housing for the elderly Local community centres for both young and old Make up unadopted roads Local centres for advice and help Greater awareness and clearing of litter More arts and cultural facilities and activities Provide high quality environmentally sound homes Assist energy conservation and green power Recognise residents associations Develop access to sport for fledgling groups Better street lighting Develop skills of job seekers to match job availability Develop local budgets and devolved decision making Add a positive approach to encouraging new businesses to the area Use Brownfield sites for development

Calderdale Council LDF Workshop Report 2
Brighouse and Rastrick
April 2011

1 Context

The Development Strategy Team for Planning at Calderdale Metropolitan Borough Council has commissioned this report to capture the second of ten creative consultations in Calderdale designed to explore the needs, aspirations and concerns of residents in relation to planning.

This report concerns the existing and desired quality of life of residents in Brighouse and Rastrick.

The written results from this consultation are thematic¹ and indicative of resident's experiences and aspirations in this area relating to planning. The report constitutes one element of a broad evidence base with which to inform the LDF Core Strategy.

2 Methodology

The workshop drew on Creative Problem Solving and Productive Thinking frameworks to promote active involvement and group decision-making from participants.

The workshop was framed within a 'quality of life' paradigm to encourage participants to reflect not just on planning issues but also on the real impacts of these issues on their lives and communities. The aim in doing so was to produce insights that have genuine relevance to both participants and the Planning Team.

The workshop was divided into four key areas of investigation:

- resident's current life/work context and impact on quality of life,
- aspirations for 20 years hence moving into their next life stage,
- what that imagined future would look and feel like to live in,
- specific positive actions the Planning Department could take to realise these aspirations.

The workshop concluded with a group discussion to further explore the themes and issues raised.

3 Participation

A total of 17 residents took part in the workshop, 2 of whom were Councillors. Not all participants completed the equalities sheet therefore totals below do not add up.

All described themselves as 'White'.

The age breakdown was: <25 = 2; 25 to 39 = 0; 40 to 59 = 1; 60+ = 7.

There were 4 males and 4 females.

4 described themselves as having a disability.

¹ Some highly specific suggestions were made during the workshop and are outlined in detail in the appendix of this report.

4 Overview

Residents are proud of where they live and wish to see Brighouse thrive as a local economy and a place to live, work and play. They feel well located, well catered for in terms of local amenities (with the exception of healthcare) and well connected.

Residents like the dual convenience of the facilities and benefits of a small local town and being connected by the M62 to other larger towns and cities.



Brighouse offers numerous opportunities to enjoy a fit and active lifestyle – from the local gym and swimming pool to the cinema, dance hall and restaurants. They perceive their area as semi-rural and value the pleasure they derive from enjoying the nearby countryside and canals.

The most significant perceived threat is overdevelopment and the impact this will have on already overstretched facilities, traffic congestion and the countryside. The Sugden Mill site is a particular concern.

Litter, traffic and lack of provision for young people are some other key issues they face.

Residents want to feel proud of Brighouse. They want it to thrive, be filled with interesting shops and attract shoppers. They want the town to be clean and well maintained. Residents also want better provision for young families and children through increased and improved recreational facilities – especially in Rastrick.

Traffic is perhaps the biggest source of stress for residents. They desperately want comprehensive measures to be taken to reduce the volume and improve the flow of traffic through the town – for reasons of health, safety and quality of life.



5 Key Findings

5:1 Positive quality of life

Residents in this area place high value on the varied leisure opportunities, local amenities and convenient shopping in Brighouse. They also value their location which provides ease of access to the local countryside and to towns and cities elsewhere.

- **Leisure**

This area offers a multitude of leisure and associated social opportunities: the Gala Cinema, Ritz Ballroom, dining out, town centre and parks, and local events such as the Brighouse Bike Ride and Summer Fair. When asked to describe the impact of their leisure activities and social life, the word 'happiness' featured highly.

- **Amenities**

Residents value the local facilities and amenities such as the gym, swimming pool, town centre shops, supermarkets, friendly market, the library and its grounds and good parking. This brings convenience, a sense of community and variety to their lives.

- **Environment**

Residents believe that where they live offers a good mix of town and country. They take pride in their town and enjoy walks in the local countryside and by the canal. They experience an associated sense of good health, well-being and local pride.



- **Infrastructure**

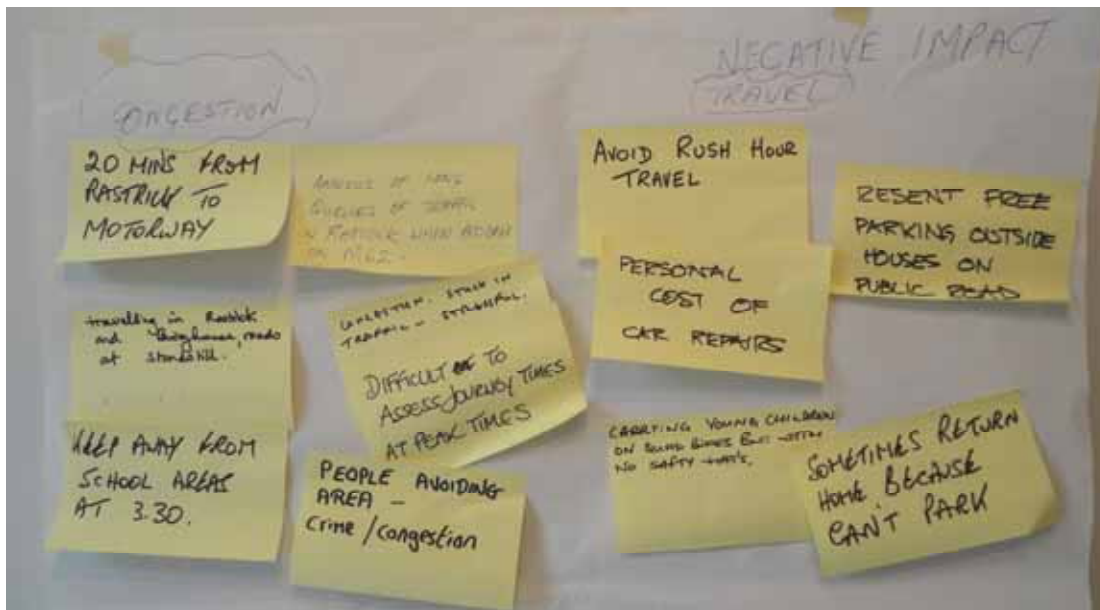
Residents like the fact that they are well connected to other towns and cities as a result of Brighouse's location near the M62. It provides good access and convenience. It also makes them feel 'connected' to the region whilst still retaining their distinctiveness as a small town.

5:2 Quality of life concerns

There are some clear concerns in relation to planning which residents believe materially impact on their quality of life: issues around congestion, overdevelopment, lack of provision for young people and litter all feature strongly.

- **Parking, Congestion, Transport**

Residents are extremely concerned about the volume and poor flow of traffic through the town and cite a number of contributing factors: school runs, overdevelopment (both housing and industrial), crashes on the M62 redirecting traffic flow through the town, rat run traffic and heavy vehicles from the expanding industrial estates. The personal impact on residents is stress and anxiety, danger from and fear of accidents, avoiding Brighouse at peak times and not being able to park outside their own homes.



“There’s a stupid mini roundabout at the bottom of Bramston Street where a rat run has precedence over the main road. It’s difficult there at peak times. Traffic approaches the mini roundabout from the rat run and they can see they have clear sight but they ignore the roundabout and they go straight on over the wrong side of a mini roundabout.”

“People coming down Huddersfield Road are coming down Toothill Bank, down Rastrick Common and then into Bridge End – but if you’re coming down Bramston Street you can’t see them ... why are they coming down Toothill Bank? Because they can’t get down Huddersfield Road because they are almost at the boundary of Brighouse queuing to get into Brighouse because I think they’ve got too many sets of traffic lights down there.”

“The rat run there is taking precedent; it’s causing accidents because people are having to jump on their brakes because they’re not looking to the left to see beyond the roundabout there. They come flying straight out and it’s a case of ‘if you hit me it’ll be your fault because I’ve got precedence’.”

“If there’s a crash on the motorway, where do they come off? Ainley Top so then we’re clogged with traffic from right up New Hey Road all the way down Rastrick, all the way down Bramston Street, then you’ve got them coming off Huddersfield Road, coming down Toothill Bank, coming down the rat run ... nobody can get out. We’ve got to the point where you can’t get out from the estate onto the main drag which is Bramston Street because there’s that much traffic backed up.”

“If you factor in a clogged motorway, motorway’s shut, restricted traffic, they’re all on their SatNavs and they come through Rastrick and that compounds the problem.”

- **Planning and Development**

There is a strong feeling that this area has been over-developed. One reason given was the proximity of the town to the motorways and the fact that the land is flat and therefore more attractive to build on for business or domestic use. The perceived impacts of this overdevelopment are manifold: encroachment into the greenbelt, increased traffic, over-population and the associated strain on public services and amenities. Residents are also concerned about the 'eyesore' that is the Sugden Site and poor street lighting, due in part to overgrown trees. Residents feel frustrated and powerless at what they perceive as the ludicrous inevitability of more development in an area where public facilities are thought to be at breaking point.

"A lot of the areas around Brighouse are green and that's one of the reasons why I live here. I suppose one of the things that worries me is that ... Calderdale doesn't have much flat land. When you're looking for flat land you looking down here and your talking about the M62 obviously, and so areas around Clifton are immediately on the map and look very nice to build on compared to sticking something in Hebden Bridge or Todmorden ... I suppose what I'd like to go away with from this meeting is that somebody from the Council does pick up how important the green spaces are to Brighouse."

"I felt since I've moved here 23 years ago ... like a constant chipping away. Someone wanting to build on a field near where I live and it's something I've always felt I've had to be on my guard about and it feels like somebody is sneaking up behind you all the time. I think they see Brighouse as something of an easy picking space-wise and save the nice countryside bits further down the valley. But we still don't want to be totally built up here. We want our individual communities. We want our bit of green."

"It's about time the area started looking elsewhere to build. They've got plenty of outer areas. They may be higher but that's their problem, not ours. We are at a standstill traffic-wise, school-wise, doctors-wise, everything. Everything's full up and what bit of green there is we want for our children and their children. We don't want any more houses over here. Plus, the roads can't take any more traffic around here."

- **Green Areas, Open Spaces, Leisure Environment**

As mentioned above, residents fear for the future of their green spaces which they have seen diminishing over time. Dearth of provision for young people and families on the estates in Rastrick are also an issue with few places to congregate or play. Associated with these concerns are real quality of life impacts: fear of crime as residents see young people in gangs on the streets, the 'demonising' of these young people when all they need is somewhere to go and something to do, and fear over the loss of green spaces and the personal pleasure and benefits residents derive from them.

"In Rastrick we have absolutely nothing for children. There are three very very small playing areas. Carr Green is for under 10s, Field Lane is for under 10s and Oaklands is for under 10s. What are you going to do for older children?"

"You shouldn't have let private people build on the estates like they have done in Rastrick without putting something in there for the children."

- **Litter and Graffiti**

There are also considerable concerns about poor street cleansing, litter in the countryside and canal sides, graffiti and overgrown trees and bushes. Residents feel angry and

frustrated at the sight of 'mess'. They believe it spoils the area, making it feel unsafe and look dirty and unkempt.

- **Employment**

Residents are concerned about declining local employment which they attribute, in part, to the decline of shops and commerce in the town. Too many charity shops, not enough real businesses.

- **Communications and Funding**

Underpinning all their concerns is the feeling that the Council is not listening to residents and investing in the area properly. They blame the Council for poor decision making and are worried that the cumulative effect of these perceived historical and continued bad decisions (e.g. concerning the Sugden Site) will result in loss of community, pride and people moving away.

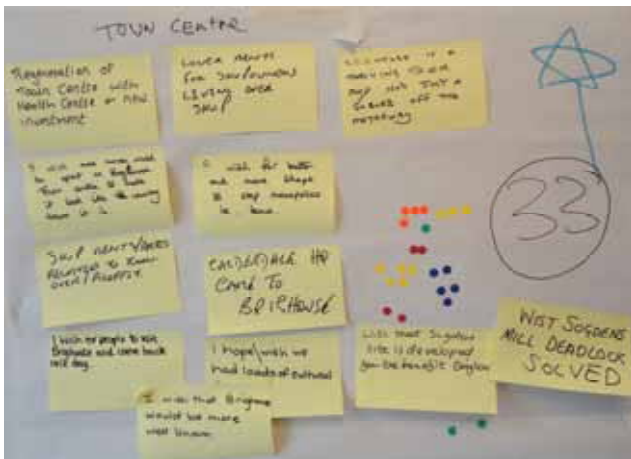
5:3 Community Aspirations

Residents themed their key aspirations into 10 core headings. When invited to vote on which they believed were the most important to their quality of life the results, in descending order, were:

- Environment
- Health
- Town Centre
- Jobs/Employment
- Public Transport
- Schools and Education
- Roads and Traffic
- Housing
- Leisure
- Green Energy

All the findings are in the appendix. This section only includes areas that relate to planning.

- **Town Centre Aspirations**



Residents want the town centre regenerated, with more inward investment, thriving commerce, more variety of shops, the genuine feel of a country town and the development of Sugden's site. They also want a cleaner town, free of litter.

“You need to work with shop owners to make Brighthouse a better place to go ... you want your Marks and Spencers and you want

those other shops you can't get ... record shops, games shops, art shops ... there are some tatty horrible little shops and it needs to be pulled up a little bit."

"The Sugden site has to be moved forward ... somebody somewhere needs to drive that whole thing forward. The whole thing's an eyesore and if it was developed it could be such a key point to Brighouse ... you could change some of the road network based on it."

- **Environment Aspirations**

Residents want the green areas to be preserved and the canals to be cleaned up for the enjoyment and well-being of residents.



- **Aspirations for Leisure**

In addition to a few idiosyncratic suggestions (such as a premier league football team), residents would like more allotments and improved leisure opportunities for young and old.

- **Public Transport Aspirations**

A number of residents wanted some kind of tram system to be introduced to the area, as well as improved public transport in general to address parking and congestion issues.

- **Roads and Traffic Aspirations**

Residents would like to see a solution to the traffic and congestion issues in general – perhaps through the building of a bypass, or strengthening bridges to take heavy vehicles away from the town centre. They would also like to be able to park outside their homes.

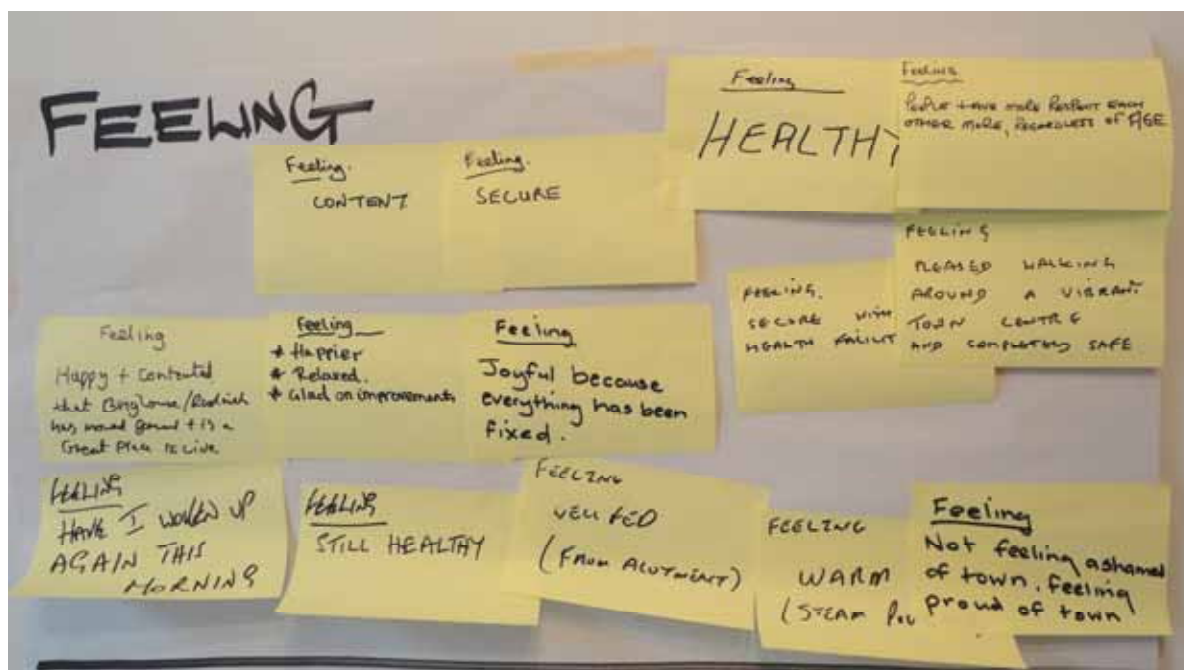
"You could redirect traffic before it hit Brighouse over Birds Royd, over the old Blakesbury's Bridge, come out in the industrial estate and come straight out and turn right and on the motorway which would alleviate a lot of traffic."

"I keep reading about a bridge over the Armitage Estate ... if people could move some of the traffic outside of the town centre and round that estate onto the M62 that would lighten it."

Residents would like housing developments to slow down or stop, with a focus on upgrading existing properties. They want housing that is affordable, good quality and arranged in 'proper streets' in order to develop communities and create safe environments. Residents also want improved provision of housing for the elderly within the context of an increasing aging population.

It is important to this group that Brighouse retains its individual identity as a small town, that it thrives as a centre for local commerce and leisure and retains its green areas.

Residents want to feel content, happy and relaxed about living in this area. They want to walk through clean streets and feel safe and secure in doing so. They want the traffic to flow. They want to continue feeling proud of a town which has moved forward and improved as a result of the workshop. They want to remain fit and active; whether in local gyms or by enjoying the surrounding countryside and canals which have been preserved and cleaned up. They also want to continue to enjoy a rich and varied social and leisure life.



5:4 Suggested Positive Actions

What follows are specific steps or action points suggested by workshop participants that they believe Calderdale Council needs to implement in order to realise their aspirations. They are not weighted in any way and have been grouped for ease of use – a full detailed outline is available in the appendix.

• Town Centre

KEEP	ADD
Health care Clean environment	Bins and dog mess bins in public areas Better town centre
LOSE/STOP	CHANGE
Sugden's Mill Litter Get rid of weeds and litter alongside streets and roads Remove graffiti and clean buildings	Brighten up town centre Cleaner environment Change dirty streets

• Roads and Traffic

KEEP	ADD
	Overhead road crossings at Sainsbury's, Briggate Lane on the road for OAP scooters Better road systems New bus routes so fewer cars
LOSE/STOP	CHANGE
Congestion	Roads at certain junctions Allow 2 lanes to speed up traffic Tesco roundabout Congestion Improve roads Reduce traffic lights/crossings to improve flow Traffic lights at junction at Upper Edge Road, Rastrick, to have a filter green light Cut pavement back to improve traffic flow by Wilkinson's, Mill Lane

• Amenities

KEEP	ADD
Parks Flower gardens Play areas	Benches Flowerbeds Allotments Lido on Bradford Rd More facilities for young people More youth facilities in estate areas for children to be able to meet up and socialise Better facilities for everybody
LOSE/STOP	CHANGE
	Car Parking charges – 1 st hour free Permits for people who work in Brighouse to park for free

- **Green Belt**

KEEP	ADD
Green belt between Clifton and Brighouse Fields at Highmoor Lane	
LOSE/STOP	CHANGE
	Put EM42 back into green belt (Wakefield RD)

APPENDIX: RAW DATA

1 What residents love about their area

Leisure	Amenities	The Environment	Infrastructure
Gala	Has a friendly gym / fitness centre	Wonderful views	Handy transport
Gala	Swimming pool	Beautiful views over Rastrick	Good motorways
Ritz Ballroom	Swimming pool and gym classes handy in town	Nice walks around area	Easy on to motorways
Ritz Dance Hall (various types of dancing)	The community	The canal and river/lakes	Junction 25 M62
Live bands (Barge)	Sainsbury's	The canal side is lovely to sit by in sunshine	Near many large towns
Good night life	Variety of the area	Lots of trees	
Good eating	Brighouse so handy for everything	Good mix of town and countryside	
Many good eating places	I love the lovely town centre	Pride in the town	
Brooks restaurant	Good charity shops	Continuing to hang baskets and flowers in town centre looks attractive	
The library is terrific – lovely art displays	Proper shops	Location: near Hx, Bfd and Hudd	
Plenty of charity events	Good parking	Two coats warmer than Halifax	
Brighouse summer fair	Library grounds		
Park	Good performing schools		
The parks	The market cos its friendly		
The band	Can buy most things in town		
2 bands	Great tip and refuse location		
Good range of cafes/places to eat	I love the area and the community spirit		
Red Rooster Pub	Industrial estate		
Events like Brighouse Bike Race	2 supermarkets		
Civic Hall	Bates' Garage		
Golf Courses	'Odd Jobs' and Wilkinson's		
Brighouse Rotary Club			
Brighouse town centre – handy shopping area and convenient to get to from Rastrick			

2 Associated positive impacts

Family & Friends	Community	Access	Health	Travel & Transport	Clean & Safe	Leisure
Family lives here	Brings community together	Easy access north, east, south, west	Good health	Easier to travel to events	Clean	Makes me happy to be able to go walking and swimming
Close to family (live local)	Belonging to the community	Easy access	Improved quality of life – reduced crime and better health	Easy access to public transport	Feel safe to be out and about	Parks help me relax
Families often stay in area so family togetherness	Sense of belonging	Convenient places to go	Health		Don't worry about other people's safety	Improved leisure time
Local friends	Proud memories	Convenience (don't need to travel always)	Good doctors easy to talk to		Nice area	Open spaces help you think
Friends	Its not Halifax	Makes life easier – everything on doorstep	Gym helps me keep healthier		No aggro	Range of activities makes sure you are never bored
Stable neighbours		Housing costs reasonable	Well being		Minimum ethnic trouble	Good social life makes you happy
					Our local police do listen to us	Socialising makes you feel happier
						Relaxing environment
						Space – not developed

3 Resident's concerns about their area

Parking, Congestion & Transport	Litter & Graffiti	Planning & Development	Green Areas, Open Spaces, Leisure, environment	Crime & Fear of Crime	Employment	Comms & Funding
Too many cars on roads around schools	Too much graffiti	Over development	Noise pollution	Keeping control of crime	Too few jobs and too much commuting to large cities	Concern over how Calderdale views Brighouse
Parents drop off kids near schools	Litter and graffiti	Development into green spaces will change the character of the area.	Need to know that we will keep green areas	Police station not staying open long enough	Shops locally closing	Proper funding
Impact of traffic if too much development	Areas not cleaned enough	Keep town & country mix	Parks are losing more of their swings	Gangs of people	Not many jobs	Poor council decisions
Lots of main roads	Not enough street cleaning	Brighouse can't move forward until Sugden's site is sorted out	Brighouse area conservation has not been thought of by Calderdale	Lack of police numbers 24/7	Employment	Good schools but over used by people who do not live in Rastrick and Brighouse
Traffic flow through town	Litter in town centre, canal area and in countryside	Sugden's site an eyesore	Poor outside play equipment for 8 – 18 yrs in Rastrick		Market half empty and too many charity shops due to high rates	
Traffic flow	Local area litter (canal, streets,	Overbuilding in Rastrick			Too many charity shops	

Parking, Congestion & Transport	Litter & Graffiti	Planning & Development	Green Areas, Open Spaces, Leisure, environment	Crime & Fear of Crime	Employment	Comms & Funding
Traffic bottlenecks Too many cars on the road Congestion Mini bloody roundabout (Bramston St) Car parking should have free parking to encourage short visit to shops Transport is a mess in Brighouse i.e. Tesco roundabout Flout Blue badges Improve public transport to Leeds Improve bus service – especially top of Rastrick Bus transport not good around Rastrick	trees, parks) Litter filled canal Entrance to Brighouse from Rastrick needs tidying up Horrible subways Still dumping rubbish illegally Dog muck Remove the untidy privets as these make the Field Lane Estate look dirty and untidy and they also grow too tall and become a place to hide. The elderly feel threatened.	Crap new houses New bus station as bad as the old – just harder to access No toilets in new bus station Too much housing, too little green space Procedures esp. planning Lack of lighting makes me feel unsafe Tree shrouded street lamps Unadopted roads with pot holes Tesco rules planners Being forgotten Housing for the elderly Too many new homes but nothing for the children No public toilets except for super loos	More facilities for young people in Rastrick Not enough allotments Waterways not looked after and cleaned Not enough walking routes Flooding would be less if farmers allowed to plough more Poor support for Rugby in the area		Employment in short supply in Brighouse	

4 Associated negative impacts

Community	Travel & Congestion	Planning	Cleansing
Upset that people forget about their heritage and move on Sense of community – frustrated that we don't get together enough Feel that other people don't like young people even though we are doing nothing wrong Need to balance	Anxious of long queues of traffic in Rastrick when accident on M62 Congestion. Stuck in traffic – stressful Difficult to assess journey times at peak times Keep away from school areas at 3.30 People avoiding the	Concern that the area I live in will change from semi-rural to housing/industrial area Nowhere to have picnics etc stops us doing what we want to do to relax Overdevelopment No place for youngsters to go	Walking past unkempt gardens and property. No one wants to take responsibility Litter and graffiti makes me angry. Spoils the area. Annoyed as litter, noise and pollution upset the environment Negative impact of dirty

Community	Travel & Congestion	Planning	Cleansing
parking at home Walking around in large groups and aimlessly wandering – nothing else to do Action of a few youngsters mean that all youngsters are demonised – very unfair! Police do try to help youths but can only move them on – but to where Nothing for the children 8 – 18 yrs to do around Rastrick Lack of ownership of questions, problems No sense of pride Annoyed Feel ignored (sometimes) My blood pressure	area – crime/congestion Avoid rush hour travel Carrying young children on quad bikes but with no safety hats Resent free parking outside houses on public roads Personal cost of car repairs Sometimes return home because can't park	Concerns over erosion of green corridors by development Developers flouting planning regulations We become angry at Calderdale's lack of listening to us but they still want our money Feel like we don't have a voice Feel powerless to make changes Fed up about not being asked about things	streets

5 Wishes for the future

Town centre	Regeneration of town centre with new health centre and new investment Lower rents for shop owners living over shops Brighouse is a thriving town and not just a suburb off the motorway I wish more money would be spent on Brighouse town centre to make it look like the country town it is I wish for better and more shops to stop monopolies i.e. Tesco Shop rents/rates related to turnover/profits I wish for people to come to Brighouse and come back one day I hope/wish for loads of cultural events I wish that Brighouse would be more well known Wish Sugden's Mill deadlock is solved Wish that Sugden's site is developed for the benefit of Brighouse Calderdale HQ came to Brighouse I wish for a safer environment for young and old I wish for a cleaner town I wish there was no litter Brighouse is attractive to new businesses
Environment	I wish for a clean canal with thriving wildlife That the Brookfoot area is developed for its full wildlife potential That 'spare' brown field sites are put to good use That the green corridors are maintained e.g. Clifton is still a village in 20 years time Green spaces kept free of development I wish to fall asleep without listening to the motorway I wish for more use of the canals and better hygiene Still got green areas not taken over by housing

	Greenbelt areas in Rastrick should remain for the enjoyment of the public
Leisure,	More allotments Provision of allotments related to number of houses I wish for a multi-centre i.e. cinema, bowling, bingo etc for young and old Hope that The Red Rooster is still open in 20 years time selling real ale Brighthouse Lido fuelled by a steam company We had a successful premier league football team Fully developed Shay Stadium No blame society
Public Transport	I wish we had a tramway system free everyday Integrated local public transport Improved safe public transport like in Munich – S-Bahn Bring back the trolley bus – quieter and safer Wouldn't it be great if public transport were so good we'd need cars much less (so less congestion and parking issues)
Roads and Traffic	I wish there would be a bypass helping traffic To park outside my own house Better link road to M62 Traffic in town centre may become a thing of the past i.e. Sheffield Super Tram Make the roads around Field Lane Estate wider so people can move around more safely I welcome the elimination of the 'right' to park outside a house, especially on trunk roads
Housing	I wish there would be no more house development and present properties upgraded Housing affordable on only one salary Proper new streets and houses As we are all living longer, better housing for the old with better access I wish for a safer environment for young and old
Schools and education	I wish there was good nursery care I wish present schools had more money and were upgraded Drive in schools Greater adult education
Health	Wish that there are more NHS dentists New healthy lifestyles with athletics track I wish there was great free healthcare for everyone An NHS dentist in Brighthouse
Jobs and employment	I wish everyone was working hard and happy More local jobs, less commuting The future is bright with plenty of opportunities Work for all unemployed I wish there would be jobs for everyone and thriving business I wish for more jobs in the area for the young I wish for my job and the shops in town to remain open and do well
Green energy	Demolish wind farm and develop tidal power and clean coal energy generation I wish homes have renewable energy like solar panels Self fuelled Brighthouse steam company Less charges on gas and electric so people don't get into debt

6 Perceived impacts on wishes on quality of life

Feeling	Content Secure Healthy People have more respect for each other more, regardless of age Feeling pleased walking around a vibrant town centre and completely safe Feeling secure with good health facilities Joyful because everything has been fixed Happier, relaxed, glad on improvements Happy and content that Brighouse/Rastrick has moved forward and is a great place to live Not feeling ashamed of the town, feeling proud of the town Still healthy Secure with good health facilities Well fed (from allotment) Warm – steam power
Thinking/Saying	To my children – what this town used to look like and how it has improved What is there to do today What a good town centre Thinking about grand children I was right in 201. I may have been part of this Maybe the powers that be did listen to the local people Another day to see my family If you can't get it in Brighouse do I want it Life is more open and children able to play. No more buildings. Better healthcare. Nicer communities. Local Gov listens to people and their wishes Telling people how this workshop shaped the Brighouse I live in Nice things about the town Thinking happy thoughts over how much the town has changed Better healthcare, housing, jobs
Doing	Spending more time with friends and family Going out for lunch Never being bored coz there's so much to do More activities in the town. Going to shops in a nice town and community Still swimming and using the facilities of the gym. Still got green areas to walk around Swimming in the lido Being taken out for rides by grandchildren Enjoying the green spaces with my grandchildren who are able to live/work locally Walking down clean streets. Clean canal and flowers and trees everywhere. Smart schools not decayed. No hospital queues More of what I do now Planting seeds with my children Still visiting gym and swim 3 times weekly
Seeing	Green fields and green belt between towns and villages in this county Greener places and a clean canal. Trees – loads of trees Green areas/corridors so separate communities still have their own identities Lots of young families living in the area, using facilities, getting a good education My son play rugby A nicer environment

	Happier people Nicer buildings, shops and more people getting good healthcare Thriving town centre More green energy used – more future for family More children walking to school instead of being dropped off at the door (saving traffic congestion) Clean streets and gardens with people talking to each other more Traffic that moves. Cars lead free More public transport and rail services on time A safer place Family healthy

7 Suggested positive actions

KEEP	The green belt between Clifton and Brighouse and the fields at Highmoor Lane Green areas in Rastrick/Brighouse for the public to enjoy Keep current green belt around Clifton. Make it clear it will not be built on. Make sure we keep a town centre Flower gardens. Maintain them. Parks Healthcare and improve on it massively Good schools Clean environment Green areas Play areas Hospital beds and healthcare
LOSE/STOP	Lose fences : build bridges Demolish Sugden's Mill and add new leisure area Clean up litter Karaoke after 12pm
CHANGE	Roads at certain junctions To allow 2 lanes to speed traffic flow Car parking charges – 1st hour free Tesco's roundabout Change the way in which congestion/traffic ruins the town Make the town a lot brighter – clean it up Change roads and improve Cleaner environment Make people clean their gardens Give the youth more places to go without being moved on by police Traffic lights at junction at Upper Edge Road, Rastrick, to have a feeder green light to stop traffic clogging up and ease the flow Change dirty streets and keep them clean and make sure the drains are kept clean to stop flooding Put EM42 back into the green belt (Wakefield Rd site) Car parking charges – first hour free Add permits for people working in Brighouse to park for free Change shop rents to allow diversity Cut pavement back to improve traffic flow by Wilkinson's, Mill Lane Need to reduce traffic lights/crossing to improve traffic flow Before thinking about more housing in Brighouse and Rastrick think about the traffic/highway infrastructure to try and ease congestion
ADD	More benches and flowerbeds especially in park on Halifax road

	Benches in public areas to encourage people to sit down and talk More allotments Get rid of weeds and litter alongside streets and roads Bins and dog mess bins in public areas Dog licenses so you can find the owners of the dogs which roam around estates Overhead road crossings outside Sainsbury's, Briggate Need a lane on the roads for O.A.P scooters as there will be more elderly Cleaners to make buildings clean and remove graffiti New bus routes so less cars Fast regular train to Leeds Better town centre Better road systems Better facilities for everybody More green energy ideas More youth facilities in estate areas for children to be able to meet up and socialise Lido on Bradford Road
OTHER	Stop foreign language in signs and local authority mailings Change non political councillors on planning committee Improve engagement and communication Change elected head of planning dept Stop religious interference in local and national law making Make sure P.2000 really follow the tenancy agreements Make current debt cannot reach the level they are now More neighbourhood watches so there is one in all areas Police coverage in Wellholme Park Stricter laws on drugs Integrated piped steam

Calderdale Council LDF Workshop Report 3
Sowerby Bridge
April 2011

1 Context

The Development Strategy Team for Planning at Calderdale Metropolitan Borough Council has commissioned this report to capture the third of ten creative consultations in Calderdale designed to explore the needs, aspirations and concerns of residents in relation to planning.

This report concerns the existing and desired quality of life of residents in Sowerby Bridge.

The written results from this consultation are thematic¹ and indicative of resident's experiences and aspirations in this area relating to planning. The report constitutes one element of a broad evidence base with which to inform the LDF Core Strategy.

2 Methodology

The workshop drew on Creative Problem Solving and Productive Thinking frameworks to promote active involvement and group decision-making from participants.

The workshop was framed within a 'quality of life' paradigm to encourage participants to reflect not just on planning issues but also on the real impacts of these issues on their lives and communities. The aim in doing so was to produce insights that have genuine relevance to both participants and the Planning Team.

The workshop was divided into four key areas of investigation:

- resident's current life/work context and impact on quality of life,
- aspirations for 20 years hence moving into their next life stage,
- what that imagined future would look and feel like to live in,
- specific positive actions the Planning Department could take to realise these aspirations.

The workshop concluded with a group discussion to further explore the themes and issues raised.

3 Participation

A total of 14 residents took part in the workshop. Not all participants completed the equalities sheet therefore totals below do not add up.

10 described themselves as 'White', 1 'Asian' and 1 'Mixed'.

The age breakdown was: <25 = 2; 25 to 39 = 2; 40 to 59 = 5; 60+ = 5.

There were 9 males and 5 females.

5 described themselves as having a disability.

¹ Some highly specific suggestions were made during the workshop and are outlined in detail in the appendix of this report.

4 Overview



Residents enjoy the area where they live and appear extremely frustrated at what they perceive as the untapped potential of Sowerby Bridge town.

They highly value the surrounding hills, moorlands, canals and waterways which are all within easy reach. They perceive their Pennine landscape as unique and precious. It appears to be the primary contributor to their quality of life and well being.

Residents are keen that it is preserved and kept free of development.

Residents regard Sowerby Bridge as a friendly and sociable place. They also think it delivers a poor quality 'small town experience' because of limited shopping, poor image, extremely high congestion and concomitant air and noise pollution.

One of their biggest aspirations for the town is to drastically reduce congestion. This would not only make the town a healthier place to live and work, but 'free up' the centre for pedestrians, cyclists and shoppers.

Participants perceive Sowerby Bridge as a town that has potentially much more to offer its residents and visitors. They would like to see diversification in the town's economies through a stronger day-time retail and leisure offer. They would also like the town's heritage to take centre stage: historic buildings cleaned up, attractive 'heritage' shop fronts, a heritage trail, more way marked walks leading out from the town, an improved canal-side leisure offer and a Tourist Information Centre.



The wharf is perceived as a crucial element in improving the look, feel and functionality of the town. Residents would like to see it house an open green space for sitting, congregating and hosting outdoor events. They want better use of the surrounding buildings, more leisure opportunities in the area and conducive retail outlets. They believe this would provide the vital focal point and open space residents and visitors need.

5 Key Findings

5:1 Positive quality of life

Residents of this area place high value on the moors, countryside, waterways, heritage and social ease of Sowerby Bridge.

- **Environment and countryside**

Residents regard Sowerby Bridge as a unique Pennine town with a unique Pennine landscape. They value proximity to the countryside; from the moors and woodlands to the canals and waterways and the wildlife that inhabit them all. It brings to their lives a sense of peace, well-being, calmness and relaxation. The countryside and waterways also provide easy access for walking and cycling, and thus escape from the built up areas in Sowerby Bridge.

- **Buildings**

Residents appear acutely aware and proud of Sowerby Bridge's heritage; the character-ful and historic buildings, Victorian housing, traditional architecture and the history associated with the waterways. They also value the local and independent shops.



- **Social facilities**

Sowerby Bridge is seen as a good place to meet with friends and lead an active social life. There are many bars and restaurants as well as a new sports centre and swimming pool. The result is – for some – a great social life.

- **People**

Residents value the friendly, easy-going nature of Sowerby Bridge people which creates a sense of community and safety.

- **Transport**

Sowerby Bridge benefits from good road and rail links to other cities.



5:2 Quality of life concerns

Residents have many concerns about the town: the lack of an open space or focal point, the narrow economy Sowerby Bridge appears to be catering for, the impact of traffic on health and commerce, and the impact of development and neglect on the heritage image of the town.

- **Amenities and shopping**

Residents are unhappy with the proliferation of take aways, taxi cab offices, 'tatty' utilitarian shops and fashion shops in the town which do not adequately support a thriving day-time economy for residents or visitors. Some choose to shop elsewhere because there isn't anything they want in the town apart from food supplies from Tesco's. The growth of bars and restaurants encourages a growing night-time economy, but this is perceived to undermine the image and safety of the town through drunken behaviour and – together with the take-aways – increased litter and debris. There are also a number of empty shops which makes the town look deserted and unappealing.

"I've lived in Sowerby Bridge for 6 years and I don't think I've spent any money in a shop in Sowerby because there's nothing there I want. The daily shopping I do in the supermarkets and there's nothing that will make me want to come to the little shops."

"The concentration on the night-time economy – all the people are just coming in and drinking, in the streets ... that's not the sort of thing we want to see if we live here and it tips the balance ... Sowerby has got so much more than that. Why does it just have to be rowdy bars? *"Let's have another bar because it's vibrant!"* To me it's intimidating."

Residents are also concerned that their Councillors do not live locally and do not understand local concerns. As a result, perceived bad planning decisions have been made in the past which have given rise to a lack of confidence in the planning processes.

"The Council pass inappropriate development that we know isn't the right thing for near the wharf. A chicken and chip shop – we don't know whether that has been passed or not – right near the lock statue ... you'll end up with more debris, more litter ... the council don't really listen and don't know what kind of trouble that's going to cause. I don't want polystyrene things thrown in the lock ... planning sometimes has no teeth."

- **Lack of open spaces**

Residents are frustrated at the lack of open spaces in the town for people to sit, congregate and socialise. No use is made of the riversides or the open areas along the valley which they regard as untapped potential.

"It's a mixture of the mills that have been converted and the old buildings and it's all dirt. I don't like to see that garage and adjoining buildings (wharf area) ... I'd like to see a park there."

- **Traffic**

Congestion and volume of traffic is a big concern. They perceive Sowerby Bridge as a constant traffic jam – a dangerous place for cyclists, a difficult place to park and a stressful place to drive. The through road divides the town in two which makes it difficult to cross and enjoy the shops that are on offer on either side because of constant heavy traffic. In

addition there is the associated air pollution, related health problems and noise pollution. In their view, the town is not a place where people can sit out in their gardens or outside cafes enjoying the world go by.

“I think the issue with shops is that there are lots of small shops and some very beautiful buildings and they could be done up and converted into some very nice shops. However, the down side is they’re on both sides of a very busy road ... in Hebden Bridge there is a pedestrian shopping area that is separate to the road ... unless we do something about that busy traffic I wouldn’t shop in Sowerby Bridge. It’s not an attractive place to shop because there are just trucks and cars zooming up and down. Pollution is terrible. You don’t want to sit outside with all the lorries coming past.”

“There is more heavy haulage in Sowerby per square metre than in other town in West Yorkshire.”

- **Housing**

Residents are concerned about the impact of poorly designed new builds on the image of the town as well as encroachment into green spaces and riverbanks. Not only do these block views but they are out of keeping with the heritage of the town. Meanwhile, historic buildings are neglected and falling into disrepair. There are also a number of unfinished developments further eroding the town’s image.

In the subsequent discussion there was much debate about the impact of housing and economic development on the town. In their view a night-time economy attracts a narrow demographic with negative impacts on the town’s image and sense of safety. Sowerby Bridge’s convenient location attracts young professionals to the area who commute to Leeds and Manchester to work – reducing Sowerby Bridge to a dormitory town. Neither of these support a thriving daytime community or economy.

In addition, continued low cost housing development attracts a lower social demographic to the area increasing the number of betting shops, takeaways and ‘tatty shops’, further eroding the town’s image.

In their view, investment in an enhanced daytime economy (commercial and leisure) would cater for both residents and tourists – making Sowerby Bridge an increasingly attractive place to live and visit.

“What do you want Sowerby to be? Is to be self-contained place that Sowerby people live and work in and don’t move out from or is it to be a sort of residential area feeding Manchester and Leeds? Because what is required in the centre is going to be vastly different depending on those two things.”

“Are you going to put nothing but houses and just essential bits of shops because most people won’t be here during the day? , What about the night life in Sowerby which brings people in for the leisure activities? They’re different types of economies so until you’ve decided which one you want delivering it’s a bit difficult to know what to plan.”

“It’s the low income housing they’re building. They’re not bringing people in that have got more money to spend. It’s all cheap town housing.”

- **Railway Station**

Users of the train service say the railway station is lacking in basic facilities such as a waiting room and ticket office. They feel unsafe using the station at night. Residents would also like more TransPennine trains stopping at the station.

- **Image**

As mentioned earlier, residents are concerned about the poor image of Sowerby Bridge because of poor conservation, inappropriate development and a night-time economy which makes the town noisy, messy and unsafe. There is also frustration that the wharf area houses inappropriate shops and businesses when it could offer a much needed community and tourist focal point. Residents perceive Sowerby Bridge as a town with huge untapped potential in terms of its heritage and tourism offer – offers which could greatly enhance its image and bring in much needed visitors and associated commerce.

“Sowerby Bridge is become no different to other little towns full of charity shops and take-aways. There’s thousands of towns like that.”

“There are so many natural features in Sowerby Bridge we should be able to capitalise on those. We’ve got the Calder river. We’ve got the Rochdale canal. We’ve got the Pennines. The wharf.”

“If we keep building houses, building houses, building houses we lose what’s special about the area now ... there’ll be nothing different about the area so we may as well be living in Leeds.”

“We could have a mini Hebden Bridge down there.”

“We’ve got a feature that Hebden Bridge haven’t – why should they have a canal centre when we’ve got the wharf? “

“As it stands now Sowerby Bridge is a tourist attraction and we talk to people from Burnley, Blackburn, Fixby, Scarborough ... they’re coming here so if we do something more to attract them, tell them the stories ... then you’ll draw people to it. It’s already started. It’s already there. It’s not as if you’re plucking it out of thin air.”

5:3 Community Aspirations

Residents themed their key aspirations into 10 core headings. When invited to vote on which they believed were the most important to their quality of life the results, in descending order, were:

- Environment,
- Transport,
- Political and Social activity,
- Education,
- Leisure,
- Shops,
- Building,
- Cleanliness,
- Pollution,
- Miscellaneous.

All the findings are in the appendix. This section only includes areas that relate to planning.

- **Environment**

High on their list of aspirations is that the neighbouring countryside, moorland, canals, riversides and their wildlife be protected for future generations. They want building development curbed in these areas to preserve green spaces and to maintain the separateness and individual identity of the villages and towns. They also want proactive management of the environment by creating attractive canal side and riverside walks and a green open space in the town where people can sit, relax and congregate.

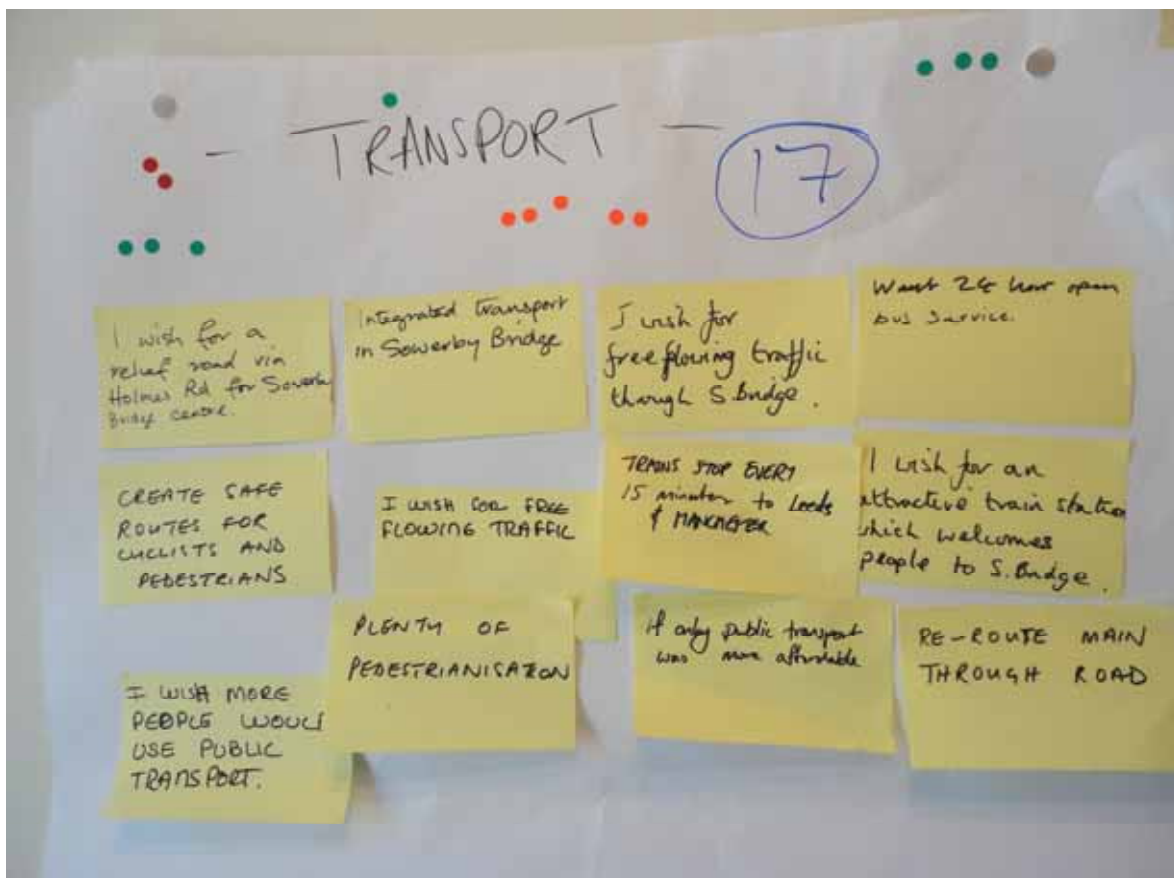
- **Cleanliness and pollution**

Residents wish for a town free of debris from the take-aways and pubs. They wish for cleaned-up buildings, clean pavements, clean parks and clean air.

- **Building**

Residents want more care and attention paid to the town's old and historic buildings; protecting, cleaning and renovating them to preserve and celebrate the town's history. They would also like to see the shops cleaned and tidied up. They want derelict buildings to be demolished to create attractive green areas and for new builds to be of a higher quality.

- **Transport**



The volume of traffic through the town is a real concern for residents. In order to address this they desperately want some kind of relief road or bypass. This would reduce traffic flow and congestion - making it safer for both pedestrians and cyclists - improve the air quality in the town and reduce noise pollution. In addition, residents would like a more attractive and welcoming train station and improved bus service.

“They need The Royal to come down and the long chimney and put an island in there which will help to sort the traffic out a bit, and it will look open.”

- **Leisure**

Residents would like increased leisure opportunities: more locally way marked footpaths, canal side leisure activities, an open green space in town, public art and sculpture and more free amenities for young people.

There is also a palpable need for the town to develop a daytime leisure economy by encouraging tourism. Suggestions include providing a Tourist Information Centre near the wharf, supporting the development of visitor accommodation in the town, developing the riverside walk in town and encouraging a more mixed and attractive economy in the centre (see ‘Shops’ below). There is also a desire to better connect the main ‘drag’ with West Street.

“We need to create a touristy Sowerby Bridge down by The Moorings. That’s where it needs to be.”

“We need a youth hostel to bring in small groups ... we’ve no accommodation for visitors.”

“West Street end is neglected ... but there’s potentially lovely walks down the river.”

- **Shops**

Residents want Sowerby Bridge’s commercial centre to be revitalised. Suggestions included cleaning up the shops, incentivising occupation of empty units and supporting the diversification of retail to include independent shops.

- **Endgame**

It is important to this group that Sowerby Bridge repositions itself as a thriving visitor attraction with a vibrant local economy – much the same as Hebden Bridge.

In 20 years time, residents want to feel proud of Sowerby Bridge because it has preserved and celebrated its local heritage (especially the historic buildings and waterways features), protected the local countryside, moorland and waterways for all to enjoy, created a green open space in the town as a focal point and place where events can take place, and is clean and congestion free.

They want Sowerby Bridge to be a magnet for shoppers and tourists with a vibrant town centre full of characterful shops and lots of things to see and do. They also want a healthier, safer life through a reduction in traffic and more leisure opportunities in the surrounding green spaces (such as way marked walks and riverside leisure amenities).

5:4 Suggested Positive Actions

What follows are specific steps or action points suggested by workshop participants that they believe Calderdale Council needs to implement in order to realise their aspirations. They are not weighted in any way and have been grouped for ease of use – a full detailed outline is available in the appendix.



- Image / Tourism**

KEEP	ADD
Independent real ale pubs	More to attract visitors Demand co-ordinated shop fronts on street runs More litter bins and fine signs More CCTV to deter vandalism Litter bins and dog poo bins More cobblestone features More diverse eating places Public art A new history trail around town Open up the riverside for walks A bandstand by the wharf to hear brass bands Add responsibility for take-aways to clean round the area in front and surrounding their shops Use the space around The Moorings for leisure facilities
LOSE/STOP	CHANGE
Dirt on buildings Close take-aways in town centre Drug dealers driving around streets Dirt on streets Loutish behaviour Drinking on streets like Manchester Licensed premises customers from littering areas around the canals with glasses, bottles and smoking debris	

- Buildings / Development**

KEEP	ADD
Old Fire Station Council building Small town feel Open space by Jolly Sailor Swimming pool and library	Parking
LOSE/STOP	CHANGE
GenR8 as council partners for their inappropriate designs and misleading so-called consultations to local residents The crazy idea to build on the Copley Valley flood plain Stop inappropriate 3-storey massed rows of urban townhouses directly tow-path side at Sterne Mills Stop the building of poor quality homes	The car park in front of The Moorings into a canal side town square The use of old buildings as apartments Change planning law so that positive improvement is imposed on those owning sub-standard or low quality / ill-maintained buildings

- Countryside and Green Spaces**

KEEP	ADD
Green spaces Balance between urban and rural Special areas special Wildlife areas and fishing havens Gardens and green space A wide area by the waterway free of buildings	Easier access to Calder River

Nature corridor between Sowerby Bridge and Copley Allotments Keep the conservation area looking like one	
LOSE/STOP	CHANGE

- **Transport / Traffic**

KEEP	ADD
	More frequent stopping trains 20mph speed limit by Tuel Lane school and all schools Cameras at traffic lights A new relief road Cycle paths so that there is no excuse for riding on pavements Better public transport A scheme to allow traffic to flow easier Ticket office and waiting room to the train station
LOSE/STOP	CHANGE
Cars parking on pavements and make it safer for pedestrians Fast driving speeds The buildings at the bottom of West Street to change the traffic flow	Re-route traffic via a bypass The way traffic clogs up Sowerby Bridge when the motorway has a pile-up Open up the railway arch tunnel on Holmes Road to allow lorries to bypass Sowerby Bridge town centre

APPENDIX: RAW DATA

1 What residents love about their area

Environment & countryside	Transport	People	Social facilities	Buildings
I love the proximity of the countryside	Good train service	The people who live here	Rush bearing Festival	Character Victorian properties
I love the surrounding countryside	Cheap Metro train	The young people and their ideas for the town	Great little pubs, restaurants, places to meet	Lots of historic buildings
I can walk to work through woodland	Good rail links to the cities	I like the neighbours (the ones I've met so far)	Youth clubs nearby	The traditional style houses
The canals	Good access to major cities	Friendly people	Social	I love the look of the houses in Sowerby Bridge (traditional houses)
Canals and waterways are a real, unique feature	Easy access by road and rail to lots of other places along valley and beyond	A very homely area	Free use of computers in library	Independent shops
I love the sound of the weir and birdsong	The access to roads and motorways	Friendly strangers	Excellent new sports centre and swimming pool	Local shops
Water water everywhere – canal and river	Cheap(ish) petrol and the wedding cars	Family living in area	Scarecrow Festival Trail	The library and staff
The geese on the river		Friendly lock keepers	Just a great place to be	I love Sowerby Bridge High School
Local walks		Small civil structure, so easy to get to know and work with e.g. Council officers	Groups for over 50s	
Quintessential Pennine settlement, with urban heritage set in close proximity to hills and countryside		'Totally locally' has its base here	Real ale pubs	
Looking at views from houses, see fields (rural) quiet, calm the surrounding areas for countryside and moors		Still fairly safe	Indian restaurants	
Nearness to the moors			I love restaurants and bars	
Easy access to the hills for walking			Swimming pool availability	
Wildlife – deer and kingfisher			Free use of computers in library	
I like the nearness of the countryside			Tourist potential to be built on	
I love the weather				
I really appreciate the closeness of				

Environment & countryside	Transport	People	Social facilities	Buildings
countryside to town Only a short distance along canals in each direction to get out of urban environment The varying scenery Canal barges – very colourful I love the views Tuel Lane Deep Lock – the deepest on an inland waterway in Britain				

2 Associated positive impacts

Well-being feeling	Recreation	Social
Feelings of history all around Proud of local heritage Connection with ancestors lives Tidy, peaceful Being able to walk to the shops No 'dark satanic mills' Compact Problem free – safe, health facilities available, adequate basic facilities Excitement of possibility to release Sowerby potential	Sense of 'escape' and relaxation along the canals From my front room I can see fields, farms and trees – very relaxing. Great to walk on the tops and blow away the cobwebs Ryburn Valley is a treasure. Rochdale Canal in summer. Enjoyment of walking along the canals to the shops Open countryside an escape from hemmed-in quality of tightly stacked housing Uplifting spirits when walking in surrounding Love convenience of places to walk in natural surroundings Nice view of canal and countryside Just today I walked along the canal to SB town centre – excellent! Enjoy cycling around SB (but not through it!) Sight of windmills on the moors River Calder can change from serene to scary after a heavy rain The views of SB from Warley The canals provide lots of entertainment for all ages Access to whole new 'boating world' – a new environment and opportunities	Enjoy the safe and friendly pubs and restaurants Pleasure at saying 'hello' at bus stops Tai Chi class Photography class Friday Reach-Out Club Lots of good venues for music Good social life in bars and restaurants Still finding characters among the population Great social life, always meeting new people Having a coffee and a sandwich at the station Older folks have many tales to tell of a town well loved Strong sense of community compared to other places Social 'hub' in the library Feel quite safe at school Sowerby has a good community Feeling safe in the town Don't have to travel very far to school Sowerby High have got the best Deaf support than other schools in Calderdale Good social interactions (based on the people) Meeting in The Works public house

Well-being feeling	Recreation	Social
	Pleased to be able to walk on the hillsides Good to see some greenery outside of town environment which has little in way of soft landscaping and trees.	Meeting up with mates socially and watching bands play Positive about meeting new friends at school The gentleness of the population Easy going place and people Social life is changing but still varied

3 Resident's concerns about their area

Amenities & Shopping	Open spaces	Traffic	Image	Housing	Transport
Too many takeaways No cinema Too many empty shops Horrible new market – too small with 'greasy Joes Café' on main street Monopoly by Tesco's – the worst of the big 4 supermarkets Need more modern shops in town (Primark etc) Too many eating houses No community arts spaces Market no good for people in wheelchairs and with prams Not enough Deaf awareness in Sowerby and other public services Little investment in the potential of Sowerby Bridge Too much emphasis on night-time economy instead of daytime amenity	Parks isolated from town centre Lack of open space for sitting in centre Town needs more open space in the centre Allan Park not recognised Neglected playing fields No square or central space as a focal point for the town River is wasted Unappreciated conservation area Under-used and badly presented (potential) open areas along valley	Standstill traffic Traffic, noise, dirt and fumes Very poor air quality at Bolton Brow (AQM area) Pollution on main roads from cars queuing Dangerous for cyclists Not enough local parking for terrace houses Cars parked on pavements Major thru' route for vehicles Bikes ridden on footpaths Sowerby Bridge is a constant traffic jam Loads of traffic in Sowerby Bridge Parking for pool and doctor's is bad Worried about pot holes in roads Nowhere to park Traffic doesn't flow as well as it could	'Poor relation' status vis-à-vis Halifax, Hebden, Tod Town split into 2 areas Dog poo! Too many groups standing outside pubs late at night Industrial areas are scruffy West Street left out of town area Too much mess after weekend revels Lack of litter bins increases amount of rubbish Frustration at tatty marina area where it could be great We risk losing tourism by over-development Old and scruffy industrial buildings Market in evening is a magnet for vandalism Drugs, street-drinking and cannabis culture Ugly 60s buildings –	High rise flats out of price Poorly built new properties with bad design Little amenity by way of open space and unattractive to families The growth in population Too many new housing developments planned Unfinished building projects Increase cost of housing due to incomers Need to make old buildings safe; don't knock them down but mend them and paint them Houses on Tuel Lane still empty Chapel Conversion Bolton Brow unfinished Badly designed new builds don't fit in Developments are started and then left unfinished	Pedestrian access to railway station Lack of ticket office in railway station No waiting room in railway station Not enough trains stopping for the size of town Northern Rail Not enough stopping trains

Amenities & Shopping	Open spaces	Traffic	Image	Housing	Transport
Nowhere near centre, north or west of town for bored youth to go The lack of facilities in the future Dearth of daytime amenities and facilities e.g. shops, built tourist attractions, open spaces in centre Utilitarian shopping rather than pleasant venues		I'm concerned about traffic	flats & maisonettes – blocking views and blighting appearance of the area I'm concerned about the powerlessness local people feel about too much development Historical buildings which are empty and unused and need to be used The main street and main buildings are tired and dusty Health related premises (chemists, dentists, GPs) are low quality and not professional Council neglect of civic buildings		

4 Associated negative impacts

Buildings	Planning decisions	Traffic	Air Quality
Urban sprawl will lead to Sowerby Bridge centre becoming like a ghost town Ugly buildings like the flats spoil potentially lovely views, as does much of the new building e.g. Burnley Rd Upset that the old council buildings and fire station have been left unused for so long Unloved buildings make it look scruffy which encourages drugs etc. Low quality of new build housing will have a long term effect on this historic town – disappointed Too many houses built in	The people making big decisions do not live in Sowerby and do not intend to hang around WCVR money has been spent mainly in Hebden Bridge and Mytholmroyd Local councillors do not live in Sowerby Bridge and do not understand problems I get angry at the council not listening to local citizens I feel desperately concerned and worried at potentially disastrous planning decisions which will / do erode my amenity	The constant stream of traffic is debilitating Tesco sited to cause traffic congestion More traffic means more pollution Heavy traffic makes me avoid Sowerby Bridge Too much traffic can lead to stress I feel very vulnerable cycling though Sowerby bridge High volumes of traffic = high volumes of noise I tailor travel times to avoid congestion No comprehensive plan for local travel	Air quality can be poor because of traffic flow Air quality bad at peak times when walking through main street Pollution causes health problems Poor air quality can lead to or increase respiratory illness Can't sit in a beer garden or outside café in summer due to air pollution

Buildings	Planning decisions	Traffic	Air Quality
large gardens – looking squashed Historically, I don't feel Sowerby Bridge has been listened to or involved in things – so pervasive feeling of resignation to things being done better Empty new-build houses on my road have attracted drug-dealing, as not overlooked Empty shops need to be made use of and not left to look like a deserted area Many areas look so dirty and squalid, and never cleaned, that I probably wouldn't want to retire so near to the centre I feel embarrassed about the amount of litter on the streets Brow Chapel makes town look uncared for as we enter I feel unhappy about our historical buildings being neglected Scruffy buildings make me feel drab		Feeling unsafe on pavement from cyclists and parked cars Bad traffic always makes me late Don't sit, drink coffee, people watch Travel to Halifax/Hebden is easier and so used more than popping around Sowerby	
Shops	Lack	Safety	Misc
I much prefer to shop in other towns as the choice here is so limited Take-aways sited on double yellow lines causing traffic congestion Mainly fashion shops Argue (with spouse) about whether Lidl image is worse than Tesco and why can't shop at a 'Waitrose' Shops are good for young folk. Older folk have to shop elsewhere	Feeling sad that we're not making the best of what we've got Access to great rivers is poor = untapped potential Feeling of untapped potential to work with environmental attractions Unable to walk ROUND Sowerby Bridge Travel to Hebden for walk round town (better quality place) I feel unhappy that the nature of the world is a low priority Every service needs more disability awareness	The 'night-time economy' and street-drinking can feel intimidating Avoid certain areas late weekend nights Feeling threatened by drunken groups outside late opening pubs and clubs Poor looking environment encourages poor behaviour Train station doesn't make me feel safe at night because of lack of facilities	Poor approach to train station Not attractive to incoming ventures Anger (at bankers) reawakened by Bank HQ

5 Wishes for the future

Environment	Leave moorland alone Restore all dry stone walls I wish for protection for the wildlife Create a protected wildlife area on the canal and river For more wildlife living and thriving I wish Copley Valley would be left alone I wish West Street area was as nice as The Moorings The river was sunny and bubbling with attractive walkways I wish the countryside to be protected I'd like some nature to be left for our children Don't join up the towns and villages with ribbon development It would be nice if there were some green fields left I would love for the Linear Park concept (Rochdale Canal) to be extended along the Calder and Hebble so that it is protected from ugly, tall, urban housing all along the towpath I wish for places to sit in the town centre with flowers, trees and grass Protect Norland Moor, Warley Moor and moorland above Sowerby from building developments The Lock Hill Mills site by Tuel Tunnel to become a 'town green' with Jolly Sailor a heritage visitor centre and tea rooms I wish my cemetery plot was looking good
Cleanliness and pollution	Clean air I wish for clean streets Clean dirty old buildings Clean, safe pavements Clean, safe parks
Building	Demolish derelict buildings and use the space for safe and attractive leisure parks I'd like our historic buildings to be protected and loved Ensure new build housing is of a high quality Main street was full of little shops with 'heritage' shop fronts Renovate old buildings to a high standard The history of the town told in the buildings to be saved
Transport	I wish for a relief road via Holmes Rd for Sowerby Bridge centre Create safe routes for cyclists and pedestrians I wish more public would use public transport I wish for free flowing traffic I wish for free flowing traffic through Sowerby Bridge Want 24hour bus service I wish for an attractive train station which welcomes people to Sowerby Bridge Trains stop every 15 mins to Leeds & Manchester Plenty of pedestrianisation Re-route main through road
Leisure	I wish for a network of locally way marked footpaths Sowerby Bridge to have a much needed Tourist Information Centre near the Wharf Leisure activities on canals Ensure pub culture does not mimic Halifax A safe, easily accessible open space Install public art and sculpture I wish for lots of local free amenities for young people to use Royal family holidayed here

Shops etc	Make Sowerby Bridge a foodie's paradise Quality advice service units in town Empty and dirty shops to be revitalised – not turned into take-aways and radio cab offices 24 hour shops and restaurants
Political and social activity	Councillors who live in Sowerby Bridge and care about the place A locally elected council I wish the council would listen If only we had the money to put this town good again Councillors and MP had more visible surgeries in town Full employment Shorter working hours and bigger pint pots!
Education and young people	Schools to be places of excellence Schools open to whole use by the community Rishworth school was like Eton BSL lessons in school and BSL cafes I wish for local jobs for my grandchildren Posher schools and better quality schools Local history taught in schools
Misc	People aspired to live here Social inter-racial inter-faith discussion groups Wi-Fi reception was superb There to be lots more employment opportunities e.g. through tourism, not just provision for light industries

6 Perceived impacts on wishes on quality of life

Feeling	Proud Safe Proud to live here Empowered Clean air in my lungs Happy to live in Sowerby Bridge with its beautiful surroundings Proud to show my town off to visitors and publicise its attractions to all Contented, safe and part of the world Feeling unthreatened by thoughtless drivers A sense of work well done and proud to be here I will be feeling calm because my wishes will have been listened to Healthier and happier in clean air I will be feeling happy that my grandchildren have local jobs and facilities Thanks to global warming - sunburnt
Thinking/Saying	Retiring here was the best decision I made Come and live in Sowerby Bridge! Isn't it quiet in Sowerby Bridge Amen I will be telling my family what a wonderful place I live in Come and spend time in Sowerby Bridge, it's a great place These electric buses are quiet To my grand children, 'the fools once planned to cover this in concrete' I love Sowerby Bridge I will be thinking this is the best place on the planet Speaking to more people who are just as happy as me

	I will be telling my grandchildren how good it is they have this town to live in There is appropriate low-level housing with good garden space for me to retire locally, away from steps and hills
Doing	Sitting in the new park by Lock 2 off Wharf Street at Lock Hill Mills, having a cup of tea and enjoying the views Chatting, wining, dining I will be meeting old friends in a vibrant town centre Getting up and walking to work I will be living here instead of retiring elsewhere Living in a bungalow by the river I will be using the train instead of driving More activities in Sowerby Bridge as it is better than it has ever been Enjoying the countryside, cycling and walking Travelling on a proper quality bus service to The Works for a pint Working in the new Tourist Information Centre, proud of Sowerby Bridge as truly the Gateway to the South Pennines Spending more time shopping in the new clean centre Talk to more people Use the park and leisure facilities more Happily doing what I do now – walking along the river untroubled by high rises Continuing to walk to Copley along the tree-lined, sunny towpath with views of the Norland hills Enjoying a main street with minimum traffic Eating in a 3 star Michelin restaurant I'll be spending time in a clean environment
Seeing	Norland hillside through clean air Nice buildings, a river bank, bustling marina, character-full shops The local green environment and paved areas and sculptures More clean buildings more happy contented people Clean streets with no more cans, bottles, cigarette packets and fag ends Having an open space in the town centre for events No fewer green field than now Great local foods at the farmer's market Clean streets, jam free roads, historic buildings restored to a high quality I'll be seeing lovely farmland from my riverside walk Flowers and wildlife Seeing a play in the new town square Seeing public art and water features

7 Suggested positive actions

KEEP	All the green spaces in Sowerby Bridge and surrounding areas The balance of urban and rural areas The Old Fire Station council building Keep the small town feel The open space by The Jolly Sailor The special areas special Wildlife havens and fishing areas e.g. dams A wide area along the waterways free of buildings Nature corridor between Sowerby Bridge and Copley Allotments Independent real ale pubs

	The gardens and green spaces, swimming pool and library Keep the conservation area looking like one
LOSE/STOP	Lose the dirt from the buildings GenR8 as council partners for their inappropriate designs and misleading so-called consultations to local residents Close the takeaways in the town centre Lose drug dealers driving around the streets Lose the dirt on the street Stop cars parking on pavements and make it safer for pedestrians Councillors living elsewhere Lose the loutish behaviour Drinking on the streets like in Manchester Lose fast driving speeds The crazy idea to build on Copley Valley flood plain Licensed premises customers from littering the areas around the canals with glasses, bottles and smoking debris The buildings at the bottom of West Street to change the traffic flow Stop inappropriate 3-storey massed rows of urban townhouses directly tow-path side at Sterne Mills Stop the building of poor quality homes
CHANGE	Re-route traffic via a bypass The ward structure to a more logical one, to include Sowerby, Norland and Warley within Sowerby Bridge Change the way traffic clogs up Sowerby Bridge when the motorway has a pile-up Change the car park in front of The Moorings into a canal side town square Change the use of old buildings as apartments Demand co-ordinated shop frontages on street runs Change planning law so that positive improvement is imposed on those owning sub-standard or low quality / ill-maintained buildings Open up the railway arch tunnel on Holmes Road to allow lorries to bypass Sowerby Bridge town centre Drive up education standards
ADD	More to attract visitors – not drive them away More litter bins and fine signs – plus more litter wardens to enforce these More parking More frequent stopping trains Easier access to Calder River 20mph speed limit by Tuel Lane school and all of the schools More CCTV to deter vandalism Litter bins and dog poo bins Add cameras to traffic lights Add a new relief road Cycle paths so that there is no excuse for riding on pavements Put in more cobblestone features More diverse eating places (variety) Better public transport Sustainable energy systems Accountability to planning system Public art A new history trail around town Open up the riverside for walks

	Detailed specifications for development A bandstand by the wharf to hear brass bands Add responsibility for take-aways to clean round the area in front and surrounding their shops A scheme to allow traffic to flow easier Use the space around The Moorings for leisure facilities A green energy source to the Calder Micro-generation of electricity by use of the river Ticket office and waiting room to the train station

Calderdale Council LDF Workshop Report 4
Northowram, Hipperholme and Shelf
April 2011

1 Context

The Development Strategy Team for Planning at Calderdale Metropolitan Borough Council has commissioned this report to capture the fourth of ten creative consultations in Calderdale designed to explore the needs, aspirations and concerns of residents in relation to planning.

This report concerns the existing and desired quality of life of residents in Northowram, Hipperholme and Shelf

The written results from this consultation are thematic¹ and indicative of resident's experiences and aspirations in this area relating to planning. The report constitutes one element of a broad evidence base with which to inform the LDF Core Strategy.

2 Methodology

The workshop drew on Creative Problem Solving and Productive Thinking frameworks to promote active involvement and group decision-making from participants.

The workshop was framed within a 'quality of life' paradigm to encourage participants to reflect not just on planning issues but also on the real impacts of these issues on their lives and communities. The aim in doing so was to produce insights that have genuine relevance to both participants and the Planning Team.

The workshop was divided into four key areas of investigation:

- resident's current life/work context and impact on quality of life,
- aspirations for 20 years hence moving into their next life stage,
- what that imagined future would look and feel like to live in,
- specific positive actions the Planning Department could take to realise these aspirations.

The workshop concluded with a group discussion to further explore the themes and issues raised.

3 Participation

A total of 14 residents took part in the workshop. Not all participants completed the equalities sheet therefore totals below do not add up.

10 described themselves as 'White'.

The age breakdown was: <25 = 1; 25 to 39 = 1; 40 to 59 = 6; 60+ = 3.

There were 8 males and 3 females.

None described themselves as having a disability.

¹ Some highly specific suggestions were made during the workshop and are outlined in detail in the appendix of this report.

4 Overview

Preservation of village identity, local community spirit and access to the surrounding countryside are the key concerns of residents in this area.

Well-being is strongly associated with the palpable sense of community and enjoyment of the local countryside. Residents are proud of the character, heritage and friendly population of the three villages from which they derive a real sense of attachment, belonging, safety and security.



They perceive their greatest threat as development – both in terms of unsympathetic new builds encroaching on the surrounding green belt and increased infill developments creating a feeling of being ‘hemmed in’. Residents are fearful of the impact of development on the look and feel of their villages, as well as the negative impact of the associated increased population on local services and sense of community.

Whilst proximity to Halifax is a benefit of living in the area, this benefit is undermined by traffic and public transport issues. Traffic congestion is a huge concern for many residents who believe it poses a threat to pedestrians and commuters. Bus services are considered largely inadequate and expensive.



Local amenities, whilst considered good, could be enhanced in their view by increasing provision for teenagers, improving street cleansing and addressing fly tipping. Ensuring future local provision that supports community engagement is also important. Residents also wish for allotments to grow their own produce and access to renewable energy sources.

In the future, residents want to enjoy excellent and affordable bus links to other towns and villages, reap the benefits of a thriving local economy and for young people to look forward to good local employment prospects.

5 Key Findings

5:1 Positive quality of life

Residents in this area enjoy the surrounding countryside and proximity to other towns. They feel well served in relation to local amenities and experience a strong sense of community.

- **Community**

Residents believe their area offers a good 'village experience' which in turn supports a strong community spirit. Each of the three villages have their own identity, all of them are welcoming and friendly. This brings to their lives a sense of belonging, safety and security, contentedness and feeling part of something special.

- **History**

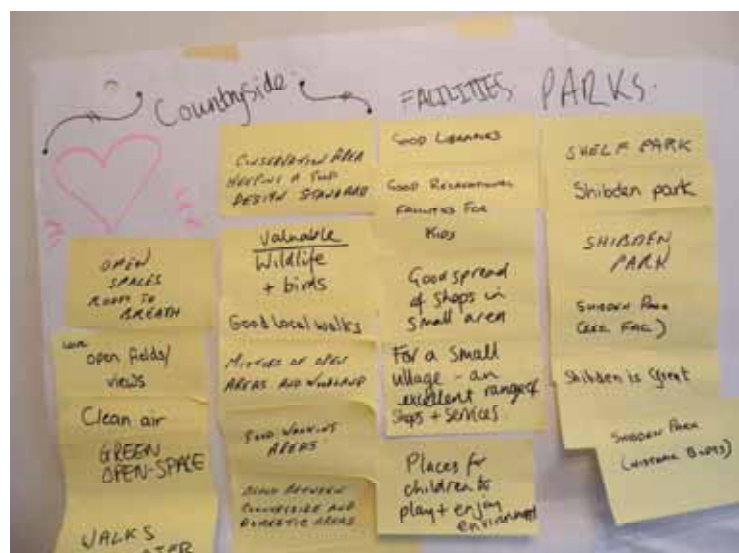
Residents are proud of the local heritage and history of the area which they want preserved.

- **Countryside**

This area offers close proximity and easy access to surrounding woodlands and open countryside which residents value highly. It contributes to a feeling of health and well-being by creating opportunities for peace, calm, relaxation, enjoyment of the fresh clean air and walking.

- **Facilities and local amenities**

Residents believe they are well served in terms of local amenities such as libraries, recreation facilities for children (Shibden Park was a particular favourite), and the range of shops available locally.



5:2 Quality of life concerns

Residents are primarily concerned with issues around congestion, over-development and the impact of over-development on the green spaces and community spirit they prize.

- **Roads and traffic**

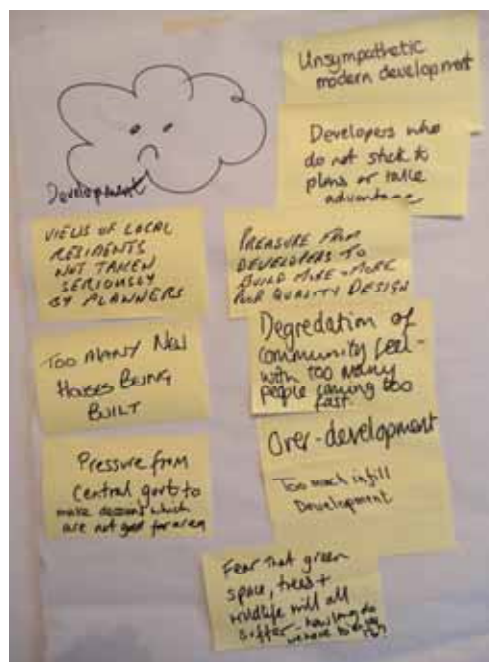
Congestion is a big concern of local residents – specifically around Stump Cross and Hipperholme crossroads. They think the speed and volume of traffic poses a serious hazard for pedestrians and drivers, particularly in Northowram. In their view the crossing there at Bradford Road is dangerous, as are the crossroads where Bradford Road meets Westcroft

Lane. Heavy loads and rat-run traffic through residential areas are also concerns. In addition, residents think that the roads in their area are not sufficiently well maintained. The impacts on their quality of life are feelings of frustration, anger and the real threat of danger to life.

“They could improve the traffic lights all they like, but it’s the sheer volume of traffic ... that is the problem. There’s no easy way around it. “

• Development

Residents are concerned about the volume of unsympathetic new builds and infill development in the area which threatens the village feel, the separateness of each village and the surrounding open spaces. Residents feel their views about planning are not being taken seriously by the council and are extremely concerned about the ‘*degradation of the community feel with too many people coming in too fast*’. The impact on their quality of life is an increasing sense of feeling ‘hemmed in’, loss of pride in the specialness and character of the area, stress when planning applications go against their wishes, and the constant fear that they will lose everything they value about the area.



“We like to feel that two minutes from our door we are effectively in the countryside. It’s this feeling of being hemmed in, filling all the empty spaces with homes ... and it’s almost Calderdale Council policy to ‘build as many as we can’ with not enough jobs for people.”

“Any little open patch, they’ll whack a house on it. It’s disregarding the need for open spaces.”

“It’s got a lot more developed housing-wise. I see development as a positive word, but in this way development is bad because it’s sort of ebbing away at the community spirit, ebbing away at the green space, ebbing away at the service provision because it’s over-running the doctors and the schools ... I think that’s wrong.”

“I feel that I don’t really understand the pressures on councils to build more and more and more houses ... and why it is that we’re all in this situation where we have to be looking with great fear at the prospect of losing what’s so precious to us all.”

• Upkeep and amenities

Dog fouling, fly tipping and poor street cleansing are a source of constant irritation to residents. They also believe there are poor quality facilities for teenagers leaving them to hang around in the streets – through no fault of their own – which can feel intimidating. The influx of development and subsequent incomers has, in their view, put a strain on schools and doctor’s surgeries.

“Young people, when seen to be hanging around on street corners, are perceived to be intimidating people. That’s partly because of a lack of facilities and the facilities they’ve got are inadequate.”

- **Paths and rights of way**

There seems to be an issue in this area around rights of way. Participants worry that they will lose access to some of their walking routes because landowners block footpaths. They are also concerned about the apparent neglect of snickets and paths. Access to countryside is a major benefit of living in the area therefore a reduction or deterioration in their access to footpaths will negatively impact on quality of life.

- **Transport**

Whilst there is a good bus route into Halifax town, residents are frustrated about the restricted service on offer, the lack of fast routes to other towns and cities and the difficulty of accesses neighbouring villages by bus. There was also mention of the need for a train station in Hipperholme. The subsequent discussion brought up the potential negative impact such a station might have on incoming traffic to the area.

“When it’s good it’s very good but in other areas (Lightcliffe) you’ve a half mile walk to the bus stop and it’s every hour. There needs to be much wider coverage.”

“I live in Northowram and I think the public transport is appalling ... we have a local bus but it’s only once an hour ... the only other two services that run through Northowram are long distance ... so really you’re relying on that one bus an hour which, for an area the size of Northowram, is pathetic.”

“You’re paying nearly £2 to go from Northowram into Halifax which, when you’re working, it’s £15 - £16 a week out of your wages.”

“Isn’t it silly that it costs more to go to town in a bus than to go in a car ... it doesn’t make sense.”

“Since the 509 got taken away First Line has had no competition and they don’t care ... The second the 509 stopped, First Line just turned up when they wanted and raised their prices by 50p which was like a 30% increase.”

“The only way you can get a bus from Hipperholme to Northowram is get a bus up to Shelf or walk up to Shelf and get a bus there ... there is no direct link.”

5:3 Community Aspirations

Residents themed their key aspirations into seven core headings. When invited to vote on which they believed were the most important to their quality of life the results, in descending order, were:

- Open spaces,
- Local identity,
- Environmental and local facilities,
- Power and energy,
- Transport,
- Food production, employment and skills,
- Development.

All the findings are in the appendix. This section only includes areas that relate to planning.

- **Open spaces**

Residents want to preserve the green belt and nurture the trees and wildlife that inhabit it.

- **Local identity**

Residents want the villages to remain separate, small and unique in character in order to preserve local identity, pride and community spirit.

- **Environment**

Residents want fly tipping and dog fouling to be stopped, cleaner streets, less traffic congestion and cleaner air.

- **Local facilities**

Residents want improved facilities for teenagers, more local shops in general, improved local policing and safer pedestrian crossings.

- **Power and energy**

A move towards renewable energy and local power generation is important here.

- **Transport**

Residents want decreased congestion, safer roads and an improved public transport system.

- **Food production**

There is a demand for local produce and an increase in provision of allotments.

- **Employment and skills**

Residents want an increase in locally available, high quality employment.

- **Development**

Residents want less development and fewer housing developments in particular, whether that is new build estates or infill development.

- **Endgame**

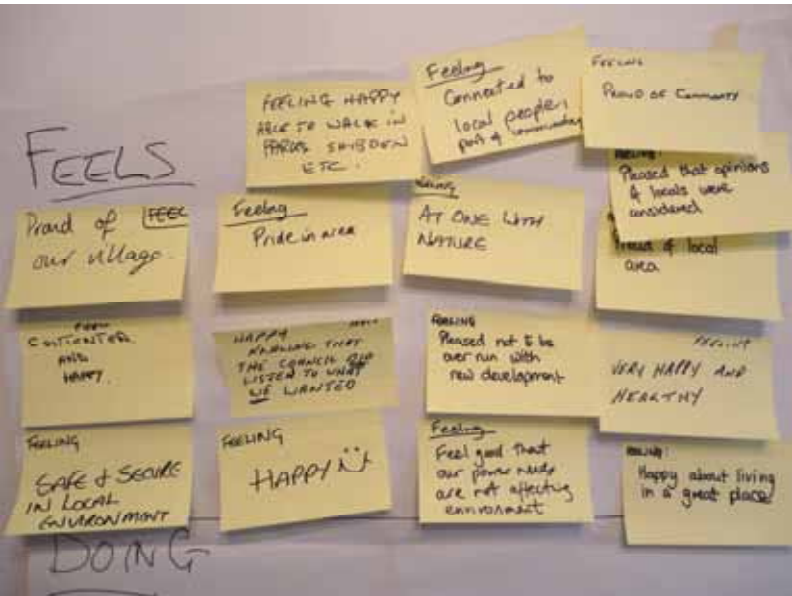
It is extremely important to residents that their area, in 2031, retains its sense of local pride, community spirit and connection with local people. They want the character of each village to be preserved to enable them to continue to enjoy village life. Residents want to



be able to work locally, support a healthy local economy, take advantage of good community facilities and amenities, and for the youth of the area to be engaged.

Residents also want a greater sense of freedom: freedom to enjoy the local parks, access to the surrounding countryside, grow their own food and travel with ease to neighbouring towns and villages using an excellent public transport system.

Safer roads for pedestrians, residents and commuters are also a priority – addressed primarily through traffic reduction.



5:4 Suggested Positive Actions

What follows are specific steps or action points suggested by workshop participants that they believe Calderdale Council needs to implement in order to realise their aspirations. They are not weighted in any way and have been grouped for ease of use – a full detailed outline is available in the appendix.



- **Development**

KEEP	ADD
Keep historic buildings Keep separateness of villages Green belt boundaries	Planning laws to endorse local resident's views Local building in local stone Extra protection to stop development in Shibden Valley
LOSE/STOP	CHANGE
Housing development in Northowram Large-scale building development New big estates which will need loads more cars Building on green spaces Poor quality development Building large new developments with little or no parking with overspill onto other roads	Put houses by schools instead of buses taking kids from Northowram/Shelf to Hipperholme and Lightcliffe Listening and more consultation and better publicised consultation with respect to development in specific areas If houses need to be developed – encourage high quality, low volume sustainable and eco-friendly builds on brown field sites

- **Amenities**

KEEP	ADD
Parks and open spaces Well stocked and frequently open library Playing fields for sports	Clean streets and paths Visible community policing presence More parking for local amenities Facilities for teenagers Smaller local schools More litter bins More parks and open public spaces Ways of getting food grown locally More concern for teenage activities – improve facilities Modern, worthwhile community facilities; well suited, targeted, periodically reviewed Plant more trees
LOSE/STOP	CHANGE
Stop building so many new homes without an increase in service provision	Encourage more households to save energy or use renewable energy Enforce fines for dog fouling

- **Roads and transport**

KEEP	ADD
	Park and ride for big events 1 st class transport system to reduce numbers of cars Train station for Hipperholme More grit boxes so the village doesn't have to come to standstill after a light snow Improve Hipperholme crossroads Cycle lanes throughout area
LOSE/STOP	CHANGE
	Stump Cross lights Regular reviews of public transport facilities Improve infrastructure e.g. Hipperholme traffic lights Regular review of traffic congestion areas Reduce traffic congestion by better public transport, more local jobs, more smaller schools

APPENDIX: RAW DATA

1 What residents love about their area

Community	History	Countryside	Facilities	Parks	Transport
Excellent community spirit	Local history	Walks	Good libraries	Shelf park	Good public transport
Local, welcoming feel	Sense of heritage	Open spaces	Good recreational facilities for kids	Shibden park	A good village to town bus route
Community feel	Historic buildings	Room to breathe	Recycling	Shibden park (rec facilities)	Good bus transport
Knowing the neighbours	History of area	Clean air	For a small village – an excellent range of shops and services	Shibden is great	Nice mix of country and easy access to town
Small is beautiful	Conservation area	Green open space	Good mix of shops	Shibden park (historic buildings)	
People living well together		Mixtures of open areas and woodland	Good local amenities		
People who care about our area		Love open fields / views	Places for children to play and enjoy the environment		
Friendliness of people who live here		Conservation area keeping a good design standard	Good spread of shops in small area		
Community spirit		Valuable wildlife and birds			
Village experience		Good local walks			
Local identity between areas		Love green space			
Thriving local economy		Good walking areas			
		Blend between countryside and domestic areas			
		Green, free spaces			
		Proximity to open countryside within walking distance			
		Countryside access excellent			
		Proximity to open countryside			

2 Associated positive impacts

Community	Health and Wellbeing	Crime and safety	Transport
Relief to get home!	Space gives feeling of freedom	Safe and secure	Well connected to town centres
Feeling of belonging	Calm – when away from ‘hustle and bustle’	Feeling home	Easy access to other areas
Proud to live somewhere clean and well maintained	Fresh air – feeling healthy		Happy to get access to other areas through transport
Better than down south!	Relaxing to look at green space and trees		
Content and able to relax	Healthy through breathing clean air		
Integrated locals who know one another – in shops / neighbours / walking the dog	Protective of area, want to maintain it, preserve what’s good		
Safe – a feeling of community	Restful place to be		
Feel safe in community	Can feel relaxed when walking in countryside		
Part of something special through community	Wellness through countryside		
Safe in local environment	Contented		
	Connecting with something beautiful		
	Not feeling hemmed in		

3 Resident’s concerns about their area

Congestion	Traffic hazards	Paths & rights of way	Environment
Hipperholme crossroads – congestion and dangerous crossings	Speed of traffic	Loss of some open spaces	Dog fouling
Too many cars on the road in general	No crossing on busy roads	Landowners blocking footpaths	Not enough poo bins in Shelf park
Hipperholme crossroads – congestion needs sorting out	Dangerous crossings across Bradford Rd (Northowram)	Rights of way in danger	Streets not cleaned or swept
Congestion	Dangerous parking – narrow roads	Snickets and paths neglected and not cleaned	Fly tipping wants stopping
Stump Cross traffic lights	Northowram crossroads (Bradford Rd / Westcroft Lane) busy and dangerous (traffic and pedestrians)		Fly tipping on open fields
Bad traffic management, lights etc	Speed limits not observed		Need local recycling facilities
Sitting in traffic queues	Large wagons in essentially residential areas		
Stump Cross – congestion at junction and poor air quality	Residential roads used as rat runs		
Heavy traffic from quarry	Traffic trying to beat system by using side roads		
Big wagons on country roads	Road traffic calming in Northowram – bad design		

Development	Local amenities	Transport	Highway maintenance
Views of local residents not taken seriously by planning Too many new houses being built Pressure from central gov. to make decisions which are not good for area Fears that green space, trees and wildlife will all suffer – how long will we have to enjoy it? Unsympathetic modern development Pressure from developers to build more and more poor quality design Degradation of community feel with too many people coming too fast Too much infill development Developers who do not stick to plans or take advantage Over-development	Lack of parking for residents Poor quality local facilities for young people Not enough activities for teenagers Need more for teenagers to do Lack of good local jobs Too few local shops No shops Hipperholme centre – empty shops Pressure on schools and doctors surgery from new developments	Lack of a railway station Bad transport links Public transport rubbish	Roads not repaired Poor quality of roads

4 Associated negative impacts

Traffic congestion	Bad planning decisions	People and personal relationships
Frustration – sat in traffic congestion Bad traffic management makes people cross and less attentive to their driving Angry when local business can dictate parking regulations Angry when I have to risk my life by walking in the road because motorists have parked on the pavement Frustrated every time I am stuck in traffic	Hemmed in Lack of consideration for existing residents Infill worse since I came to this area Land is purely seen as £ signs in developer's eyes Who does the planning ...? Some things are just plain silly. Loss of pride in area – poor development Decisions made by people or inspectors from other areas High level of stress when planning decisions go against what local residents want Some disillusion that we are powerless to protect what we value Worry – loss of reasons why moved to area: - loss of green space - loss of character - loss of local identity - and merging of villages	Fear the loss of what I really appreciate here Lots of things that go wrong are about individual's behaviour Intimidated by groups of teenagers hanging around What is the point of trying to keep a good standard Reduction of the community spirit is disappointing Missed opportunities to close generational apartheid Will the village be worth coming back to?

5 Wishes for the future

Local identity	Preservation of local identity and special buildings Maintain a sense of pride in local communities Northowram to still be a village A village identity distinct from elsewhere Maintain villages rather than an indistinct suburbia Maintain local character/history That the village still looks and feels like a village
Local facilities	Deliver on promises for better local facilities An adequate youth centre Better health care Good sports and leisure activities Retention of local shops and not 'become another British high street' More local shops Places for people to meet – young / old More but smaller schools More small local shops School runs are now on foot! Local police officer Crossing facilities on Bradford Rd Appropriate targeting when providing facilities Pavements repaired so it's safe to walk on them Wish for a new railway station to cars off the road
Environment	No fly tipping Car pollution was no more Roads free of traffic All dog fouling and fly tipping stopped Reduced congestion People use waste bins and not pavements Walks with wildlife Clean air Dog walkers cleaned up after their pooches Less large vehicles in village Wish Hipperholme traffic lights easier to negotiate We all create a lot less rubbish
Power and energy	No wind power – it does not work and is unsightly Local power generation (district heating) Our homes and cars are powered by renewable energy Cheaper electrical power so we can have clean cars
Open space	Plenty green spaces No loss of green spaces The green belt is as it was in 2011 if not even bigger Lots of good quality open spaces Green space, trees and wildlife are protected and nurtured
Development	Less development Less development (housing) in Northowram Less infill development – small is beautiful New buildings on brown sites not in countryside
Food production	More food to be produced locally and nationally Space for local allotments

	Local people start to make or grow the things they need Allotments Local sourcing of produce Grow your own food more
Employment and skills	Integrate schools and industry to give kids a chance Workforce including young people have skills to make things again More good quality local jobs More hi tech well paid jobs
Miscellaneous	Win the lottery

6 Perceived impacts on wishes on quality of life

Feeling	Proud of our village Contented and happy Safe and secure in a local environment Feeling happy able to walk in parks, Shibden etc Pride in the area Happy knowing that the council did listen to what we wanted Happy Feeling connected to local people and part of community At one with nature Pleased not to be overrun with new development Feel good that our power needs are not affecting environment Feeling proud of community Pleased that opinions of locals were considered Proud of local area Very happy and healthy Happy about living in a great place
Thinking/Saying	Ain't life grand Ride my electric car Having a local connection with decisions that affect us Enjoy more time with my friends in this new world What a great place to live About growing some of my own food This is the way we can live for a long time Recommending Northowram as a good place to live
Doing	Walking and enjoying open spaces Using good quality transport Spending less time in traffic Walking in the local nature reserve Supporting local economy = using local shops and businesses Young/old working and playing together Enjoying village life Having an allotment and growing produce Using public transport for local and further afield trips and days out Working locally on what people need locally Going to the local community centre for group activities and meetings Walking in countryside Shopping and buying locally Pottering about in my allotment Smiling more

Seeing	People smiling more Fewer cars more public transport and trains Young and old involved in activities together Friends, families and neighbours Local activities and groups creating a sense of community Community centres being used by the communities People of all ages enjoying the park, Shelf park Reduced pressure on our roads and schools Young people in sporting activities Fewer cars Views over Shibden Valley as they are with no new houses Brown field sites used effectively and not left derelict Green fields, wildlife Good local health centres Seeing my grandchildren happy Seeing an area very similar to now Good balance of shops and houses and valued green space and wildlife Better bus services

7 Suggested positive actions

KEEP	Local villages as they are – Shelf, Northowram, Hipperholme – not merging into one Greenbelt boundaries as they are – no loss of green spaces Keep involving the community in decision making Historic buildings – sense of locality and Shibden and Shelf parks Keep all green field sites All green belt as green belt A well stocked and frequently open library Keep parks and open spaces Libraries Northowram and Shelf as villages Keep playing fields for sports
Stop	Stop housing development in Northowram Large-scale building development The rise of buy-to-let properties New, big estates which will mean loads more cars Any building on green spaces Building large new developments with little/no parking with overspill onto other roads Poor quality development Building so many homes without an increase in service provision
CHANGE	Regular reviews of public transport facilities Improve built environment by reducing inappropriate signage on streets/buildings Improvements to infrastructure e.g. Hipperholme crossroads If houses need to be developed – encourage high quality, low volume, sustainable and eco friendly builds on brown field sites Regular review of transport congestion areas Listening and more consultation and better publicised consultation with respect to development in specific areas Make it easier/encourage more households to save energy or use renewable energy

	Get rid of useless signage (5 minutes to town centre) Enforce fines for dog fouling Put houses by schools instead of buses taking kids from Northowram/Shelf to Hipperholme/Lightcliffe Change Stump Cross lights Change planning laws to endorse local resident's views Reduce traffic congestion by better public transport, more local jobs, more smaller schools
ADD	If there has to be a local building it must be done in local stone Cleaner streets and paths Visible community policing presence Park and ride for big events/Christmas etc More parking for local amenities Facilities for teenagers Add new railway station Measures to make sustainable living easier Add smaller local schools First class transport system to reduce number of cars More rigorous controls of private rented properties More litter bins Train station for Hipperholme More grit boxes so the village doesn't have to come to a standstill after a light snow!! Improve Hipperholme crossroads More parks and open public spaces Extra protection to stop development in Shibden Valley Ways of getting more food grown locally Cycle lanes throughout area More concern for teenage activities – improve facilities Plant more trees Modern, worthwhile community facilities, well suited, targeted and periodically reviewed

Calderdale Council LDF Workshop Report 5

Halifax

April 2011

1 Context

The Development Strategy Team for Planning at Calderdale Metropolitan Borough Council has commissioned this report to capture the fifth of ten creative consultations in Calderdale designed to explore the needs, aspirations and concerns of residents in relation to planning.

This report concerns the existing and desired quality of life of residents in Halifax.

The written results from this consultation are thematic¹ and indicative of resident's experiences and aspirations in this area relating to planning. The report constitutes one element of a broad evidence base with which to inform the LDF Core Strategy.

2 Methodology

The workshop drew on Creative Problem Solving and Productive Thinking frameworks to promote active involvement and group decision-making from participants.

The workshop was framed within a 'quality of life' paradigm to encourage participants to reflect not just on planning issues but also on the real impacts of these issues on their lives and communities. The aim in doing so was to produce insights that have genuine relevance to both participants and the Planning Team.

The workshop was divided into four key areas of investigation:

- resident's current life/work context and impact on quality of life,
- aspirations for 20 years hence moving into their next life stage,
- what that imagined future would look and feel like to live in,
- specific positive actions the Planning Department could take to realise these aspirations.

The workshop concluded with a group discussion to further explore the themes and issues raised.

3 Participation

A total of 11 residents took part in the workshop. Not all participants completed the equalities sheet therefore totals below do not add up.

All described themselves as 'White'.

The age breakdown was: <25 = 0; 25 to 39 = 0; 40 to 59 = 5; 60+ = 6.

There were 4 males and 7 females.

2 described themselves as having a disability.

¹ Some highly specific suggestions were made during the workshop and are outlined in detail in the appendix of this report.

4 Overview

Halifax residents are proud of where they live. They regard it as a beautiful town: its buildings in particular are a source of great pride and of great concern.

Residents value the unique heritage of the town; its Victorian architecture, old buildings and historic sites. They are extremely concerned that neglect and the increased visibility of modern developments are chipping away at the unique architectural identity of the town.



Residents believe the Halifax town experience caters for a range of different needs. Socially and culturally there are the restaurants, bars, museums and a variety of theatres. Once opened, Broad Street Plaza will provide the town with a cinema which is largely regarded as a positive development. Practically, the town houses a good market and adequate range of shops.



There are however a number of issues around anti-social behaviour at night-time, inadequate and expensive parking, and a limited choice of shops compared to neighbouring towns – all of which act as a deterrents to visiting the town day and night.

The parks and open spaces are highly valued – so much so residents would like the parks open for longer in the summer time. The surrounding countryside is also highly valued as a major contributor to their well-being and quality of life.

There is a desire for improved recycling services and a move towards renewable energy sources. In their view, this would develop Halifax into an increasingly self-sustaining town and generate more income for the town through astute recycling management.



5 Key Findings

5:1 Positive quality of life

There is much that residents value about Halifax town – the buildings, parks, cultural/leisure offer and easy access to other towns and surrounding countryside.

- **Facilities**

Residents value the variety of shops and Borough market in a town they regard as small, compact and easy to navigate. They also feel well provided for in terms of leisure and cultural facilities - Bankfield Museum, the diversity of theatres in the town, the new cinema and a good selection of restaurants. Amenities such as the hospital and local libraries were also mentioned. Residents value Halifax's status as a 'small friendly town' that caters for many of their needs – practical, social and cultural.

- **Building and architecture**

Residents value the town's historic architectural legacy: the solid stone and Victorian buildings and its 'hidden gems' - Shibden Hall, Piece Hall and Bankfield Museum. It is the architecture and heritage of Halifax that residents attribute with instilling pride in the town and adding interest to the town for visitors.

- **Parks and open spaces**

Residents derive much pleasure and enjoyment from the parks of Halifax which they believe are clean and well maintained, offer good facilities and provide a good range of activities for children to enjoy in school holidays.

- **Location and Infrastructure**

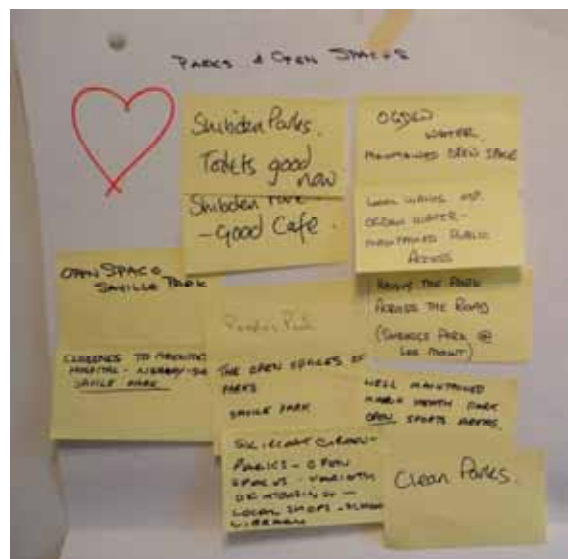
Residents enjoy the convenience of Halifax's excellent rail and road links as well as the ease of access into the town itself.

- **Countryside**

Quality of life is very much associated with access to the countryside. Residents believe it improves their health and well-being by providing opportunities for relaxation and exercise through cycling, walking and dog walking.

In the end-of-workshop discussion, some talked about the new Broad Street development which they believed was good news for the town:

"I don't particularly like it but I'm glad the development is actually going ahead ... there'll be more parking for the town and more facilities. It might not look particularly attractive but it's better than having the great big hole that Bradford's got."



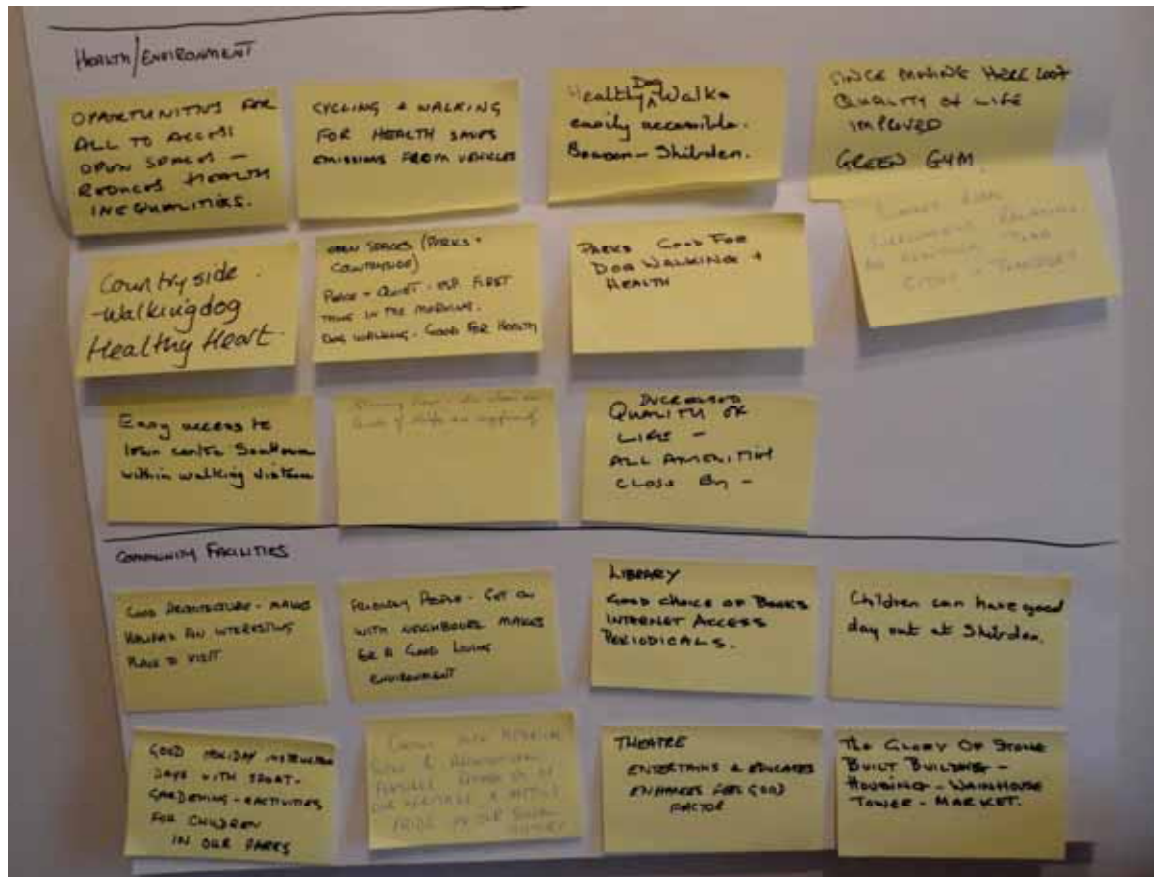
"I go to Bradford for the cinema but I won't when this opens up. I'll spend my money here."

"I feel it will benefit Halifax. We're talking about a cinema which we don't have in Halifax."

"Cinema will attract family groups because you have all the services in one place."

Others were concerned however that it will shift people's focus away from the town centre:

"What's going to happen now is that if you're coming to Halifax for the cinema, you're going to use the facilities there (Broad St Plaza) instead of having to go into town."



5:2 Quality of life concerns²

Residents are concerned in the main about the perceived erosion of the architectural wealth and identity of the town, a potentially stagnant shopping economy, poor parking and street cleansing.

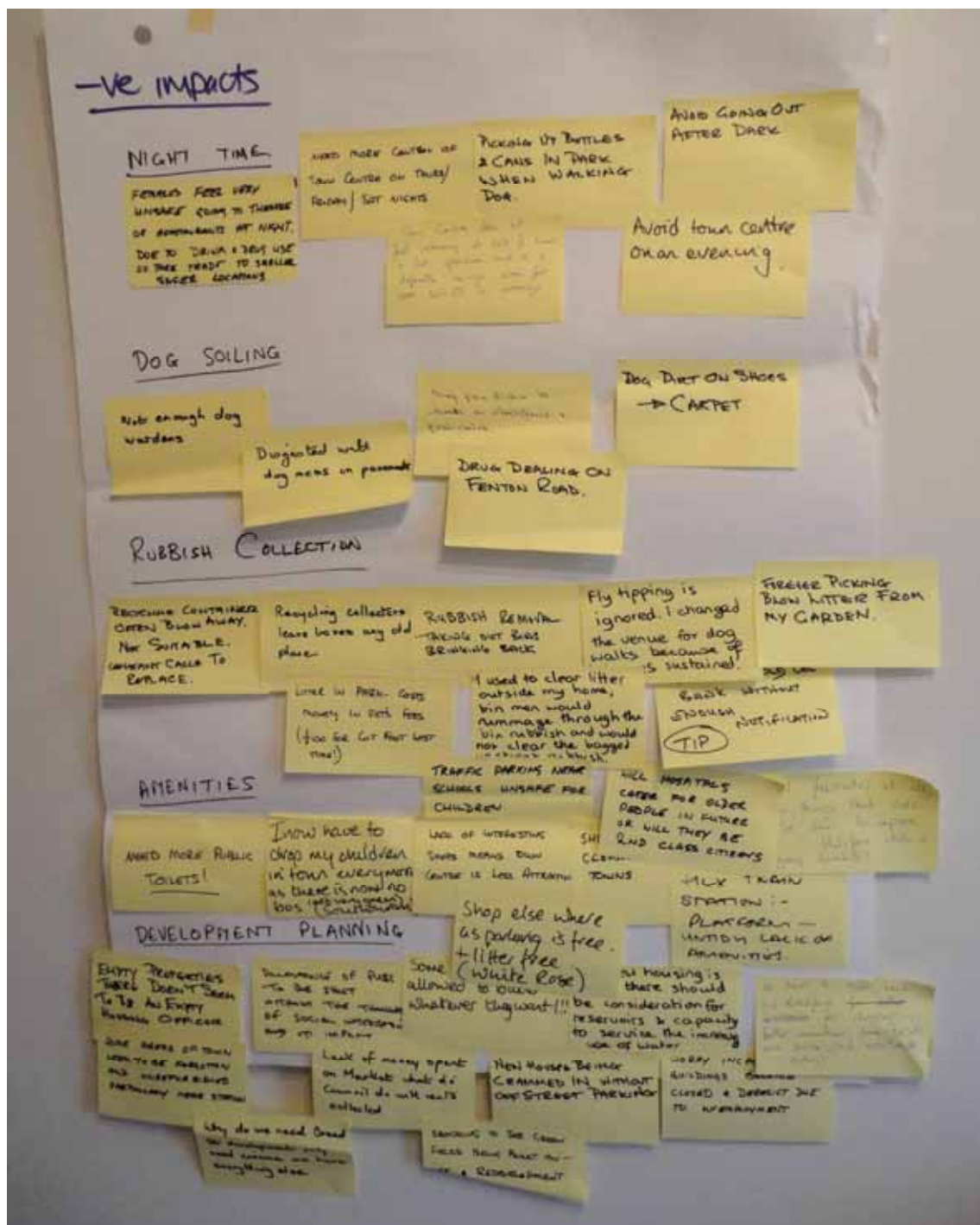
- **Buildings**

Residents are concerned about the impact of development on the architectural identity of the town. In their view, too many modern 'eye-sore' buildings are watering down Halifax's distinctive architecture. Meanwhile existing old buildings (for example the market and the large warehouse buildings near the train station) are falling into disrepair through poor maintenance and neglect, making the town look scruffy and uncared for. Residents are

² Due to insufficient time to accurately theme the post-its, the consultant has re-organised them in this section for the purpose of clarity. The original themes can be found in the appendix.

worried that more buildings are in danger of deterioration or dereliction if more businesses close down or move away.

On a slightly different note, residents want Halifax's 'jewels' - Shibden Hall, Bankfield Museum, Manor Heath Park and Piece Hall in particular - better exploited for the benefit of residents and to attract visitors to the town. There was a strong view that the Industrial Museum would be an important contribution to tourism and civic pride and should be re-opened.



- **Town centre commerce**

Residents are concerned about the impact of high rates and insufficient/expensive parking on town centre trading. In their view the town has too many take-aways and charity shops and not enough volume and variety of retail outlets. This, together with inadequate parking provision and cost, act as deterrents for some shoppers who can access more choice and convenience in neighbouring towns. Poor parking provision also contributes to a sense of fear when visiting the town at night.

“Any women on their own tonight would have difficulty thinking about where to park. I’ve had a lift here ... I wouldn’t have come here if I’d have had to park the car.”

- **Rubbish and recycling**

Residents are frustrated at what they perceive as inadequate street cleansing and provision of litter and ‘dog poo’ bins. Some resort to picking litter up themselves around the vicinity of their homes and in parks. Items such as broken bottles in parks have caused harm to pets resulting in vet’s bills. Residents also seem frustrated at what they regard as an inadequate recycling service that does not fully exploit its revenue generating potential for the town.

- **Parking**

In addition to the town centre parking issue mentioned above, residents are also concerned about the impacts of increasing number of homes with no off-street parking and high incidences of illegal parking. In their view this clogs up the already narrow road systems with parked cars making them un-passable in places.

“At King Cross there’ll be two or three buses stopped. They can’t go through ... there’s cars parked where they’re not allowed to park. There should be a traffic warden stationed there – they’d make a small fortune.”

- **Other**

A number of other issues were mentioned:

- anti-social behaviour during the evenings resulting in residents avoiding the area,
- similarly with drugs and teenage gangs,
- inadequate facilities for 10 – 16 years olds to keep them off the streets,
- an erosion of the bus service,
- a dislike of wind turbines which are considered inefficient and damaging to wildlife.

“Maybe licensing and planning should talk to each other so that if there’s another request from licensed premises on the town they have to go through a planning process ... so they can look at things like safety, whether it’s necessary, whether there’s enough street lighting in the area where they’re proposing the new premises.”

“I do think there’s a point about routes which are profitable and routes that are needed because now the buses have been privatised, they’re obviously going to be making the maximum profit. They’re not going to be providing a service and there are a lot of areas that are not served properly by buses.”

“The council could pick up the tab and subsidise bus services.”

5:3 Community Aspirations

Residents themed their key aspirations into six core headings:

- Buildings,
- Community and amenities,
- Transport and parking,
- Shops and businesses,
- Young people,
- Miscellaneous.

All the findings are in the appendix. This section only includes areas that relate to planning.

- **Buildings**

Residents want no more modern 'concrete' developments. They want the council to focus on the preservation of Halifax's historic buildings, give empty properties at risk of dereliction and decay new purpose, and support the sympathetic renovation of old buildings in a way that is also environmentally conscious.

- **Community and amenities**

Residents had many wishes in relation to community and amenities. In town they would like a safer environment, cleaner streets, more seating areas and more free public toilets. Maintaining a varied and balanced leisure/cultural ecology is also important – including changing the proposed new bowling alley to an ice rink as Halifax already has a bowling alley. They would like to see cleaner parks with longer opening hours in the summer and an expansion of affordable sports and youth facilities.

- **Transport and parking**

Residents want an improved bus service (including a free circular for shoppers), more cycle routes and more blue badge parking spaces in town.

"The supermarkets have little buses to bus people in from the outlying areas but none is doing the same to get people into Halifax."

- **Shops and businesses**

Residents wish for a vibrant, exciting shopping offer in Halifax town centre by reducing rents to encourage traders and by investing in Piece Hall. They also want fewer betting and charity shops.

"I think we need to take a leaf out of Hebden Bridge's book and go for the small and unusual and try and make it the place to go to if you're looking for something that isn't a supermarket or a big chain store."

- **Young people**

Residents wish for a reduction in anti-social behaviour and increased provision of facilities for the young – perhaps by making use of existing buildings and schools. In addition, they want the town to be more youth-friendly – perhaps by offering a yearly free youth concert,

opening a young people's farm and investing in youth clubs, community centres and schools.



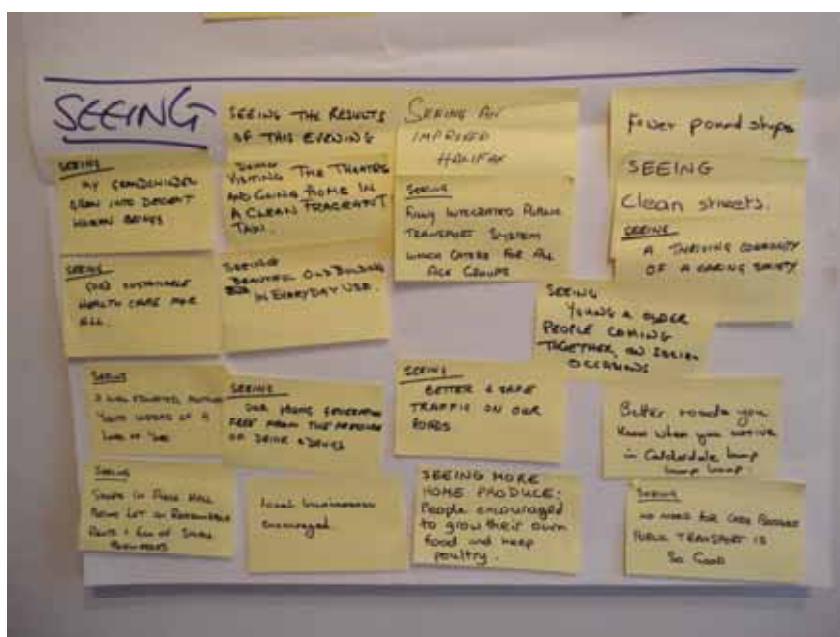
• Recycling and renewable energy

Whilst not brought up in the post-it exercise, in the subsequent discussion there was much talk about the need for an improved recycling service and the sourcing of renewable energy to contribute to an increasingly self-sustaining town. Water turbines were regarded as a more efficient, environmentally friendly and aesthetically pleasing alternative to wind farms.

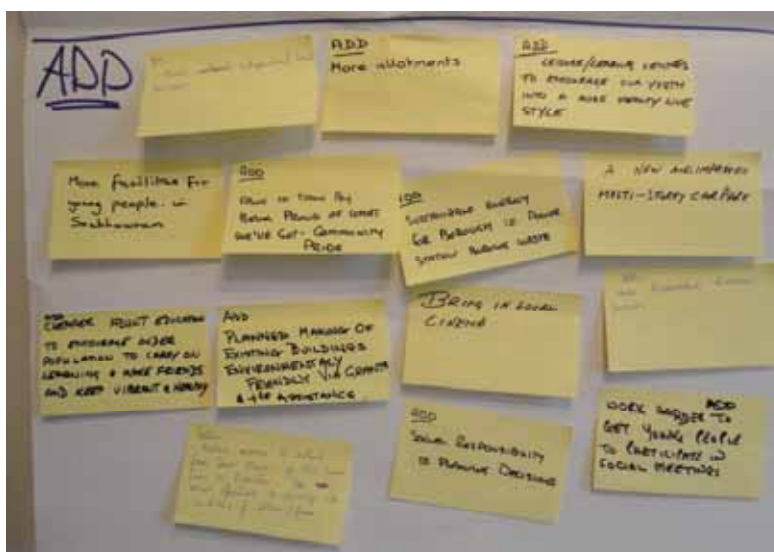
“Calderdale has a lot of potential for hydro-electricity generation. You don’t have to talk about massive power stations. A small turbine in a stream or a series of small turbines can produce quite a lot of electricity and one thing we’re not short of round here is water.”

“People make a packet of money out of recycled goods so why are we paying somebody to carry it away out of our council tax ... some big company makes a lot of money out of it. Why don’t the council make money out of it and pour it back into Halifax.”

Residents want to feel proud of Halifax - its beauty and architecture. They want to see old buildings looked after and put to good use. They want the freedom to enjoy a safe town at any time of day without fear or intimidation. They want to reap the benefits of a thriving economy and a wide range of leisure and shopping options -



What follows are specific steps or action points suggested by workshop participants that they believe Calderdale Council needs to implement in order to realise their aspirations. They are not weighted in any way and have been grouped for ease of use – a full detailed outline is available in the appendix.



- Buildings**

KEEP	ADD
List more buildings Architectural history Beautiful buildings	Planned making of existing buildings environmentally friendly via grants and positive assistance
LOSE/STOP	CHANGE
Architectural eyesores Stop building on open spaces – we will have none left in 20 years Development on green sites	All new building extensions to be advised on solar energy etc

- Community Well-Being**

KEEP	ADD
Entrance to museums free Piece Hall – develop a vibrant, self financing community facility	Cheaper adult education to encourage older population to carry on learning and make friends and keep vibrant and healthy More facilities for young people Add value to town by being proud of what we've got – community pride
LOSE/STOP	CHANGE
Ultra safe regulations that inhibit the development of youth facilities Drug dealing on Fenton Road Drunken street parties on King Cross Prevent more out-of-town pubs from closing	Police and council labels for some areas i.e. treat 'rough' areas as a joke Police attitude to burglaries and break-ins A police force which has no-go areas Re-establish a borough police force under own Chief Constable

- Town Centre experience**

KEEP	ADD
	Provide a fund to stop bigger supermarkets killing smaller shops More independent local business A new improved multi-storey car park Encourage business to move to Halifax with loyalty discount rates
LOSE/STOP	CHANGE
Lose 50% of gambling establishments in town centre High rents in town centre Any more supermarkets which prevent small business	Change/reduce number of takeaway food outlets in King Cross Town centre into a safe place at weekends

- Green living**

KEEP	ADD
	More renewable energy sources Sustainable energy for the borough
LOSE/STOP	CHANGE
No more wind turbines. Investigate possibility of hydro-electric turbines from streams	Recycling to increase green turnover and boost council funds

APPENDIX: RAW DATA

1 What residents love about their area

Good buildings & architecture	Facilities	Location & Infrastructure	Parks & Open Spaces	Countryside
Old buildings Architecture Town Hall (soon to be hidden) Good architecture Mix of solid stone and beautiful buildings The town centre architecture Old buildings Surviving Victorian buildings are beautiful Some good architecture Strict planning laws = use of stone in buildings Victorian buildings, historical buildings Lots of hidden jewels: Shibden Hall, Piece Hall, Bankfield Museum and so on	Good medical facilities – new hospital Skircoat Green close to everything: hospital, shops, activities, countryside, M62 Mix of shops, not just ginormous supermarkets The new leisure facilities (cinema etc) Bankfield Museum – good local history Bankfield Museum Victoria Theatre Theatres – Civic, Victoria, Viaduct Diversity of theatres: Victoria, Square Chapel, Dean Clough Boothtown Community Centre Local butcher at King Cross Good market Shops (Harvey's) Good local library (King Cross) Very few takeaways in Southowram Skircoat Green – good housing stock Regular bus services Small compact town centre not too far to walk to find anything Police force who listen	Close to motorway Good transport Southowram has good road links Halifax centre easy to access Handy for motorways and Brad/Leeds/Hudds Nearness to motorway, railway, schools, Saville Park Semi-rural aspect = easy to reach towns, easy to access countryside Close to get to town centre but just as easy to get to countryside Good transport Access to other places – via close network, M62, railway, airport	Shibden Park (toilets good now) Shibden Park (good café) Open space at Saville Park The open spaces of parks – Saville Park People's Park Ogden Water – maintained open space Local walks esp. Ogden Water's maintained public access Clean parks Having the park across the road (Shroggs Park at Lee Mount) Skircoat Green parks Well maintained Manor Heath Park Spring Hall	Southowram – the green fields Lovely open space on all sides Calderdale Way runs through Southowram I lift up my eyes to the hills ... the green spaces around town – hills Nice surrounding countryside areas – Bradshaw, Ripponden, Rishworth, Southowram etc The solitude in country walks is what I like – easy to reach Southowram – close to countryside – beacon

2 Associated positive impacts

Shops	Health & Environment	Community & facilities	Travel
Market – wide range of fresh fruit and fish = healthy eating Local butchers (King Cross) – good quality locally produced meat Department store almost unknown outside a few large cities Good shops – no need to travel for miles to get shopping – less impact on the environment Good selection of food and restaurants encourages eating out Small friendly town feels nice to come and walk around	Opportunities for all to access open spaces – reduces health inequalities Countryside – walking the dog, healthy heart Cycling and walking for health saves emissions from vehicles Open spaces (parks & countryside) – peace and quiet, especially first thing in the morning Dog walking good for health Stunning views also clean air Healthy dog walks easily accessible (Beacon, Shidben) Parks good for dog walking and health Increased quality of life Since moving here (2007) quality of life has increased – green gym Pleasant rural surroundings, relaxing and healthier than cities and transport Easy access to town centre from Southowram – within walking distance	Library – good choice of books, internet access, periodicals Children have a good day out at Shibden The glory of the stone built building: housing, Wainhouse Tower, Market Theatre entertains and educates, enhances feel good factor Contact with historical sites and architectural features reminds us of our heritage and instils pride in our local heritage Good holiday instruction with sport, gardening, activities for children in our parks Good architecture makes Halifax an interesting place to visit Friendly people, get on with neighbours. Makes for a good living environment	Route to work – reduced expense, reduced environmental impact Not far to travel to work – more spare time for other activities Good access to work places within area Good road access makes going away easier. Much better for coming back too.

3 Resident's concerns about their area

Buildings	Social	Transport	Rubbish	Parking	Miscellaneous
We do not appreciate or adequately promote out hidden jewels – Shibden Hall, Piece Hall, Bankfield, Manor Heath etc. We must make social use of Piece Hall Piece Hall initiative will come to nothing Piece Hall – what's there? Piece Hall – requires investment, vision and publicity Empty properties, there doesn't seem to be an	Drinking in the daytime in streets Drug use & dealing Break-ins common in some areas Gangs of teenagers walking the streets in the early hours Street drinking Need more police on the streets to prevent crime Too many late night licences –	Reduction / removal of public transport Reduced bus service at school times (1 per hour) – Southowram Town centre should be for shoppers, not buses	No collection of garden waste – can be recycled Recycling needs to be easier for public More recycling facilities – more stuff can be recycled Litter in streets Not enough litter bins at bus stops Dog fouling – people not cleaning up the mess Recycling – public litter bins should also recycle Dog dirt on streets	Parking too expensive Parking costs and poor facilities are a deterrent to visitors Cost of parking More thought needed on car parking facilities Skircoat Green daily parking issues Lack of parking for staff at local hospital – parking on roadsides No thought	Some areas wall to wall takeaway shops Lack of sports facilities Lack of council plans for increasing aging population Valley from Dean Clough neglected – would make a great nature trail High shop rent rates forcing out good quality shopping Rent and rates too high in town centre Reduce rents for traders in Piece Hall – compare Skipton which has market stalls which attract many visitors on

Buildings	Social	Transport	Rubbish	Parking	Miscellaneous
empty property officer Derelict buildings unsafe and scruffy Too many fine buildings not maintained e.g. market Losing thread of town 'theme' – too many 'modern' buildings More social housing/first time housing encourages people of all ages to stay Too many charity shops Shortage of affordable housing Up grade of older housing stock needed Refurbish old buildings rather than demolishing & putting modern buildings up New building will not last 20 yrs New houses being crammed in without off street parking Planners given too much free rein Too many eyesore modern buildings e.g. flats by bus station Should be more building on brown field/inner city sites More consultation on new build properties to make sure in keeping with local area Re-open the Industrial Museum Re-open Industrial Museum Too much new build on green field sites – need to preserve the countryside	more than Blackpool (fact). Drink and Drugs Fast, loud car radios blaring Unsafe feelings in town in evening and nights Police don't take crime seriously Speed cameras in wrong places I once asked the police to arrest 5 youths attacking me and my property. They couldn't send any help because I live in an area where that type of behaviour is to be expected.		Rubbish on streets Recycling scheme is inadequate – for example some plastic can be recycled, some can't My husband is a ranger and is fed up of clearing up bagged up dog muck hung up on shrubs and hidden behind walls etc ... lack of bin facilities Takeaway shop's litter Litter in the town centre Money to be made from recycling. Council should do it and cut tax	goes into planning car parks in town centre and hospital	several days per week We do not need any more wind turbines. They are hideous and unreliable. Often not generating electricity for days on end No wind turbines – bad for wildlife (noise and vibrations) Need more facilities to get kids off the streets Spring Hall area tennis court in ruin – could provide activity to promote skills and health to young and old No facilities for 10 – 16 year olds Lack of good quality employment investment – increases numbers of people travelling elsewhere Town centre needs more diversity and independent traders

4 Associated negative impacts

Development	Amenities	Rubbish collection	Dog soiling	Night time
We travel to Hudds, Leeds and Bradford for shopping. Better amenities, free toilets, more choice Worry in case buildings become closed and derelict due to unemployment When new housing is built, there should be consideration for reservoirs and capacity to service the increasing use of water Some new developers are being allowed to build where they want Allowance of pubs to shut without the thought of the impact on social integration Lack of money spent on market – what do councillors do with the rents collected Shocking to see green fields being built on Why do we need Broad St development – only need a cinema. We have everything else Some areas of town seem to be forgotten and not refurbished, particularly near station	Need more public toilets I now have to drop my children in town every morning as there is no bus Shop elsewhere as parking is free and litter free (White Rose) Will hospitals cater for older people in the future or will they be 2nd class citizens Lack of interesting shops means town centre is less attractive Feel frustrated at all the things that could be done to improve Halifax which is going downhill Halifax train station – untidy, lack of amenities Traffic parking near schools unsafe for children Shop in other cleaner, safer, more interesting towns	Recycling container often blown away. Not suitable. Forever picking litter from my garden Recycling collectors leave boxes any old place Litter in park – costs money in vet's fees Rubbish removal – taking out bins and bringing them back I used to clear litter outside my home, bin men would rummage through the bin rubbish and would not clear the bagged up street rubbish Picking up bottles and cans in the park when walking the dog Fly tipping is ignored. I changed the venue for dog walks because of injuries sustained (to dog) Closure of old Lee Bank tip without enough notification	Not enough dog wardens Disgusted with dog mess on pavements Dog poo sticks to wheelchairs and pushchairs Dog dirt on shoes – then carpet	Females feel very very unsafe going to theatre or restaurants at night due to drink and drugs use so take trade to smaller, safer locations Need more control of town centre Thurs, Fri, Sat nights Avoid the town centre on an evening Town centre does not feel welcoming at best of times and is definitely a no-go area for over 40s in eves Avoid going into town after dark

5 Wishes for the future

Buildings	All old buildings were environmentally renovated It would be lovely if all out-of-town pubs were re-opened All old warehouse and empty factories converted into shops and housing All housing greened and brought up to date I wish the council would look into why so many shops and buildings are empty I wish there were more automatic doors Preservation of our old buildings Lets have a planning scheme which utilises new technology in old buildings Do not put the area completely under brick and tarmac and concrete No more concrete eyesores Spend money on Mixenden to remove the eyesores which blight the valley
Community and amenities	Develop the corridor from Dean Clough to Ovenden as a nature reserve Open Manor Heath Park Gardens for longer hours in the summer The streets were spotless Let's keep all the parks open and clean with safe access 24/7 Access to a variety of housing types for older people Change Bowling Alley to ice rink on new Broad Street development Love to see an ice rink More public toilets Local amenities investment and support I wish empty pubs and offices could be used for sports and social activities I wish there were more sports facilities that could be accessed cheaply I wish I felt safe to be in town at any time I wish the council rules were less rigid about residential and rural areas Maintain the mix of social life, if one goes replace, not remove All rubbish recycled in every way including green power Self-sustaining power plant running on rubbish from local area Halifax town centre flatter – better for zimmers Wouldn't it be great if there were more seating areas in town and on the outskirts
Transport and Parking	I wish there were more blue badge parking spaces in town centre, ditto hospital Reduce car use! I wish for a decent bus service (every 20 mins) I wish there were more cycle routes to encourage cyclists I wish buses would run earlier on Sundays. The car boot market might flourish Free bus (as in Leeds) – circular. Avoids car use Nobody parked illegally
Shops and businesses	Reduced number of betting outlets Let's make the best use of Piece Hall to encourage people to come to Halifax New businesses to help create wealth in our town Make it easier to rent a shop to encourage small businesses to open in town Wouldn't it be great if Halifax was a vibrant, exciting shopping centre I wish for less charity shops in town centre
Young people	Good schools, good teachers Young generation are our future. Build facilities to excite them to use their time well Wouldn't it be great if Boothtown youngsters had their own skate park If only we could use schools and existing buildings for evening facilities for sports and education for 10 – 18 year olds If only there were car parks next to schools to stop street parking If only there were no gangs of kids drinking on street corners

	Severe punishments to deter jobs and vandals A free concert at Piece Hall for young people – establish as an annual event Education, education, education Establish a young people's farm I wish there were small secondary schools instead of the large ones we have We need youth clubs or community centres – our population locally and nationally are becoming fragmented and insular – we are losing sight of our social responsibility
Miscellaneous	No unnecessary road signs I wish the council would 'big up' Halifax more Advertising hoardings banned Let's put Halifax on the map and compete with Bradford socially, economically and culturally All the sycamore trees with black spot were replaced with other species Wouldn't it be great if we used offenders to do manual work which would benefit the community Common sense returns - no more health and safety If only we were the planners in 20 years time

6 Perceived impacts on wishes on quality of life

Feeling	Feeling warm, safe and comfortable Safe No worries Feeling proud of Halifax – Britain's leading community Free to roam and eat in the beautiful town centre Feeling warm and well fed Great to be alive Feeling safe Safe A feeling of satisfaction that at last someone listened
Thinking/Saying	Youngsters have more to do Thank goodness we have turned the corner We must keep our eye to the future – just like we did all those years ago Thank goodness the 2010 plans for the Piece Hall didn't go ahead Thinking that I made the right choice in moving here Why did it take 20 years to make it right Good to be alive I'm glad I moved here Thank god they got rid of that Broad Street eyesore That the council who are supposed to represent the people do Good to be alive in a beautiful town That new ice-based bowling alley is ace
Doing	Renovating old buildings to be green and easy to live in Driving an electric car Visiting a vibrant Piece Hall and not another car park or expensive eye sore Growing things in allotments Walking in clean parks and streets Using my zimmer on a nice, flat pavement Doing as now Interesting pastimes and activities Walking dogs in a clean, safe park

	Walking dog up Beacon without a chair lift Shopping in good local shops full of local produce Living in a retirement home with a voice in local affairs (and Vodka on tap)
Seeing	Seeing an improved Halifax Clean streets A thriving community of a caring society No need for cars because public transport is so good Fewer pound shops Seeing more home produce – people encouraged to grow their own food and keep their own poultry Better and safe traffic on our roads Younger and older people coming together on social occasions Better roads – you know when you're in Calderdale – bump, bump, bump Fully integrated public transport system which caters for all age groups Seeing the results of this evening Visiting the theatre and going home in a clean, fragrant taxi Good sustainable healthcare for all Local businesses encouraged Shops in Piece Hall being let on reasonable rents and full of small businesses A well educated, motivated youth instead of a load of yobs My grandchildren growing into decent human beings Lovely old buildings used and looked after Our young generation free from the pressures of drink and drugs Beautiful old buildings in everyday use

7 Suggested positive actions

KEEP	Parks and open spaces in good order Open space safe List more buildings Architectural history Beautiful buildings Piece Hall – develop a vibrant self-financing community facility Entrance to museums free Parks and open spaces in clean condition Halifax a green town in both senses
STOP	Architectural eyesores Stop building on open spaces – will have none left in 20 years Any more supermarkets which prevent small business Development on green sites Stop drunken street parties in King Cross Drug dealing on Fenton Road No more wind turbines. Investigate possibility of hydro-electric turbines from streams High rents in town centres Prevent more pubs from closing
CHANGE	All new building extensions to be advised on solar energy etc Transport planning to consider routes that are needed not just profitable Recycling to increase green turnover and boost council funds Town centre into a safe place on a weekend Change/reduce number of takeaway food outlets in King Cross Recycling to be simpler, more efficient and make the town money

	Police and council labels for some areas i.e. treat 'rough' areas as a joke Encourage businesses to move to Halifax with loyalty discount rates Police attitude to burglaries and break-ins A police force which has 'no go' areas Re-establish the borough police force under own Chief Constable Ultra safe regulations that inhibit the development of youth facilities – relax these regulations to allow youth leaders more freedom to deliver services for future generations Lose 50% of gambling establishments in town centre Too many chiefs on high salaries and not enough Indians who do the job
ADD	More independent local business More allotments Leisure/learning centres to encourage our youth into a more healthy lifestyle A new and improved multi-storey car park Provide a fund to oppose bigger supermarkets killing smaller shops More renewable energy sources Sustainable energy for borough i.e. power station burning waste Bring in local cinema Social responsibility to planning decisions Planned making of existing buildings environmentally friendly via grants and positive assistance Nature reserve to extend from Dean Clough up Old Lane area to Ovenden. Use minor offenders to develop site instead of prison/fines Cheaper adult education to encourage older population to carry on learning and make friends and keep vibrant and healthy More facilities for young people in Southowram Value to town by being proud of what we've got – community pride

Calderdale Council LDF Workshop Report 6
Todmorden
May 2011

1 Context

The Development Strategy Team for Planning at Calderdale Metropolitan Borough Council has commissioned this report to capture the fifth of ten creative consultations in Calderdale designed to explore the needs, aspirations and concerns of residents in relation to planning. This report concerns the existing and desired quality of life of residents in Todmorden.

The written results from this consultation are thematic¹ and indicative of resident's experiences and aspirations in Todmorden relating to planning. The report constitutes one element of a broad evidence base with which to inform the LDF Core Strategy.

2 Methodology

The workshop drew on Creative Problem Solving and Productive Thinking frameworks to promote active involvement and group decision-making from participants.

The workshop was framed within a 'quality of life' paradigm to encourage participants to reflect not just on planning issues but also on the real impacts of these issues on their lives and communities. The aim in doing so was to produce insights that have genuine relevance to both participants and the Planning Team.

The workshop was divided into four key areas of investigation:

- resident's current life/work context and impact on quality of life,
- aspirations for 20 years hence moving into their next life stage,
- what that imagined future would look and feel like to live in,
- specific positive actions the Planning Department could take to realise these aspirations.

The workshop concluded with a group discussion to further explore the themes and issues raised.

3 Participation

A total of 19 residents took part in the workshop. Not all participants completed the equalities sheet therefore totals below do not add up.

All described themselves as 'White'.

The age breakdown was: <25 = 0; 25 to 39 = 1; 40 to 59 = 10; 60+ = 3.

There were 6 males and 8 females.

2 described themselves as having a disability.

¹ Some highly specific suggestions were made during the workshop and are outlined in detail in the appendix of this report.

4 Overview

Participants are immensely proud of where they live and value the town's heritage, community spirit and green ethos. They regard Todmorden as a place with a unique identity that generates a strong sense of belonging and attachment. Their aspirations for the town are rooted in strengthening this identity, supporting a local job market and encouraging a thriving economy through local trade, small businesses and tourism.



Access to the canals, countryside, local food and good social and leisure facilities all contribute to a sense of well-being and active participation in the town's offer. Architectural landmarks, industrial heritage and historic housing give the town a distinctive look and feel whilst its historic status as a border town has given rise to its unique character. The Incredible Edible Initiative (IET) provides an ethical focus as well as national/international recognition which generate a strong sense of pride.

Todmorden wants to become increasingly self-sufficient and develop a stronger identity around sustainable living; achieved in part through embracing alternative energy generation, reducing its carbon footprint and trading in locally sourced goods.



The preservation of what is perceived as a unique community is also important: ensuring that in 20 years time Todmorden is a thriving centre for employment, culture, leisure and local trade. In addition, they would like investment in the town to make it a more pleasing and culturally active environment.

Participants are hugely concerned about the possibility of developing Todmorden into a principal town and all that comes with it: new builds on prized green sites, inadequate

infrastructure to support a precipitated population increase (roads, services, jobs) and the proliferation of supermarkets which would threaten the town's local trade ecology and undermine its unique character. Participants are also concerned about what they perceive as inadequate building maintenance, limited conservation (of landmark buildings and canals/walkways) and poor quality/inappropriate new builds, all of which threaten to dilute the architectural and industrial heritage of the town.

There is a desire from participants for stronger self-determination in order to achieve aspirations they believe are not well understood by the Council, and to minimise the incidence of what they perceive as ill-conceived and unsympathetic planning decisions.

From their perspective there is too much top-down decision making from a Council that doesn't understand the unique character and needs of the town. This makes residents feel



marginalised and disempowered. Participants want a stronger voice in shaping the trade ecology of Todmorden through support for more independent businesses, investment in the market and the shaping and delivery of a thriving tourism offer – all of which in their view would contribute to the town's regeneration in a way that is both proportionate and appropriate.

5 Key Findings

5:1 Positive quality of life

Residents in Todmorden place high value on the surrounding countryside, local trade, good recreation and public facilities, a strong community spirit and the town's architectural heritage.

- **Countryside**

Participants enjoy the varied countryside around Todmorden: the hills, woodland, canals and unspoiled moors, their wildlife and ecology. With access to the countryside come opportunities that contribute to an active lifestyle and sense of well being: enjoying the views, walking along the canal paths, cycling, horse riding, bird watching. The impacts are described variously as 'inspiration', 'calm', 'relaxation', 'pleasure', 'well-ness', 'happiness', 'peace' together with an associated sense of privilege to live in such a beautiful part of the world.



- **Local trade**

The market is regarded as the 'socio-economic heart of the town' and is highly valued by participants. Together with the local food movement it provides an opportunity for people to buy and eat locally sourced food in their view is more sustainable and ethical. This in itself provides a sense of pride in and a focus for the town. In addition, the abundance of regular, local independent traders in the market provides an important social space. It encourages a sense of community by enabling participants to build relationships with suppliers and meet friends and neighbours there.

- **A strong community spirit**

Participants value their experience of Todmorden as a small, friendly, sociable town with an interesting and diverse population. They attribute this in part to the abundance of social opportunities (sport, clubs, leisure, culture) and initiatives which encourage people to

POSITIVE
Impacts

Sense of privilege
living here

MEET
FRIENDS

FEEL
HOME

FEEL
PART
OF
A
COMMUNITY

a feeling of home

LAUGH

welcoming + supportive
nature of streets -
and terraced housing
encourages friendliness
& community spirit

BE
INSPIRED

RECHARGE
MY
BATTERIES

MAKE
NEW
FRIENDS

a sense of
well being

enjoy seeing
friends in pubs

a sense

supportive environment
for my children has
helped me be a positive
strong parent

an active social
life

Good local community
+ neighbourhoods -
lower crime rates?

enjoy the social
aspect of friendly
local shopping at
the market

local
people contribute
the town + help others
- all the clubs (churches)
etc we run by
volunteers - this makes
e of town
better

enjoy sitting

The great sense of
community makes
me feel welcome
although I am not
English

Like meeting people

Good
at the

Strong community ethos gives
a sense of safety for
children.

I feel I belong
here and here

Residents value the good local facilities: Centre Vale Park, the library, leisure centre and health centre, the primary schools and the Hippodrome, as well as the sports and social clubs and good pubs and cafes. All these contribute to an active social and community life that enhances quality of life.

Todmorden is regarded as having a unique heritage that brings with it landmark architecture (Great Wall of Tod), historic buildings (Town Hall, Market Hall) and pleasing housing (stone and Georgian homes). This creates a sense of heritage and pride in the town.

Participants value the transport links between Manchester and Leeds,

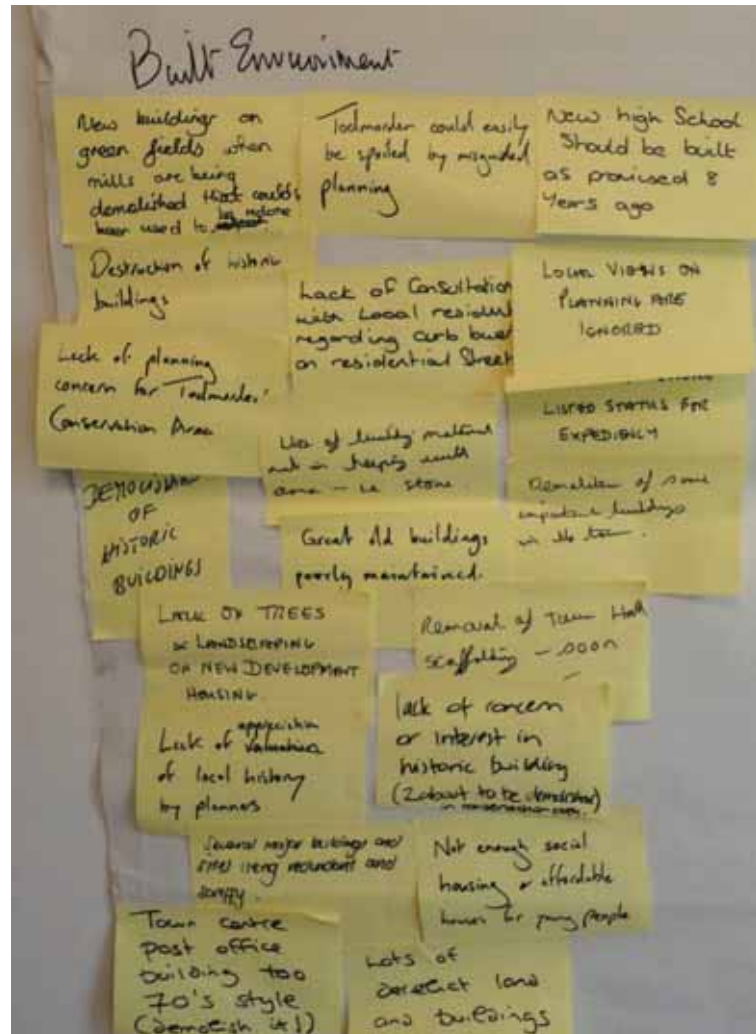
5:2 Quality of life concerns

Participants shared some strong concerns, primarily around the built environment, local trade, tourism and Council attitudes towards Todmorden.

• The built environment

Participants are seriously concerned about existing and planned housing development, inadequate care of the town's architectural heritage and poor maintenance of public realm sites and buildings.

Their most significant concern is the proposal to develop Todmorden into a principal town which they understand would result in a 20% increase in housing. They are worried about the lack of suitable land for these new builds, the threat of new builds on green sites, the possibility of more supermarkets to service the increased population and the impact of that on local trade, together with the impact of an increased population on the town's infrastructure and the environment.



“Where would you put supermarkets because warehousing is one of the biggest problems in Todmorden?”

“The West Yorkshire Plan says our main roads are reaching saturation in 2001 so we couldn't possibly support this economic and housing development. We are confined to narrow valleys.”

“I really don't think it should be a principal town. I think it came about because the Town Council asked for it because they thought we were ignored by Calderdale and so their response to that was to make us a principal town. But in planning terms that means 20% more housing and I don't think that's what the Town Council was really asking for. They were just asking for recognition.”

“We've been targeted with two more supermarket applications because they've seen this plan.”

In their view, current new builds are poorly designed, not in keeping with the town, and do not provide affordable housing. In addition, participants have observed an increasing and

worrying trend of individuals buying up homes for private rentals and not maintaining them properly, eroding the image of the town.

Poor building conservation and the demolition of historic buildings have angered participants; for example, the demolition of the Abraham Omerod building to make way for a supermarket car park, despite petitions against this from the public and a number of national heritage organisations. In their view, acts like this undermine the architectural heritage of the town, and with that community pride, local history and the potential for tourism.

“It’s outrageous that you can demolish a building of such historic significance (Abraham Omerod) just like that because it’s looking derelict. How did it get derelict in the first place?”

“The Council has the power to make the owner of a building keep it in good order and that was never enforced on that building. Why?”

“It’s not about making us a principal town but looking at what is worth keeping. Let’s talk about economic development – and our economic potential lies in our heritage ... It’s the Council’s job to help us and empower us.”

In addition, participants feel very strongly about what they regard as poor maintenance of buildings in the public realm: the Market Hall and Town Hall, the local High School building, the proliferation of derelict sites and buildings, the canal routes and paths. Together with inadequate street cleansing and refuse collection, participants believe this creates a poor image of the town for residents and visitors.

- **Local trade**

Participants are very much against the building of more supermarkets in the town. In their view this will have a devastating impact on local trade which they consider vital to their community, their quality of life and being able to live their values. Other concerns include the closure of local pubs, the impact of high rents on small traders and stall holders and a perceived lack of investment in the market which they perceived as the ‘heart’ of the market town.

- **Tourism**

Participants believe Todmorden could become a thriving tourist destination and worry they may have been pre-empted by Hebden Bridge. They are concerned that the failure to develop and properly maintain the canals and walkways, the threat of becoming a principle town and the threat of building on green sites could all ultimately undermine Todmorden’s viability as an attractive tourist destination.

“We have got a very important railway and a very important canal in Todmorden and there is absolutely no recognition – no museum, no exhibition about them and this is a shame because this is the basis of our tourism.”

“The canal is one of our most neglected assets.”

- **Council attitudes towards Todmorden**

Underpinning all their concerns was a commonly held perception that the Council does not understand, listen to or respond to the people of Todmorden.

They believe Todmorden has a unique voice and a distinct identity which the Council does not appreciate resulting in poor planning decisions. Furthermore, based on their experience of resident's wishes not being taken into account (for example in relation to building supermarkets and the demolition of the Abraham Ormerod building), they are cynical about the value of Council consultations which they described as 'lip service'. The impact of these perceptions and experiences are manifold; from anger, stress and frustration to a sense of disempowerment, feeling undervalued and forgotten. This has ultimately led to shrinking aspirations and subsequent apathy in trying to make things happen. The strength of feeling in this element of the discussion ran high.

"We won't get a great deal of support from Halifax because there is no understanding."

"There is a lot of apathy about Calderdale Council and there is a sense of disenfranchisement, that the Town Council is pointless, that people have joined it and failed ... and people have given up."

"When you've got a fantastic initiative like Incredible Edible being quashed by Council planning decision what does that do for our community spirit and wanting to get involved?"

"We want to be recognised. Just that. Give us the voice that we have and enable us to fulfil the visions that we have like pointing out our heritage because that is the sustainability of this town. If all the little initiatives and all the little dreams that are here are enabled, if we have the support, then this town would become a booming town with lots of things why people would come."

"We have to be enabled and empowered."

"We've had discussions like this for the past 10 years with the Council and nothing has changed ... no money has been spent on the market except for a feasibility study which would have been better spent mending the roof ... it's not apathy, it's despair."

"The squeakiest wheel gets all the oil and that's Hebden Bridge. They've got no big supermarkets there."



- **Community and facilities**

There are concerns about the lack of a community centre, threats to the library and other services and the perceived under investment in cultural spaces and cultural enterprise. The impact on their lives is the potential erosion of community and increased travel to access those facilities elsewhere.

- **Roads and transport**

Congestion is an issue; one they believe will be exacerbated by the natural increase in car usage and the precipitated traffic increase that would follow more urban development. Rail transport is also a concern because whilst there are good links to Manchester and Leeds there are poor links to Burnley, Huddersfield and Blackpool. For those who commute, there are also issues around overcrowded trains and frequent delays in service which lead to stressful journeys. In addition the Transpennine trains stop too early to access cultural and social events from towns along the route.

- **The environment**

The environment and sustainable living are important to participants who believe there is inadequate support for local, alternative energy generation options in the town. The fact that the floodgates are not controlled in Todmorden is a worry, and there is resistance to wind farms which participants regard as an inefficient source of energy generation.

- **Education, employment and young people.**

Participants are worried about the lack of provision and opportunity for young people which they believe gives rise to anti-social behaviour and an unsafe environment.

5:3 Community Aspirations

Residents themed their key aspirations into 8 core headings. When invited to vote on which they believed were the most important the results, in descending order, were:

- A lovely sustainable town
- Local democracy
- Good cultural stimulus, environment and leisure
- Lovely community to live in
- Successful local businesses
- Nationally recognised / Tourism
- Good local schools
- Decent housing

All the findings are in the appendix. This section only includes areas that relate to planning.

- **A lovely sustainable town**

Participants want to introduce sustainable energy generation through hydro electricity and the inclusion of solar panels in all new builds. They want to move towards increasing self sufficiency by encouraging people to shop local – for example by further investing in the

“Why aren’t we seeing a load of straw baled houses which have a zero carbon footprint?”

we would like a lovely sustainable
Sustainability town.

I wish for a sustainable community

wouldn't it be great if we all shopped locally

I DON'T WISH WE LIVE HERE COMPLETELY SUSTAINABLE LOCAL COMMUNITY

A degree of self-sufficiency

wouldn't it be great if we had renewable energy

I WISH TODMORDEN WAS A 'GREEN' VALLEY

I wish for abolition of the internal combustion engine

Guarantee use of hydro-electric

wouldn't it be great if we could harness the power of water

IF ONLY TOD BECAME A CENTRE FOR ALTERNATIVE ENERGY INDUSTRIES & TECHNOLOGY

I wish for recreation facilities for the elderly

wouldn't it be great if the sewage was more cleaned by reed beds that we could picnic beside

I wish for solar panels on every sustainable building - no more wind turbines

I wish we became a self-sufficient town

I wish for all the spare fields to become orchards + forest gardens producing food to make the town self-sustaining in food.

I wish for all the old water systems to be powered by hydro electric schemes to provide local electricity

I wish Tod was powered by hydroelectricity

I wish people would realise that hydro power would be better locally and less visually intrusive

FOR THE REMOVAL OF EXISTING WIND TAILS

I wish Tod was the mountain bike capital of the north west

I wish Tod had a cultural and music venue for live bands

wouldn't it be great if we have a museum

I WISH OUR BROWNFIELD sites ARE OPEN NATURE RESERVE

I wish there was another big event or three like the agricultural show, Carnival etc.

I wish Tod Park was still the same size and will not be built upon

if only the library could be expanded + linked to a cultural centre

I wish there were more cultural offers + more evening classes

If only business development funding created art projects + street scene water st.

Good cultural + leisure facilities at affordable prices

facilities to hold large events

Wish there were more cultural offers + more evening classes

I wish for more emphasis on cultural aspects of community

Wish Felson statue back where he belongs

Wish there was a biomass scheme has re-developed as a green space w/ leisure attractions

Good cultural stimulus + environment

- **Local democracy**

Participants would like greater independence from the Council and increased self governance. They would like to see local decisions made by local people, or at the very least, have a veto on Council decisions. In addition, they would like the Council to proactively engage with residents in order to better understand their concerns, aspirations and values.

- **Good cultural stimulus, environment and leisure**

Participants want a more pleasing town environment. Examples include the pedestrianisation of an area from the Town Hall up to the cinema building, a green space in town (Bamsche Square), a marina development on Halifax Road and pleasant places in town to sit.

They also want an enhanced cultural and leisure offer: a cultural and music venue, the development of the Town Hall into a cultural centre, recreation facilities for the elderly, an artist's quarter, a venue for large events, and more large scale events like the Agricultural Show.

- **Lovely community to live in**

Participants want the town's strong community spirit to flourish. They want better and more community facilities such as a community centre that offers a range of activities and opportunities for the generations to integrate. They want to retain community pride in the town through clean streets, refurbished derelict sites, green spaces and tree planting. They want a community where people can grow old and live safely and sociably, in affordable housing, feeling fully integrated and involved.

- **Successful local businesses**

Participants want to see local trade encouraged and flourishing. They want vacant shops filled and an increase in the number and variety of local independent traders. They want rents to be reviewed to better support business start ups and investment in the tourism industry. In their view, this would bring prosperity, quality of life and employment opportunities for all ages.

- **Nationally recognised / Tourism**

Participants have aspirations for Todmorden to become a national and international tourist destination. Its combined industrial, architectural and leisure appeal (e.g. canals, the Pennine and Calderdale Ways) together with a growing reputation as a 'green town' provides a highly differentiated tourist offer nationally, with broad appeal to a number of interest groups: green tourism, active holidays (mountain biking, walking, horse riding) and heritage.

In order to achieve the town's potential as a viable tourist destination, participants want Todmorden's architecture conserved, the canals and towpaths well maintained and

developed and accessible green walks for pushchairs and wheelchairs. They also wish for hotel and conference facilities, a museum and art gallery dedicated to the town's unique heritage/culture and a marina-shop-leisure offer on Halifax Road.

"Todmorden could really exploit this 'Cradle of the Industrial Revolution' theme as a tourist attraction."

"We have an opportunity to have an open aspect to the canal and that one site is an opportunity to create an open and public right of way to that canal and that's something that could address our history."

"What is relevant is what can make this place special ... we can be a forerunner in trying things out. That would make our reputation."

- **Transport links**

Participants want improved rail provision: more trains, late night trains and better connections. They want the Council to address traffic by finding an alternative to the A646 (the Burnley Loop or bypass system), adopting unadopted roads and introducing a free bike scheme. They also want an improved bus service to reduce road congestion and connect outlying residential areas.

- **Decent housing**

Participants want to see more affordable and accessible social housing, housing provision that is appropriate to local need and improved design standards and quality of new builds.

- **Endgame**

It is hugely important to participants that they are able to live sustainably and ethically, and retain their unique community and historical identity. If achieved, the personal and community impacts would be increased pride in the town, a sense of community achievement and empowerment and a better town for residents and visitors. They also want to put Todmorden on the map.



5:4 Suggested Positive Actions

What follows are the specific steps or actions points suggested by workshop participants that they believe Calderdale Council needs to implement in order to realise their aspirations. They are not weighted in any way and have been grouped for ease of use – a full detailed copy of all suggestions can be found in the appendix.

- Facilities and services for community and tourists**

KEEP	ADD
Centre Vale Park Park tidy Sports Centre facility The public realm clean Library Support for local community groups	Community centres and support High School Cinema Marina Art Gallery Historical/Industrial Museum Marina/mixed use development area Add to or enhance cultural centres More tourism Hotel and conference facilities Green tourism Add to or enhance cultural centres More funding for community and community schemes/people Central community facility – better use of the Town Hall Burnley loop
LOSE/ STOP	CHANGE
Charging for parking Fly tipping Dog fouling and litter	Attitude to tourism Civic attitude among citizens – pride in gardens etc Railway link to allow better flow of transport

- Trade and Industry**

KEEP	ADD
The market viable for stall holders Keep and support IET Local food production Local trade	More facilities for local industry and enterprise on a small scale Employment to retain young people Small affordable industrial units built in character Add significant encouragement/incentives for local small businesses re. lower start-up business rates More opportunities for employers in manufacturing Employment sites, industry and sustainable growth
LOSE/ STOP	CHANGE
Proposal for Sainsburys Decay of Market Hall Big supermarkets Planning permission for more supermarkets Supermarkets	Change planning approach and decision making process on supermarkets to support local retail

- Development**

KEEP	ADD
Site adjacent to Health Centre for Marina development Old buildings Housing and population the same Green fields	Take enforcement action on Section 215 to tidy and improve ugly buildings Adopt an urban design policy and stick to it
LOSE/ STOP	CHANGE
Drift into poor quality housing Property owners who let property fall into disrepair	Utilise more spare land Demolish Cinderhill Mill – landscape empty sites The building currently housing the Post Office demolished and replaced with a building with character People's negative attitudes to any developments or changes to the town Central Post Office building complex Planning policy on supermarkets and large trade outlets Old Mills into modern industrial units

- Green Living**

KEEP	ADD
Recycling policy	Green industry Green energy generation Local community schemes to extract hydro-electricity from surrounding waterways and give co-operative ownership to local investors
LOSE	CHANGE
Wind farms	Use hydro Make recycling more efficient Reliance on car transport

- Council**

KEEP	ADD
	An opportunity for employment and decentralisation of Council jobs to Todmorden Apply for available funding to regenerate the town Encourage investment in the town by being pro-active, not reactive
LOSE	CHANGE
	Policy of ignoring local people Your rules on top-down decision making Council's attitude on what people say Profile of Tod – national and international

APPENDIX: RAW DATA

1 What residents love about their area

Countryside	Local trade & market	Community
The canal is a wonderful asset	Regional food supply	Sense of community
Spectacular views from my house	The flea market	Friendly people
Closeness of the countryside to town	The mix of agriculture, industry and local retailing	Settled population, lots of families
Easy access to the countryside	I love Makepiece – the clothes they design and make from local wool	Pleasant people
The views of dramatic hills	The market and local food and suppliers	I love the people
Nice scenery	Local foods	Local people are friendly
I like how green the area is	I love that I can buy all I need from Todmorden	I love the sense of community amongst the people
I love being able to go for walks	Grandma Pollards (even though it's in Walsden)	Supportive local community
There are nice places to walk	Range of shops, markets and cafes	Neighbours and friends
Being in the country with easy access to the city	I love the local food supplied and market	Locals and openness
I love the green and the countryside around the town	I love the market and local food available	I love the greater sense of community than other areas
I love the views of the hills	The Todmorden Market	I love the mix of people in Todmorden
Wooded valley sides	Good market	I love the maverick character of the local inhabitants
Rochdale Canal	I love The Bear Wholefoods Shop	Interesting people
Canal Walkway	I love Todmorden Market where we shop every Saturday for meat, cheese and veg	I love the community spirit
The beautiful countryside and views	Local food supply	Friendly and diverse community
Hill on doorstep for walking and cycling	I love our market	Community spirit
Pockets of green space	The market	
Small paths, quiet walkways and easy routes to the hills	Great stalls, local food	
Glorious views	The wonderful meat available in the market	
The countryside	The Bear	
Wildlife and ecology	I love the market – local food available and meeting place	
I love the area for walking		
Lots of trees		
I love the walking opportunities which are in every direction		
Good bridleways		
Unspoiled moor		
Birds in our garden		
Area good for cycling		
The agricultural show		
Stoodley Pike		
Easy access to countryside		
Endless paths and bridleways		
I love living on a south facing hillside with views		
Three valleys		
Canal		
Gaddings Dam		
The general environment – rugged and inspiring		
Great parks and open spaces		

Walking, cycling Leisure opportunity Beautiful scenery The countryside is on the doorstep – a walk away The rural nature of the town Moors and green spaces that can't be built on Horse riding, mountain biking		

Park	Historic Buildings	Recreation & Facilities	Events	Clubs
Centre Vale Park – best park for miles The axolotl in the park I love the conservatory with the finches flying around Excellent park Tod park is a wonderful municipal park Centre Vale Park Tod Park Centre Vale Park – wonderful views Park and leisure centre The park, featuring the reptile house	Historic buildings and heritage Fielden Wharf The Market Living in a Georgian house The Town Great Wall of Tod The Great Wall of Tod I love the viaduct and other landmark architecture I love the Hippodrome The Town Hall Todmorden has unique heritage Stone buildings (especially when cleaned) Tod market Architecture of old buildings	I love bringing up my child here – particularly with the clubs and park Good doctors facilities Many of the facilities – parks, libraries etc Good library service Easy access to Hebden Bridge Picture House The leisure centre The Hippodrome Safe bus station and well lit own centre Decent sports facilities Good play spaces for children Good variety of sports activities, clubs for young children and teenagers football, cricket, gym club, pool, sports centre Good football, rugby and cricket clubs for up to 18yr olds	Community events I love the show every year Agricultural show Todmorden Show in June Tod in Bloom's efforts make Tod beautiful The carnival is a treat The agricultural show – unrivalled locally	I love Tai Chi here Three cricket clubs Cricket clubs, social groups I love that we have a community bee group Central and very welcoming churches – Methodist, Christian, inter-faith groups

Tourism potential	Local initiatives	Pubs & cafes	Schools	Community & transport links
Tourist information centre Local history The cobbles along Water Street The tourism opportunities	Incredible Edible Todmorden Incredible Edible's herb garden (use them a lot) I.E.T. is a fantastic initiative The new ideas springing up Community development: I.E.T., OAK etc	Staff of Life The 'Bare arts' – great pub The Bare Arts – best drinking establishment in Tod The Staff of Life, they cook wonderful food Local cafes sell homemade cakes Nice place to eat/drink Beer made in Todmorden and served in a pub – Bare Arts Local pubs and support for local bands	Good Junior and Infants school The primary schools are brilliant Good range of schools	Good rail links Good motorway connections Good rail links East and West Transport links

2 Associated positive impacts

Countryside & leisure	Belonging & well being
The views and green countryside give me balance from my time in buildings Exercise – walking, cycling The countryside is inspiring – great views should not be taken for granted Exercise outdoors Good feeling while walking my dog Parks and clubs have enabled me to encourage fitness in myself and child I enjoy the calm I get from walking locally Leisure centre – access to facilities improve health Opportunities to participate in sport A healthy lifestyle – walking and local food Watching the birds is relaxing I am 10 minutes from Tod and the countryside – both are pleasant walks The rugged environment creates a general feeling of good health The trees around the hillside inspire me and help me to become calm Clean air, pleasurable walking and space is healthy – I feel well here It has encouraged my daughter to appreciate her surroundings The great outdoors and scenery make me relax from a busy week I find the contrasts in the countryside make me happy Nice views from my house of the hillside The hills - to get away from it all, time on my own to relax and reflect Accessible hillsides give me peace Somewhere to unwind and walk after a day at work Views and countryside are relaxing and invigorating Access to open spaces – good for walking, horse riding, cycling = better health Opportunities for exercise in the open air keep me fit and healthy Todmorden is surrounded by spectacular views which calm and soothe The walking enables me to get healthy exercise and fresh air Living halfway up the valley is light and airy with beautiful views makes you feel good I feel privileged to live in such a lovely area I can relax when walking in the countryside The great outdoors and scenery make me relax from a busy week Recharge my batteries The changing seasons and views around Tod make me feel happy	Sense of privilege living here Feel home A feeling of home Make new friends Feel part of a community Laugh The great sense of community makes me feel welcome although I am not English Be inspired Enjoy the social aspect of friendly local shopping at the market Welcome and supportive nature of 'streets' and terraced housing encourages friendliness and community spirit Enjoy seeing friends in pubs Content A sense of wellbeing Small knit community – safe and belonging I enjoy social interaction in the market Meeting people I know when I go out in Tod makes me feel at home Lower stress levels (walking and friends) It empowers me The friendly and diverse community makes it a place you want to be I feel I belong here and I hope I shall die here Community spirit in the town makes me feel I belong Good neighbours give a sense of belonging Small knit community = sense of belonging Good feeling at the end of my working day to come home to Todmorden Like meeting people in the market at weekend – work out of Tod Good feeling to socialise with other Toddlies Community spirit encourages participation in local activities and a sense of belonging Makes me want to get up in the morning Small nature of the town encourages walking into town centre and meeting people on the way So few people live here that it is more pleasant than living in a city. People are more sociable. Plenty of opportunity to meet new people with the range of cultural and sporting groups Welcoming and supportive groups in the community, good for social inclusion Talking to local traders makes shopping a pleasure Enjoy seeing friends in pubs Local people contribute to the town and help others – all the clubs/churches/theatre etc are run by volunteers. This makes me feel proud.

	Good local community and neighbourhoods= lower crime A sense of belonging An active social life Impressed by the number of clubs and groups in Tod Supportive environment for my children has helped me be a positive strong parent

History, Heritage & Culture	Food & Drink	Environment & Sustainability	Local pride
Hippodrome Theatre and other cultural offers make me stay in Tod in the evenings rather than going to Manchester As a creative person I value the cultural heart of the town – the historic buildings, panoramic views, galleries and local artists Local galleries give chance to enjoy local artists Learn new exciting stuff Local architecture has inspired me to learn to dress and carve stone Town is becoming more well known to outsiders The library – I couldn't manage without this - access to books, DVDs at no/low cost The local history reconnects me with the radical past The agricultural show gives the place a timeless sense of tradition. It's comforting and stimulating History and heritage makes you take pride in your own town	The Bare Arts lets us wind down at the weekend I enjoy good food I buy locally – better than you can buy in any city The market enables me to build nice relationships with food suppliers The herb garden enables us to cook well and see food produced The Incredible Edible Initiative has given a new sense of pride and direction to the town Local food suppliers make me feel content and happy that I am not destroying the planet through my eating habits The markets provide the socio-economic heart of the town Market and local shops give better chance to buy local	Feel I can live a more sustainable life Benefiting the environment – low carbon footprint South facing hillside helps me live sustainably It enables me to be pro-active	Proud to live in Tod Telling people outside of Tod how wonderful it is Makes me like to tell people about where I live

3 Resident's concerns about their area

Maintenance of environment & waste disposal	Built environment	Housing	Politics	Shops, pubs & supermarkets
Threat of wind farms to moorland Too much derelict land, too many people object to any proposal to improve town Many examples of old and unused buildings need bringing into use	Demolition of historic buildings Not enough social housing or affordable houses for young people Several major buildings and sites redundant and scruffy Lack of	We need good refurbishment of current housing in the town Too many unsuitable flats being built New buildings are very poorly designed 'Toy town' style of	Attitude of Calderdale that Tod is at the end of the valley and to be forgotten about Lack of clear strategy to new development – it is a random approach Seemingly	Shop signs are not controlled – too much clutter Golden Lion is a great location but isn't well run Only a few nice pubs The market is under threat (supermarket)

Too many vacant and run down sites	appreciation of local history by planners	new buildings – ugly	inconsistent interpretation of policies	Lack of retail strategy for the upper valley
Lack of proactive action to tackle untidy sites	Lack of concern or interest in historic building in conservation area (2 about to be demolished)	Poor maintenance of some housing by private rental owners	Council does not listen to the people of	Rates for businesses are too high, it destroys businesses and is why shops open then shut down in 18 months to 2 years
Derelict sites: Cinderhill, Sannard, DCR Street	Town Centre Post Office building too 70s style – demolish it	People renting on benefits, no encouragement to integrate into social housing	Todmorden's views	Too many roller shutters on shops
Poor maintenance of canal routes (lack of dog waste bins)	Lots of derelict land and buildings	Need a review of affordable rural housing	Not happy that paedophiles are being rehoused here	Need to encourage a sensible night time economy
Dog mess on canal - Yuck!	Lack of trees and landscaping on new development housing	Many examples of poor design of dwellings	Council listens but doesn't change its views or actions	Markets mid-week are not full of stalls
No enforcement of existing dog fouling laws	Removal of Town Hall scaffolding – soon	Tod is vulnerable to speculative builders	Poor supervision of planning transgressions in the town	Over-priced stall rates – need to encourage small businesses
Clearing up of Autumn leaves left far too long	Great old building poorly maintained	Huge need for affordable social housing	Poor enforcement regime	Lack of investment in the market
Dog dirt on pavement	Demolition of some important buildings in the town	Badly designed new developments demonstrating weak and unambitious planning dept	LDF proposal to increase new housing by 20%	Better support for market and small shops
Litter – street cleaning	Planning ignore listed status for expediency	New houses being put up with little concern for infrastructure	Not being listened to	Failure to realise value of local retailers
Not happy about dog poo on canal	Local views on planning are ignored	Massive buy up of terraced housing by private rentals – these are poorly maintained	Council's lack of understanding of the nature of community	More encouragement for small shops in the centre of Tod
Wheelie bins	Our high school should be built as promised 8 years ago	New housing is designed to hide behind tall walls – not integrated	How much money the Council wastes on these planning 'consultations'	Better use of market in evenings – always lit up
Poor maintenance of graveyards in central positions – lack of volunteers	Use of building materials in keeping with the area – stone		Politics without community input	The Factory Shop – it's rubbish
Dog fouling and litter is poor	Lack of planning concern for Todmorden's Conservation Area		Consultations often lip service to muzzle local opposition schemes	Tod is likely to become supermarket alley
Big dog fouling problem	Destruction of historic buildings		Calderdale really does seem to end at Hebden Bridge	Too many supermarkets
Dirty streets	Lack of consultation with local residents regarding curb lowering on residential streets		More local control in decisions affecting the town	Influx of supermarkets
Badly lit areas around the station – unsafe	New buildings on green fields when mills are being demolished that could have been used for houses		How little notice the Council takes of local views on planning	Not happy that new supermarkets are trying to muscle their way in
Lack of maintenance of public realm	Todmorden could easily be spoiled by misguided planning		No democracy	Another supermarket is a huge concern
The poor maintenance of paths and lack of interest in adopting roads	The new health		A lack of voice	Supermarkets will kill the market
Mucky pavements				I'm concerned that supermarkets will flood the town and we'll have five stores
Switch waste disposal – against people's concerns				I'm concerned there'll be no adequate parking
Refuse collection gone backwards I can't go to the tip in my van without getting a permit from Halifax				

	centre is a waste of money – it's too lavish Pubs shutting down Not enough nice welcoming pubs			for cars coming into supermarkets New supermarkets

Community & facilities	Education & Employment	Tourism	Young people	Roads & transport
Make better use of Town Hall – should be a community asset Not recognising community pride Very elderly people don't get enough support from the town e.g. old people's homes Too many people criticise events held for young people e.g. Todfest Not enough co-ordination between local community groups No community centre Threat to Todmorden library Loss of services in Tod Cut backs to fire, ambulance, police Bus fares are ridiculously high Cost for use of public toilets, one and only! Town centre night club needs more control at turn out time	Under use of Tod College Destruction of further education opportunities in Community College Need to develop adult education facilities Not enough evening classes for adults Need a new school at Scaitcliffe Poor secondary school – Todmorden High (quality of building and education) Delays to renovation of Todmorden High School Shocking buildings at Tod High Poor quality of Tod High School building Need more employment opportunities – not just service or supermarket jobs Not enough work opportunities Too many dead-legs hanging about – boozing, spitting etc Shortage of employment opportunities High proportion of unemployed/highest proportion of disabled people in Calderdale – how are these groups being assisted More small units for cottage industries	Threats to green field sites Poor maintenance of scruffy canal banks Too many end-of-road boozers (pubs) Lack of clear information on local offerings LDF proposal to become a principal town No real investment in tourism in Tod Tourism Information Office should be actively promoting the town No decent hotel Failure to develop the asset of the canal Lack of use of canal and view as an asset – no activity except paths No good hotels for conference facilities No input into local tourism Lack of investment in canal – a major asset	Feral youth in some areas of town More facilities to deal with ASB for young people 16 – 25 Need facilities for young people's needs Young people should be involved in decision making Lack of facilities for young people Shortage of opportunities for school leavers No supported housing for young people or people with mental health issues in the town Lack of opportunity for teenagers – related to education / FE	Poor road link to Halifax Travelling down the valley – routes out and into Todmorden are very congested Lack of co-ordination between highways and utilities creates havoc on valley roads Traffic congestion on A646 and A6033 Trains stopping too early in the evenings Trains used to stop at Walsden which made travelling easier – but no longer Transport needs to be more affordable Poor train lines and very cramped and delayed trains to Leeds and Manchester I'm concerned the roads will not be adequate for the influx of traffic Lack of traffic calming on 'rat runs'

Sustainable energy	Parking	Flooding	Culture
Wind farms No support of	People double parking on sides of roads or double yellow lines by cash points	Automatic flood alleviation that is controlled locally	Lack of cinema – arts events, things to engage youth

local generation of energy No support for alternative energies	Cost of parking in Tod town centre Paid parking in Tod town centre – free parking for two hours would be better Too much focus on needing more parking and not enough on walking More parking needed for shopping/library/leisure	Flood controls in Centre Vale Park to be maintained locally Flooding is still an issue Key holder for floodgates to live in Tod – not down the valley	No investment in cultural industries from county or Calderdale

4 Associated negative impacts

Democracy, involvement in planning, running town	Shops & Town Centre	Transport
Powerless Frustrated Undervalued Worried about top down decisions Worried about Halifax imposed decisions on Tod and quality of life Tod the forgotten town – all attention given to Hebden Bridge Council not following up what they say makes me frustrated The place isn't prosperous enough We don't feel we have a voice Decision taken at Halifax is a cause of anger and despair Due to not being consulted this made me feel like I wanted to move away No more quangos please What do Halifax Councillors really know about Todmorden Frustrated that democracy is a sham Give power to the local people If Todmorden is spoiled I will leave Not being listened to makes me angry and affects my health Want to move elsewhere Concerned about centralised decisions that don't take local opinions into account	Worry for local trades with the building of new supermarkets Decision about supermarkets – despite local opposition – is disempowering If Tod becomes a supermarket town and our local trade disappears I will look to move elsewhere Worried about too many supermarkets destroying local shops I value the food stalls on the market and worry the supermarkets will kill this off Worrying about supermarkets being built – concerns me for the future of my child and local food supplies Deeply resent lavish support of Hebden Bridge and poor support of Todmorden Concern that if supermarkets take over then it will kill local food movement which is the future of an unstable world Lack of retail strategy threatens the heart of our market town	Too much time is spent commuting – rush hour now starts at 7.30am No Todmorden Curve – I work in Blackburn Last train from Manchester is 10.40 – too early to go to events Rail delays and general horrible service makes staying here unviable Too few carriages on trains makes the rush hour commute difficult Trains stopping too early, stopping visits to Square Chapel, Theatre etc. Not possible without a car. Commuting in/out of Todmorden is VERY stressful especially coming through Hebden Bridge and their 'wonderful' traffic calming system Long hours commuting out of town for job means I can't access local shops midweek Concerned about older, frailer vulnerable people and lack of transport facilities Lack of good transport links to Burnley, Blackpool, Huddersfield necessitating car travel Have you tried driving to Halifax lately in the morning? Disabled access in town and at station very poor Commuting to Manchester every day is stressful and often frustrating Can't get to work by train. I would have to go to Hebden Bridge – this would take 2 hours The transport system for Halifax is not inclusive – left out Tod, feel vulnerable

Quality of life	Planning	Community Facilities
Worrying about losing green spaces makes me very concerned about quality of life Big cultural offer in Hebden Bridge makes me jealous of	Vacant and run down sites give town a bad image and perceptions No co-ordinated vision for the town centre	Very concerned about the loss of the community centre – was a good place for men to meet Lack of cultural heritage i.e. a museum and art gallery

not living there I fear I will lose quality of life I really do not enjoy riding through dog muck on my bike on canal bank Lots of talk but no serious attempt to do anything about dog fouling Feelings of anger and frustration at state of footpaths Lack of maintenance makes the place look scruffy and uncared for	The unstable nature of the countryside, hillsides are not taken into account when authorising buildings and planning New housing doesn't fit in and makes it feel like a nondescript place – depressing Calderdale doesn't follow through - knock down buildings on Halifax Rd and Rose St and leave behind derelict sites	There may not be a reason for our children to stay in Todmorden I'm worried about losing local facilities like the library/market as I enter retirement and having to rely on driving out of town Loss of community gives reason to leave Pubs closing – be lost forever. Community could become closed off – a concern to my future Café facilities at rail station – none at present Cheaper alcohol from supermarkets destroys local pubs which are over taxed No paddling facilities in the park What a shambles the town centre Post Office looks like to visitors (first impression) Fountain in the park should be put back in working order

Young people, jobless, drunks	Flooding	Education
Boozing men make me feel unsafe at night There are lots of people of working age with nothing to do. They need manual jobs The cynicism of many young people worries me. Young people need to feel wanted with appropriate employment opportunities Jobless inactive people, excessive drinking in town – I'm worried about the health of the population Low key policing in the evenings makes me worry about the safety of my young teenagers	I can't get home when it floods Feel sorry for the people living near the river every time it chucks it down for days I worry about getting home every time it rains heavily Feel very upset when floods happen – see how the children who live near the river have nightmares and are terrified of the water flooding them again	No new High School will make people move out of the town Further education needs have to be accessed out of town Poor/variable quality of secondary school means many children go to grammar schools 11 – 12 miles away everyday Concern over quality of Tod High may lead to our family moving, and may prevent people from moving to Tod

5 Wishes for the future

We would like a lovely sustainable town	Greater use of hydro electricity I wish Todmorden was a green valley I wish Todmorden was powered by hydro electricity I wish we became a self sufficient town I wish Tod were car free I wish the Halifax Rd site will be a beautiful place with growing areas, a community site and a green hotel with a turf roof and goats grazing on it I wish for all the spare fields to become orchards and forest gardens providing food to make the town self sustaining in food Wouldn't it be great if we could harness the power of water I wish for solar panels in every suitable building and no more wind farms I wish we lived here completely sustainable – local grown food, alternative energy For the removal of existing wind farms Wouldn't it be great if we all shopped locally I wish for all the old mill water systems to be powering hydro electric schemes to provide local electricity Wouldn't it be great if the sewage works were cleaned by reed beds that we could picnic besides I wish politicians would realise that hydro power would be better locally and less

	visually intrusive I wish for a much increased degree of self sufficiency Wouldn't it be great if we had renewable energy I wish for the abolition of the internal combustion engine If only Tod became a centre for alternative energy industries & technology
Good cultural stimulus, environment and leisure	I wish Tod were the mountain bike capital of the North West Wouldn't it be great if Bamsche Square was re-developed as a green space and leisure attraction I wish for the development of leisure and tourism employment I wish ¾ of signage could be removed Pedestrian Zone from Town Hall towards Burnley up to cinema building Free short stay car parking in centre If only a good set of owners took over The Golden Lion and got rid of gambling machines and served good ale and food I wish for access to green space Clean and pleasant spaces in town to sit For Tipside to be used for public amenity I hope our brown field sites are open nature reserves I wish for a leisure industry based on assets and history of Upper Calder Valley I wish Tod had a cultural and music venue for live bands Wouldn't it be great if we had a marina Town Hall to become a cultural centre If only the library could be expanded and linked to a cultural centre I wish there were more cultural offers and more evening classes I wish for recreation facilities for the elderly I wish for more emphasis on cultural aspects of community John Fielden statue back where he belongs Facilities to hold large events Good cultural and leisure facilities at affordable prices If only business development funding created an artists quarter alongside Water Street Wouldn't it be great if we had a cinema I wish Tod Park was still the same size and will not be built on I wish there was another big event or three like the agricultural show and the carnival
National recognition	I wish Tod was known nationally for its heritage and character I wish Todmorden was marketed properly to outsiders
Lovely community to live in	Good community centre and activities I wish for another Acom Centre up and running Wouldn't it be great if we all contributed to a community centre of some kind I wish Tod retains its community spirit and identity I wish for opportunities for the generations to integrate Local facilities for individuals and groups If only parents realised younger people shouldn't be out on the streets at 11pm Of only residents could be compelled to keep their bit of street clean For the whole of Tod to be stone cleaned (as in the rest of Yorkshire) Working locally, providing services for the town I wish for security and a safe place to live For serious and extensive tree planting in town and on certain hillsides I wish our derelict sites are refurbished If only public realm areas were clean and well looked after It would be great if there were minimum standards for maintenance of privately owned housing

	Wouldn't it be great if town centre waste land was developed usefully I hope the green spaces survive into the next two decades I wish local shoppers would become more responsible re sales of alcohol I wish for access to green space It would be nice if there were some green scenery
Tourism	I wish that no more buildings of local historic importance are allowed to fall into disrepair and dereliction Wouldn't it be great if the heritage of this place was done justice Need to change the shopping dynamics, opening times Wouldn't it be great if tourists came to Tod If only people outside Todmorden knew where Todmorden was Wouldn't it be great if we established a tourism hub in Calderdale Green walks accessible to wheelchairs and pushchairs New hotel and conference facilities I wish for a museum and an art gallery to make aware of the history of Tod and its culture to be more attractive for tourists I wish local people would actually walk into and use local art galleries – on Water Street, Platform One etc For a Marina, retail and leisure development on Halifax Rd If only we could be prosperous enough to enjoy the quality of life of southern towns Wouldn't it be great if Todmorden can develop a successful economy and reputation for quality local food marketed nationally to attract visitors If only the canal is developed as a heritage tourist attraction Promote area for tourism – Stoodly Pike is in Tod, not Hebden Bridge Halifax Road site a successful marina / shopping complex I wish for a museum I wish for green tourism in the area I would like to see exploitation of 'cradle of industrial revolution' theme Tourism has been developed properly I wish IET and green industries will lead to prosperity for the town The market has been refurbished
Successful local businesses	If only there was no Asda where the nice old cinema was Wouldn't it be great if local shops were helped and encouraged by fairer rates rather than choked to death Wouldn't it be great if the town had pubs in 20 years I wish shop keepers would look after their buildings I wish for local trade and local food Night markets in summer months – good meeting place I hope I can still shop in a local market I wish all vacant shop units were taken up Develop the town centre to include starter units, high end retail outlets and quality restaurants Small local businesses survive the threat from big business e.g. supermarkets Good range of local employment opportunities Wouldn't it be great if there were good local employment opportunities for younger people I wish people were encouraged to work locally e.g. local residents prioritised for local jobs I wish good sized employers were attracted to Todmorden. Not just Asda I wish there were more opportunities in the town for young people in 20 years
Local democracy	Independence for Todmorden UDI I wish this meeting will have a lasting legacy!

	I wish there was a locally elected and funded Council I wish to be in control of our agendas ourselves I wish to have local redevelopment decided at local level Planners had been held in check by local opinion There is evidence that local people were listened to and the Council changed their plans to take their views into account If only Halifax and Calderdale would stop interfering then Todmorden could develop its tourist industry I wish Tod to become a Calderdale free zone I wish there would be an awareness in Calderdale that Todmorden feels marginalised The LDF needs to recognise the importance of Tod's local food movement as a key feature of the town's future Decisions regarding all planning were made at a local level I wish for a democratic society If only planners understood community Wouldn't it be great if Todmorden could veto decisions made by Calderdale that affect the town Self governing in all local matters I wish the imbalance between Halifax and Todmorden was reset in our favour
Decent housing	For an ambitious effective planning regime to insist on high standards of design and making If only housing requirements were linked to needs, like ageing population, not profits I wish new housing was built to a high standard I wish some of the horrible new housing would fall down and older properties refurbished Use derelict / brown field sites for accessible, affordable, social housing
Good local schools	New high school up and running Adult education extended I wish local children went to school in the local area to a good school It would be great if Tod had a good quality high school I wish there were more food and nutrition based courses at Todmorden College and High School
Transport links	I wish the railway links were more swift and numerous in contact with city centres I wish there was a by-pass (plural) that would take traffic around the town centre Wouldn't it be great if there was frequent, reliable public transport around all the living areas of Tod to link into the town centre The Burnley Loop reopened I wish for good public transport Faster transport links Through trains to Burnley without having to go to Hebden It would be great if we had more unadopted roads adopted I wish there was a free bike scheme Tunnel to avoid Hebden Bridge bottle neck I wish bus fares were cheaper Alternative to A646 developed

6 Perceived impacts on wishes on quality of life

Feeling	Content Proud and happy Relaxed and content Satisfaction that all is right with the town

	Happy and content Alive In control of my life Well Blissfully happy At home Useful Proud to be made in Tod Appreciation for living in such a lovely area Wholesome and fit Wealthy and healthy Comfortable Amazed Healthy Empowered: because the Council listened and made our town a good place to live and visit Fulfilled Happy to be alive and healthy Happy and content Calm Happy Relaxed and unstressed Content
Thinking/ Saying	That this meeting started the ball rolling How much friendlier it is, what a great small community Glad I stayed living in the town Well done us Toddlies My lifestyle is carbon-free Small towns are beautiful Our Council does us proud Todmorden is a place where local people make a difference Good market Visit Tod and find out what it has to offer You haven't got hills like ours We're safe here from all the floods that are covering the majority of the south east and east What an attractive town Did you see that feature about Tod on the BBC last night? We have a good quality of life in Todmorden What a supportive environment for young people I love living in Todmorden The trains run on time I'm glad I moved to Tod Tod is as lovely now as anywhere in the world when it's not raining Cheaper than Sussex What do you think about that proposal for a 6th supermarket? The rain is refreshing! (honest)
Doing	Still participating in Tod life Eat local cheese Attend local government meetings I will have enough pension to keep warm, eat well and have a good place to live

	Passing on my knowledge of plants and herbs to my grandchildren I'll be looking after and seeing my grandchildren – my children will have wanted to stay in the town Visiting the heritage trail Still learning and doing new things to keep me healthy Working Walking on new green paths in the hills Shopping in the market Enjoying life Socialising Shopping and eating well Sat in a nice pub drinking beer from a Tod brewery Be healthy and able to appreciate the lovely valley Taking part in community events Working locally Enjoying local leisure facilities Travelling into town by bus to enjoy shopping, meeting friends and the local culture Running a good business, viably – supporting local workers I will be involved in local cultural life I will be happy to raise my children here Become involved in local groups Sat by the new marina feeding the ducks with great grandchildren Show our world famous axolotl breeding group to tourists from Japan Walking, visiting theatre, cinema and shopping at Asda I will be using locally produced electricity from hydro electric Looking after my garden and tuning into the natural environment around me I will be 90 years old and hope to still be able to enjoy the new/old Todmorden Hopefully walking to town centre – chat with local people, shop, relax and walk home Enjoying new town centre facilities Enjoying the unblemished views I'll be using renewable energy Shopping on foot in the revitalised market I'll probably be working (67) and hopefully healthy Transport links improved taking me less time to travel
Seeing	A clean and well developed town centre A decent community centre The canal restored and much used An attractive and well maintained town centre Clean paths by the canal and healthy, happy children Clean, prosperous town Looking at the new High School building at last! Green A thriving local town Lots of happy old people A thriving, happy community Diverse and interesting shops Clean paths and lovely parks and gardens The local axolotls Happy, health and content people Seeing the hills and the wildlife

	A self sufficient town Seeing an unchanged, unspoiled hillside and local spaces retained No wind farms or unsightly housing All the best shops, market and buildings are preserved and put to new uses where appropriate The moors are not overwhelmed with wind farms Busy town, lots of people A buzzing local market Friendly people A clean canal and tow path Lots of bees People acting with respect to one another Tourists interested in industrial heritage The town centre has a cultural centre No car parks Access points for electric cars Countryside is still green and pleasant; accessible paths along valley floors A new high school building Lots of green visible from all areas in town

7 Suggested positive actions

KEEP	Centre Vale Park – no taking bits off Keep and expand the sports centre facilities The park tidy Park as it is and preserve the woodland around it The market viable for stall holders Support Todmorden's economic, community and environmental prosperity through backing Incredible Edible Todmorden. This could provide the backbone for Todmorden's future. Existing market and shopping facilities The market and local food production The site adjacent to Health Centre for a marina development Older buildings including local terraces, encourage house owners to maintain Local trade, local food Keep up support for local community groups Parks, market, historic buildings clean Our present population size Keep the recycling policy, but make local collection systems more efficient Housing / populations the same The market in good heart Everything except derelict land The market Incredible Edible Tod Todmorden's present character Keep the market Keep green, we value them, esp. green 'lung' areas Green field views from living areas (area around Tod – landscape of special interest spaces in present planning terms) The library
STOP / LOSE	The proposal for Sainsbury Not too many supermarkets

	All wind farms Charging for parking The decay of the market hall – have it listed Fly tipping Stop allowing new housing to turn its back on main roads, behind ugly stone walls and fences Encouraging 'drift' of unemployed/disfranchised into poor quality housing Dog dirt on pavement (fine people / confiscate dogs) Big supermarkets Property owners who let property fall in disrepair Supermarkets Dog fouling and littering – introduce penalties Stop planning permission for more supermarkets/ large retailers in the town Lose supermarkets Wind farms Stop any further wind farm development – use hydro Stop dog fouling Attitude that the Council knows best
CHANGE	Utilise more spare land Change planning approach and decision making process on supermarkets to support local retail Demolish Cinderhill Mill – landscape empty sides Change attitude to tourism Dear Council – change your policy of ignoring local opinion Change the railway link to allow better flow of transport Change the building currently housing the Post Office – demolish and replace with a building with character Civic attitude among citizens. Pride in gardens, yards etc Change people's negative attitudes to any developments or changes in the town Change your rules of top-down decision making Reliance on car transport Change your policy on planning large retail outlets – we don't want them Central Post Office building complex Planning policy on supermarkets and large trade outlets Council's attitude on what local people say – allow Council to change its mind Old mills into modern industrial units Profile of Tod nationally and internationally
ADD	Green industries Burnley Loop High school Marina Green energy generation A historical / industrial museum An art gallery Adopt and urban design policy and stick to it More opportunities for employers in manufacturing More tourism Local community schemes to extract hydro-electricity from surrounding waterways and give cooperative ownership to local investors More funding for community for community schemes and people Take enforcement action on Section 215 to tidy land or improve ugly buildings

	A marina / mixed use development area Add opportunity for employment and decentralisation of Council jobs to Todmorden Employment sites, industry, sustainable growth, community centres, support Apply for all available funding to regenerate the town Green tourism More facilities for local industry and enterprise on a small scale Employment to retain young people Add or enhance cultural centres Hotel and conference facilities Small industrial affordable units built in character – nice buildings Central community facility – better use of Town Hall Encourage investment in the town by being pro-active not reactive Add significant encouragement / incentives for local small businesses re lower start-up business rates Cinema



Calderdale Council LDF Workshop Report 7

Hebden Bridge

May 2011

1 Context

The Development Strategy Team for Planning at Calderdale Metropolitan Borough Council has commissioned this report to capture the fifth of ten creative consultations in Calderdale designed to explore the needs, aspirations and concerns of residents in relation to planning. This report concerns the existing and desired quality of life of residents in Hebden Bridge.

The written results from this consultation are thematic¹ and indicative of resident's experiences and aspirations in Hebden Bridge relating to planning. The report constitutes one element of a broad evidence base with which to inform the LDF Core Strategy.

2 Methodology

The workshop drew on Creative Problem Solving and Productive Thinking frameworks to promote active involvement and group decision-making from participants.

The workshop was framed within a 'quality of life' paradigm to encourage participants to reflect not just on planning issues but also on the real impacts of these issues on their lives and communities. The aim in doing so was to produce insights that have genuine relevance to both participants and the Planning Team.

The workshop was divided into four key areas of investigation:

- resident's current life/work context and impact on quality of life,
- aspirations for 20 years hence moving into their next life stage,
- what that imagined future would look and feel like to live in,
- specific positive actions the Planning Department could take to realise these aspirations.

The workshop concluded with a group discussion to further explore the themes and issues raised.

3 Participation

A total of 18 residents took part in the workshop. Not all participants completed the equalities sheet therefore totals below do not add up.

1 described them self as 'Mixed', the rest as 'White'.

The age breakdown was: <25 = 3; 25 to 39 = 1; 40 to 59 = 6; 60+ = 5.

There were 5 males and 10 females.

1 described them self as having a disability.

¹ Some highly specific suggestions were made during the workshop and are outlined in detail in the appendix of this report.

4 Overview

Participants enjoy many elements of Hebden Bridge which they believe contribute positively to their quality of life. Hebden Bridge is valued as a friendly and social town with a strong sense of community. Services and facilities such as the Library, Picture House, good schools, independent retailing and parks make it a good place to live. It is regarded as a special place because of the historic



architecture of the town and the unique landscape it is located in. Hebden Bridge is also perceived as a town with a strong artistic, cultural and learning offer which generate opportunities to participate, be creative and discover new things.



The key concerns for participants centre on the lack of affordable housing, the high volume of traffic through the town and a retail offer predominantly aimed at tourists.

Participants are keen to preserve all the things they already value about Hebden Bridge. Its look, feel and character - such as historic architecture, countryside setting and independent retail - are highly prized. The town's attractive social offer and vibrant cultural life make it an extremely attractive and rewarding place to live. Finally, the town's friendly nature together with its diverse and interesting community makes it a place participants feel very attached to and part of.

The key improvements they wish for Hebden Bridge 2031 is an appreciable reduction in traffic volume, affordable shops that are more appropriate to their practical needs and a retention of its population young and old through affordable housing, sheltered accommodation and good quality old people's homes. There were many other individual aspirations, all of which are outlined in the appendix.



5 Key Findings

5:1 Positive quality of life

Participants feel privileged to live in Hebden Bridge. They value many things about the town including its cultural, retail and social offer, its unique look and feel, the surrounding countryside and being able to feel involved in the community.

- **Facilities**

Participants cherish the variety of facilities and services on their doorstep. In their view the abundance of independent and unique shops, regular market days, the availability of local produce and the absence of big supermarkets create a special retail environment they enjoy very much. The many wine bars, restaurants and street cafes combined with the wide variety of evening classes and activities on offer help to make Hebden Bridge a sociable and rewarding place to live. The parks, playgrounds and skate parks offer a safe place for children and families to play and socialise.

“Services are what make a lot of people stay here.”

“The services we have are very well used and I think the people of Hebden Bridge do use them and appreciate them.”

- **Arts and Culture**

Participants regard Hebden Bridge as an arts-rich town. They enjoy attending and participating in creative and cultural activity and highly value the Picture House, The Little Theatre and events such as the Handmade Parade. All these enhance their quality of life through the opportunities for self-expression, creativity and continuing to learn new things.

- **Community**

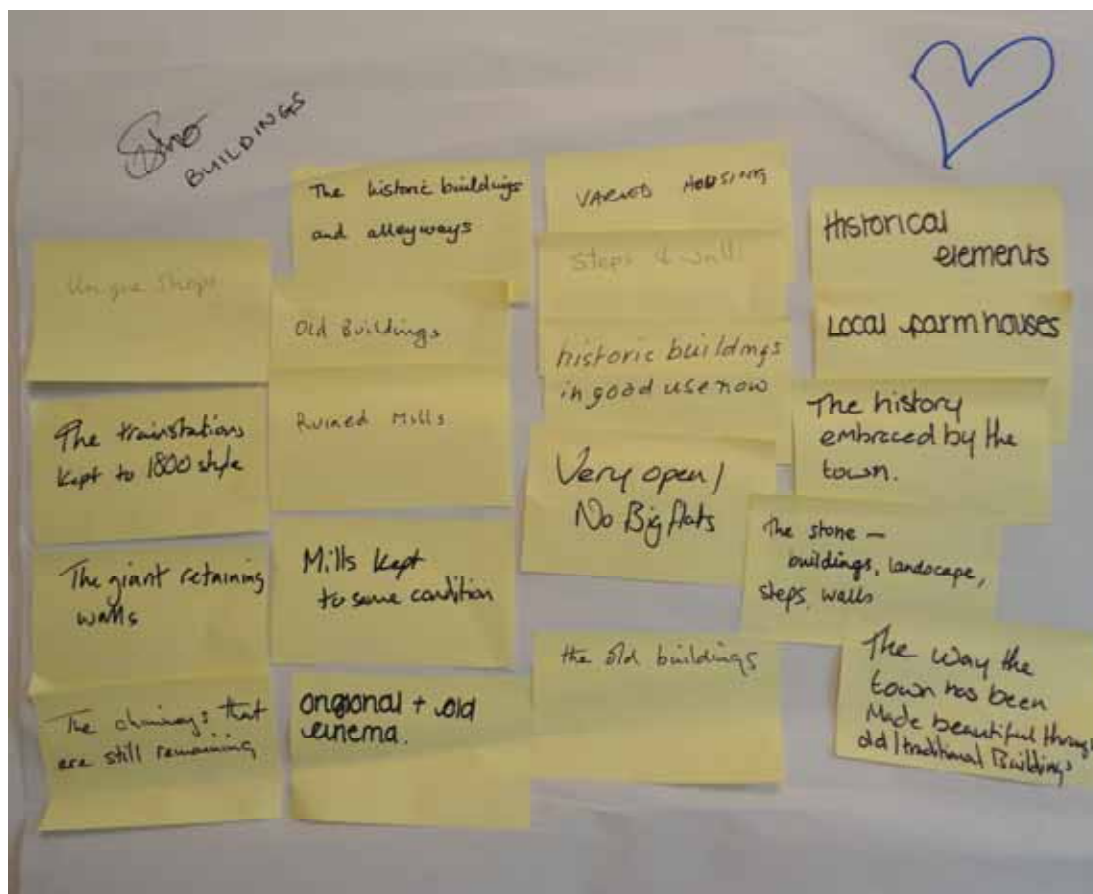
Participants believe Hebden Bridge is a small, friendly, diverse town with a great community feel. This is evidenced by the abundance of voluntary groups and activities available for people to take part in for the good of the town and community. Combined with the wealth of social and personal growth opportunities, they experience a great deal of pleasure and fulfilment in their lives, together with a sense of belonging to the community.

- **Countryside**

The town’s countryside setting is a great source of spiritual and physical well-being.

- **Buildings**

Participants enjoy the historic architecture and feel of Hebden Bridge which they believe has been embraced by the town. They are attached to landmarks from the past such as the chimneys, steps, dry stone walls and ruined mills. They believe good use has been made of the town’s old buildings. They are also pleased that the town’s ‘feel’ has not been undermined by high rise flats or unsightly new builds.



- **Transport**

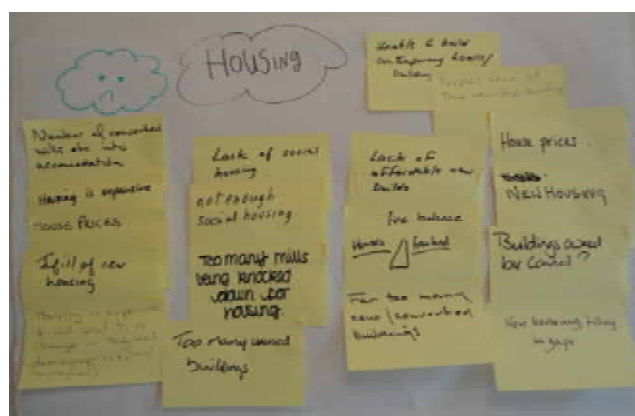
Participants feel well connected within the area and beyond through good road, rail and bus links.

5:2 Quality of life concerns

Participants voiced a high number of disparate concerns in relation to living in the town. For clarity of reporting their sub-groupings have been re-ordered below. The original themes can be found in full in the appendix.

- **Expensive housing**

Participants are concerned that high house prices are forcing out young professionals and encouraging wealthier commuters in - which in turn is forcing house prices even higher. Combined with a perceived lack of social and affordable housing, this is regarded as a threat to local jobs and a potential cause behind young people leaving the town.



- **Traffic and transport**

The volume of traffic through the town, congestion on the main street and the associated noise and air pollution cause much aggravation for participants. The plan to develop Todmorden into a principal town is a concern because of the inevitable increase in traffic that would bring. Those living on Market Street are hugely concerned about the impact on their homes of the vibrations caused by large lorries passing by. Lorries parked for unloading on Market Street are seen to contribute to the congestion problem.

"I live on the main road ... and I've had things fall off the shelf because of the traffic vibrations and it worries me because I don't know what it's doing to the foundations of my building."

"I'm worried about this proposal to make Todmorden much bigger because I think it might add a lot of extra traffic to the one lane road to get there. I don't think the transport links are good enough. It could make traffic a lot worse."

"I see a lot of deliveries being made now because people order things off the internet and that's something to do with the fact that there's not so many shops in Hebden Bridge where you can buy things ... but then an individual truck or car has to bring it to my house and that seems silly. It seems a waste of fuel and energy and everything else."

"We're not going to change the geography of the place. It's a narrow valley and there aren't that many places to put transport links ... maybe we need a traffic survey to see what proportion of what's thundering through here is urgently needed ... if things were shifted about a bit could some of it go on the canal? We just need a bit more strategic thinking."

Some participants are also unhappy with what they regard as a poor rural bus service, threats of cuts to those services and expensive bus fares which can be prohibitive.

- **Retail**

Participants believe much of the retail offer in the town – including the proliferation of cafes – is aimed more at tourists than residents. Many of the goods on offer are expensive and impractical to their needs resulting in residents travelling elsewhere to shop. This exacerbates the traffic problem through the valley. There is also an issue around poor access to some of the shops on Market Street for people with disabilities.

"There are lots of tourist shops but ... a lot of them have not got much in that local people want to buy. They're quite expensive."

"I do think there should be a limit on the number of cafes that are allowed in the town ... those buildings could be used for other things and all those people cannot make a living ... I'd have thought it was in the Council's interest not to have too many of the same kind of thing."

"I know that some of the shops on the right of Market Street (coming from Todmorden) are not accessible. I've heard people say that about Bookcase. They need a handrail. There needs to be some kind of initiative about what it would take to change this."

"It's really hard for people to step up into those shops."

- **In the town and countryside**

Participants voiced many individual concerns about the town and countryside, some of which are listed below:

- poor street cleansing,
- colour of recycling bins,

- not enough public toilets,
- not enough allotments,
- dissatisfaction with Xmas lights,
- unsafe at night,
- issues around parking,
- no public drinking water,
- wind turbines,
- care for the countryside.

“Wind turbines is one issue that seems to be very much governed by national policy. The Council have their own policy for protection of green belt and special landscapes but they seem to give more weight to national guidance who permit anything anywhere ... the policies are applied in a very inconsistent way. They’ll turn down a proposal somewhere and approve a much bigger one somewhere else that’s very prominent. The policies of advertising are inconsistent and the policies to complain to the Council are quite unsatisfactory, even when it goes further up the line to the Chief Executive.”

“What makes Hebden Bridge so beautiful is the countryside that surrounds it and it needs as much care as the buildings in the town ... It needs a lot of manual labour, a lot of people being organised.”

5:3 Community Aspirations

Residents themed their key aspirations into 11 headings. When invited to vote on which they believed were the most important the results, in descending order, were:

- Services
- Countryside
- Transport and travel
- Social mix & ethos
- Young
- Lighting and alternative technology / Recycling
- OAPs / Alcohol, pubs, drugs
- Shops
- Housing

All the findings are in the appendix. This section only includes areas that relate to planning. Some of the headings have been slightly changed for clarity of reporting.

• Services

Participants want to preserve the services they already have and value: the theatre, cinema, good schools and library. In addition, they want better health centres, more allotments, improved path maintenance for pedestrians, a good old people’s home, better services and facilities for young people and improved lighting in parks and streets (which might include solar lighting).

• Countryside

Participants want the countryside to be preserved, litter-free and well maintained for future generations to enjoy.

- **Transport and travel**

Reducing the volume of traffic and associated congestion is important to this group. Suggestions included a by-pass, introducing an access-only scheme and a traffic free centre in both Hebden Bridge and Heptonstall. In relation to public transport, participants want an improved, frequent and affordable rural bus service.



- **Shops**

Participants want the culture of independent shops to thrive in the town as a result of proactive assistance from the Council. They also want shops that are more suitable for and affordable to the resident population. They want the market to thrive and for the Co-op to remain the only supermarket in town. They'd like the main street to be smart and well-maintained to enhance the good image of the town. A suggestion was also made for mobile shops (bakers, fishmongers and library) for hill top villages.

"I'm not saying new independent shops should be subsidised, but I think the Council should be more proactive in the sort of guidelines there are for getting permission to set up a shop or café here."

- **Housing**

It is important for this group that Hebden Bridge retains its population through the provision of affordable housing, sheltered accommodation and good quality old people's homes.

- **The Endgame**

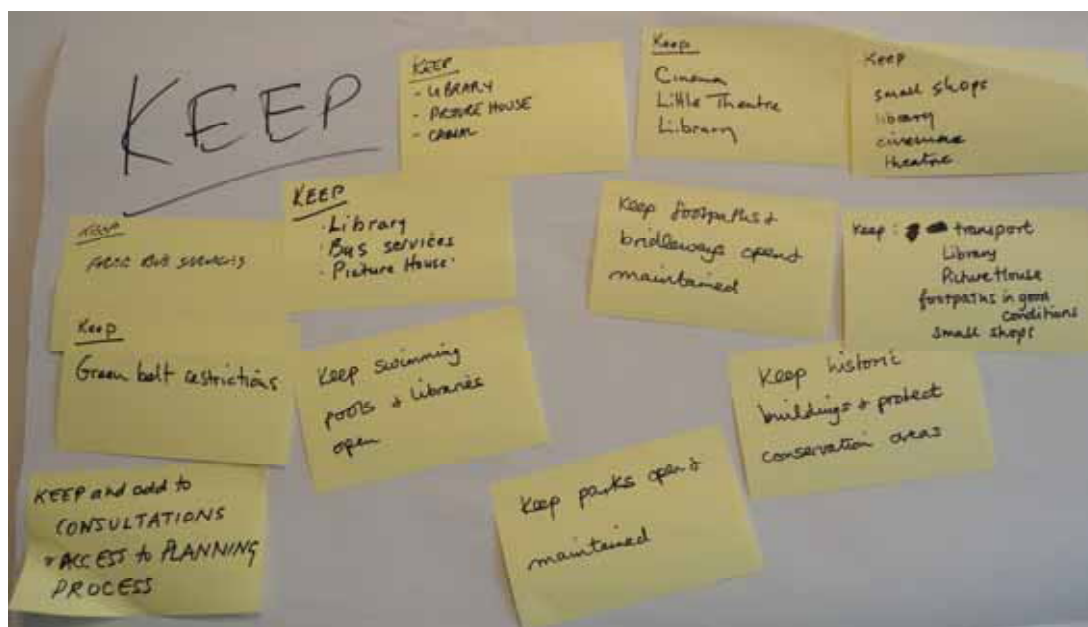
The aim of all these aspirations is to retain the quality of life they already enjoy: a rich social and cultural life that enables them to continue to grow and learn new things; a cohesive and

interesting community they want to be an active part of; a clean, well-maintained town centre that feels safe and meets the practical needs of local residents and being able to derive personal and spiritual fulfilment from the countryside they love. In addition, it is important to this group that Hebden Bridge retains the local population - and thus the sense of community - through the provision of facilities and opportunities for young and old to be able to live there comfortably and happily.



5:4 Suggested Positive Actions

What follows are the specific steps or actions points suggested by workshop participants that they believe Calderdale Council needs to implement in order to realise their aspirations. They are not weighted in any way and have been grouped for ease of use – a full detailed copy of all suggestions can be found in the appendix.



• Services and facilities

KEEP	ADD
Library Picture House Theatre Small shops Swimming pool and library open Parks open and well maintained	Dog poo bags and bins to other places in the town Drinking fountains in the town centre More services for young people Allocate more land for allotments Tax help to encourage small village shops and Post Offices
LOSE/STOP	CHANGE
Blue L.E.D. lighting	Street lighting solar Coloured recycling containers to a uniform grey colour Improve pathway maintenance Paddling pool in park back to water Xmas lights from dull blue to something more festive

• Countryside

KEEP	ADD
Green belt restrictions Canal and footpaths in good condition Footpaths and bridleways well maintained	Have a policy on wind farms that is fairer and transparent More, but well-placed wind farms.
LOSE/STOP	CHANGE
Stop approving large wind turbines in green belt / special landscape areas	

- **Traffic and Transport**

KEEP	ADD
Free bus service	Bus services
LOSE/STOP	CHANGE
Car movement through residential areas Lorries going through town unless delivering	

- **General**

KEEP	ADD
Keep historic buildings Protect conservation areas Keep and add to consultations access to the planning process	More affordable housing More police on Fri/Sat nights More police in town / rural areas Subsidise apprenticeships for work to grow local food
LOSE/STOP	CHANGE
Pandering to silly H&S Needless beaurocracy	Planning to allow well-planned developments Improved access to planning consultations ... so it's easy to understand Change negative image of youth by adding Teen Heroes Awards

APPENDIX: RAW DATA

1 What residents love about their area

Facilities	Countryside	Buildings
Nurseries	Footpaths and bridleways	Original and old cinema
All the arts studies	Fells	Mills kept to same condition
The wine bar	Walks	The train station kept in 1800 style
Cheese and wine shop	Bridleways, easy access	Very open - no big flats
Shops - not many big chains	Walls	Local farmhouses
We have regular market days	Countryside	Historical elements
The old town Post Office and shop	Green countryside	Old buildings
Refills at Alternative Technology Centre - organic washing and cleaning products	Variety of scenery on doorstep	The historic buildings and alleyways
Shops	Hills	Ruined mills
Local shops	Canal and history	Steps and walls
Market	Walking areas	Varied housing
May's shop on Pennine Way	Lapwings and curlews	Historic buildings in good use now
Children's play areas newly built	The canal to walk along and watch the boats and locks	The history embraced by the town
Independent shops	My walk beyond Horsehold Lane	The chimneys that are still remaining
Home made drinks/ale	Open countryside that can be used by all	The way the town has been made beautiful through old/traditional buildings
The many evening activities that can be undertaken - dance, yoga, music etc	Easy access to countryside (including for disabled, parents and children)	The old buildings
Variety of restaurants	Stoodley Pike	The stone - buildings, landscape, steps, walls
Schools	Ever changing views	No high rises blocking view
Street cafes	Hardcastle Crag	The mix of modern and old
Alternative technology	Beautiful accessible countryside	
Unique shops	Steps everywhere	
Children's play areas	Easy access to cycle tracks	
Christmas decorations and tree	Surrounding moors	
There are pavement cafes in sunny weather	The hills that can be seen from everywhere in town	
The station has a great cafe	Canal path and cruises	
Recycling aims and projects	The view into the woods from my window	
Recycling schedule	Canal-side life, walks, towpaths, bridges	
Places to eat	Wildlife	
Variety of facilities on doorstep	All the stone walls and steps	
Eating out	Fresh air on the tops	
No big supermarket	Parks / green land	
The Co-op	Hardcastle Crag	
Local produce shops	Perennial planting in the park	
Small shops	The landscape setting of Hebden Bridge	
Shops and Co-op	Open moors	
Good food shops	The surrounding countryside - hills, valleys, streams	
Good pubs for good food	The bike routes	
Fashion shops	The fells for running and walking	
The fact that Hebden Bridge has no big supermarkets		
Cinema and Little Theatre		
Individuality of shops		
Playing fields		

No big supermarket Organic bread shop Skate parks Shops – not many big chains Parks A town of manageable size for community feeling Market on Thursdays Milk Bar The Parks Varying shops and unique shops Gyms and workout rings Local produce bought from shops with unique organic and different tastes Recycling facilities You can buy anything you need Independent clothes shops, book shops ... no chains Friendly sewing shop with great fancy goods The Milk Bar – yummy shakes Cider Skate parks Pubs Organic food shops The small shops – you can know the shopkeeper by name Local garages and ‘top mechanics’ Shepherds	Open countryside Canal Hardcastle Crag The canal and the river and all the ducks and geese	

Transport	Community	Arts & Culture
Easy access to towns Transport network Key transport – regular buses, train station etc Bus and train routes Most of the wonderful hilltops are served by public transport Public transport at times when we need them Train to Manchester Good public transport Reasonable public transport Easy access to everything The mini buses which take you all over Good transport within area Buses and connections to outlying areas and trains Easy to get to Leeds and Manchester Train station	School involved in community Community spirit – people willing to be involved Mix of local and incomers Varied types of people Everyone knows each other The feel of community and friendship Community groups Small size of town Family Community spirit The mix of people from many walks of life Our community website The abundance of community activists and volunteers that make so many things happen The number of voluntary societies and clubs	Hebden Bridge Cinema House The cinema The cinema – we are very lucky to have such a facility! Variety of artistic events incl. festivals Lots of arts Variety of cultural activities Cinema Live music venues Picture house and theatre Friendly library The Little Theatre Picture House Little Theatre Blues Festival Brownie’s Club The Carol Service in The Square on Xmas Eve – a chance to wish friends well Local festivals The varied activities available to participate in Hilltop village culture with something for all

Accessible buses Transport network Not many loud and congested roads No need for a car Good transport connecting locally and further		ages New experiences always around the corner Boxing club Pace Egg Handmade Parade Pennine Spring music Handmade Parade Picture House Lots of artists Arts festival Handmade Parade – lots of people involved in making art Canal and alternative/educational shops and programmes The variety of things to do

2 Associated positive impacts

Feelings of place & community	Social space	Shopping
Feel part of community I experience continuity and change – history of the area gives roots to the place and then there's lots of possibility for the future Pleasure in just walking in town, streets, amongst people Being involved Being part of a community Dreaming of what can make it even better You know people and become close/connected to people A sense of creativity, socialisation, growth, life and most of all, community and home!!! People organise to get things done Have plenty to do without leaving the town You know if you're down you'll probably see someone who will cheer you up Sense of belonging to place Belonging to place and caring about it Voluntary work Plenty of children everywhere to have fun with Independent Happy Retirees have lots to leave the house for Makes me want to stay living here The community strongly influences what happens in this town Friendship Contributing to the community Easy to be a part of the community and	Social town A feeling of freedom for children growing up – they can feel safe Tourism – meet people from all over the world Makes you relax after work Meeting and chatting with locals Always bump into people to stop and chat to Time to sit out, have a coffee and watch the world go by Good social facilities Good social life with good friends who all like the area and what it has to offer Good place to invite people to Greater social life I feel safe in Hebden Bridge – like shopping, cinema with sister and by myself Social	I love to interact with shop owners, staff who are very hospitable and helpful Charity shops enable me to help others, prevent waste and save money Good organic and locally grown food are accessible – no food miles Local food easy to get New things in the shops always give you a smile – the amount of variety Being able to shop locally and support local industries

volunteer Can achieve a sustainable life Quiet Makes me feel good to walk around the area Feel part of various communities Opportunity to take part in something local (e.g. HebVeg) and make a difference People with lots of ideas to tap into		

Environment	Arts and Creativity	Transport	General Access
Healthier outlook Relax walking the dog in nice countryside Environmentally good Countryside gives a feeling of spiritual and physical wellbeing The chance to clear your head The park is safe, open and free and safe to go in So green after a day in bland grey No need to go on holiday: it's a beautiful area where I am happy to stay To leave civilisation Pleasure in just walking over the hills The open trails give you a chance to see the town and beyond and just think, or go as a family for fun	Express yourself via art, drama, dance etc Artistic environment challenges me to learn and think something new Be creative Gives creativity to a new generation from ours and our predecessors Able to see good films inexpensively and just a walk away I can live my values	Easy public transport access to cities, cinemas, theatres, big shops ... if you want them Enjoyable bus rides Freedom to get to difficult places Good public transport means I can live the way I want to without a car and environmental impact	Not having to travel to shops You don't need to leave the valley except for work - it's a great place to just be Everything is within 5 minutes Company and solitude both easy to find East access to other area - Lakes, Derbyshire

3 Resident's concerns about their area

Housing	Traffic	Services	Miscellaneous
Housing is expensive House prices Infill of new housing Housing is expensive and will lead to a change in the local demographic and less local employment The number of mills converted into accommodation Lack of social housing Not enough social housing Too many unused buildings Unable to build contemporary houses/buildings	Too many road crossings Traffic going through town Market Street is through-way to motorways Too much traffic Too much traffic in valley bottom Traffic - too many cars along A646 Traffic jams Traffic Failure to enforce speed limits The lorries on Market Street	Lack of services for young people Poor recycling record Not enough facilities for young Price of cinema, gym rising Limited lights and night All the different colours of the recycling containers make the town look a mess. Could they all be grey or brown to fit in with street colouring Nearest Job Centre in Tod or Halifax Not enough free public toilets Use of Calder Holmes Park currently aimed at the young. We need to encourage the young and at	Emergency sirens make me feel like I'm living in a war zone How the cuts will affect Hebden Bridge Day trippers Unemployment and low wages Lack of local employment Use of drugs and alcohol Not enough parking Expensive parking Drug problems in town Young people unheard Drunken youths on a

Lack of affordable new builds A fine balance between housing and free land House prices Far too many new/converted buildings To many mills being knocked down for housing People's fear of the new – esp. buildings New housing is filling in gaps Buildings owned by Council? New housing	Terrible traffic congestion Traffic throughout Hebden Reliance on cars when there is so much good public transport Traffic noise Dominance of cars	the same time older people The closure of Youth House and the Pitt Street Buildings – both were wonderful resources No public drinking water Not enough allotments Christmas lights are a mess (blue!) Blue LED lighting everywhere Park has no lights – unsafe at night	Friday night

Litter, Rubbish	Roads & Pavements	Landscaping	Pollution	Transport	Shops
Rubbish thrown about streets at weekends particularly Litter in countryside	Keep tripping on uneven pavements and roads Pot holes Lack of maintenance of paths and footpaths	Over development of hill tops Wind turbines in beautiful landscapes	Air quality Pollution	Poor rural bus service Overcrowded trains Expensive public transport Buses being taken away	Unique shops – impractical for some household goods Lack of a place for exchange of furniture and appliances Concern about new start-up shops because nothing very useful such as a cobbler, photographic shop, grocery stores Shops not appropriate to resident community Aimed at tourists Mix of shops going towards more tea shops and not useful shops No electrical shop Too many cafes Loss of pubs from recession No access for handicapped to some shops Expensive shops

4 Associated negative impacts

Travel	Pollution & Rubbish	Shopping elsewhere	Issues with cyclists	Disabled & Access
Cost of travel to do essential trips – hard to financially cope Loss of bus service	See people abuse the countryside leaving areas a mess Air pollution – more cases of asthma / lungs	People go elsewhere for cheap (less good) food I drive out of Hebden Bridge and go to Todmorden to shop	Canal towpaths ruined by cyclists – means not used by pedestrians in wet weather Mountain bikes making a mess of	Hard for old and disabled people to get up and down hills. Depend on taxis Tripping on uneven

Having to rely on dubious train service for 25 years - aargh	Health damaged by air pollution Traffic noise is disturbing Litter spoils country walks	Going to Halifax to do major shops	woodland paths in bad weather Cyclists using footpaths cause aggressive feelings Cyclists going wrong way up Crown Street is dangerous	pavements keeps me at home when I hurt my knees Not being able to get into some banks and shops in a wheelchair Not being able to shop independently

Anti-tourists	Environment & damage to buildings	Congestion & Traffic	Lack of safety	Jobs & social mix
Town full of tourists who don't buy from our shops Tourists get in the way at weekends and bank holidays So many tourists mean I don't go into town on a sunny weekend	Cracks in my house from traffic – buses and lorries My building vibrates because of the traffic through town – things have even fallen off shelves!!! (Market St) Graffiti spreading – makes me feel the place is spoiled Graffiti spoiling view and irritating residents Broken windows after drunks have been through town – and people's plant pots	Cyclists scared off main roads by amount of traffic More congestion and over crowding means I lose my sense of freedom Stress of living next to A646 traffic	Not wanting to go into Hebden at night I avoid town centre on Friday and Saturday nights I don't do night travelling – I don't feel safe I don't feel safe around Hebden Bridge when drunk people are around	Commuters with higher salaries forcing up house prices so youngsters have to leave Becoming a town of 0-18 and then 40+. No in-between ages because it's hard to stay and live here. Lack of ethnic mix or desire for it Lack of social and ethnic mix – homogenous population – even bland

Parking	Recycling	Young People
Frustration at no action being taken to provide more parking	Chaotic recycling embarrasses me when friends from elsewhere visit	Children and young people can't go on park or in pubs so end up on streets Young people feel abandoned and need to express views / creativity

5 Wishes for the future

Transport & Traffic	Fewer cars Cycle route to Todmorden Good local public transport Access only traffic Everyone walked and cycled everywhere A by-pass Traffic free Heptonstall Cable car from Heptonstall to Pecket Well No traffic Traffic free town centre More people could work locally and not have to drive to work No combustion engines on Sundays: cars, strimmers, chain saws Integrated transport system Park and ride at station Good transport in rural areas and free for OAPs Cheap, accessible, frequent public transport

	A place with good public transport More mini-buses Free bus passes continue
Countryside	I wish I will be able to still walk in the countryside Involvement of many young people in land: farms, market gardens etc If only nobody dropped litter Lots more allotments and/or shared vegetable gardens I hope the countryside is not spoiled Most food produced in a 30 mile radius (less transport cost and food costs less) More allotments Children educated in the real value of food Renewable energy that didn't harm the landscape and produced more power More benches!!!
Services	Canal open to see bonfire No fun fair at the bonfire Theatre The cinema to still be here Cinema still thriving Local hospitals Lots of street theatre Swimming pool, sauna and jacuzzi Schools still good The library still being here Cinema is a community theatre for parties as well as films T Dances More ethnic mix and celebration of different cultures Day classes for pre-school and retired Better health centre with better facilities so less travelling to hospitals Wouldn't it be great if there were services for people with mental illnesses More talks to get the town to connect and learn about other cultures Keep the yearly choir for Xmas
Shops	More clothes shops and shoe shops Shops appropriate to residents and not tourists Independent tea shop in Blackshaw Head Thriving market Independent electrical shop and Bonsals forever Market Street would be really smart and welcoming and shop owners would get the community to help keep them painted etc Still small Affordable up-to-date shops Co-op stays as only superstore Electric shop Independent mobile fishmonger, bakery and library to hill top villages
Lighting & Alternative Technology	Solar street lighting Zero carbon Hebden Bridge I wish for more lighting in parks Street lighting for pedestrians Regenerate the Alternative Technology Centre Wind turbines Really pretty Christmas lights

Social Mix & Ethos	"Think globally act locally" (Schumacher) Family orientated town Freedom Religious traditions, share places and celebrations A rich social mix I wish it was a more equal community for younger and older generations to live Social mix More colour More mixing of the generations I wish there were more ways to connect the generations Sense of ownership
Alcohol, Drugs, Pubs	Wouldn't it be nice if everyone felt safe to go out Places to go and not feel unsafe People's tribunal and Friday/Saturday night stocks on George's Square More help and support for alcoholics and drug abusers Smoking back in pubs Nobody took drugs Places for everyone to go – not just pubs Pub closing hours reviewed
Housing	A homeless shelter No new houses Affordable housing My own house with my boyfriend Decent sheltered accommodation
Young	I wish there were more accessible services for young people More things for young people to do More joy and events through school
Old	Youth activities for young and oldies Cohorts of 18 – 25 year olds and elderly so young can help the old and elders can interact with youth A town full of badly behaved pensioners There was good housing and care available for elderly gay and lesbian residents A good old people's home A really good OAP home where all my friends can live
Recycling	No recycle bins If only all recycling containers were a uniform grey colour
Other	Fewer notices and signs on poles on roadsides Jobs available at all skill levels for all our local population I wish Hebden Bridge becomes an even brighter and more creative place Even pavements, scoped corner kerbs everywhere, oldie-friendly walkways

6 Perceived impacts on wishes on quality of life

Feeling	Safe Contented Excited Happy Peaceful Proud Content Energised by being part of everyone's town Feeling creative Fulfilled Optimistic Feel part of a good community Relaxed Happy and smiling at the well kept town and local area Hope that the community can help global needs Gratefully excited Thankfulness
Thinking/Saying	What a fantastic place to live This is not the end but a new beginning It is possible to make things better I'm pleased to be still involved with the community WE made this happen Saying what a great place this is to live I'm so lucky to live here It's the centre of the Universe There is nowhere else like it What do our twinned towns in Africa, Asia and Latin America need from us? How can we help?
Doing	Accessing local doctors / hospital Using my bus pass to get around the country Spreading the news of the new Hebden Bridge Listening to the young Attending a Moslem festival Walking, watching birds and wildlife 14 year olds organise litter picking Surveying with thanks from my chair (or heaven) 14 year olds will warn me of broken paving stones and help me around them Eating and drinking in good pubs and restaurants Socialising Enjoying the countryside Volunteering Taking my great-grandchildren to the park Making friends with all ages 14 year olds will take family shopping lists to the daily evening market, discussing veg and cheese with other adults and children Dancing Learning to paint Travelling more Learning something new Growing roses

	Walking and travelling Keeping warm in the library 14 year olds will teach me safe roller blading Keeping pubs open
Seeing	Street parties in car-free streets Uniformly grey recycling containers ranged neatly under Council provided benches which they fit under Unspoiled countryside Seeing a clean and tidy town centre No litter on the streets or in the canal or river No dog poo bags hanging from trees Young people helping elderly and disabled Butterfly parks Lovely old buildings preserved Car-free areas Pedestrianised Market Street Cinema and Little Theatre Seeing well-kept countryside and well maintained paths Variety of shops and still few chain stores 'Boris' motorbikes parked in hill-top villages Very few cars Market Street shops will be smart and accessible Families growing food, keeping chickens (pigs?) Stone walls maintained by youth gangs with their families and oldies

7 Suggested positive actions

KEEP	Keep free bus services Green belt restrictions Library Picture House Canal Library Bus service Picture house Keep swimming pool and libraries open Keep parks open and well maintained Keep historic buildings and protect conservation areas Transport Library Picture House Footpaths in good condition Small shops Theatre Cinema Small shops Library Keep footpaths and bridleways well maintained Keep and add to consultations access to planning process
STOP	Car movement through residential areas Pandering to silly H&S

	Lorries going through town unless delivering (use M62 if poss) Blue L.E.D. lighting Needless beaurocracy Stop approving large wind turbines in green belt / special landscape areas
CHANGE	Street lighting to solar Coloured recycling containers to uniform grey colour Planning to allow well-planned developments Improved access to planning consultation ... so it's easy to understand Street lighting to solar lighting and not lighting up the sky Pathway maintenance Change negative image of youth by adding 'Teen Heroes Awards' Paddling pool in park back to water Xmas lights from dull blue to something more festive
ADD	More police on Fri/Sat nights More police in town and rural areas Dog poo bags and bins to other places in town Drinking fountains in town centre Bus services Add more services for young people Activities that target and involve more than one generation Allocate more land for allotments Give tax help to encourage small village shops and Post Offices Plan for and add more allotments Subsidise apprenticeships for work to grow local food More affordable housing More allotments Add Council resolutions that all decisions be made in awareness of scarcer and scarcer oil Have a policy on wind turbines so that it is fairer and transparent More but well-placed wind turbines



Calderdale Council LDF Workshop Report 8
Mytholmroyd & Luddenden
June 2011

1 Context

The Development Strategy Team for Planning at Calderdale Metropolitan Borough Council has commissioned this report to capture the eight of ten creative consultations in Calderdale designed to explore the needs, aspirations and concerns of residents in relation to planning. This report concerns the existing and desired quality of life of residents in Mytholmroyd and Luddenden.

The written results from this consultation are thematic¹ and indicative of resident's experiences and aspirations in this area relating to planning. The report constitutes one element of a broad evidence base with which to inform the LDF Core Strategy.

2 Methodology

The workshop drew on Creative Problem Solving and Productive Thinking frameworks to promote active involvement and group decision-making from participants.

The workshop was framed within a 'quality of life' paradigm to encourage participants to reflect not just on planning issues but also on the real impacts of these issues on their lives and communities. The aim in doing so was to produce insights that have genuine relevance to both participants and the Planning Team.

The workshop was divided into four key areas of investigation:

- resident's current life/work context and impact on quality of life,
- aspirations for 20 years hence moving into their next life stage,
- what that imagined future would look and feel like to live in,
- specific positive actions the Planning Department could take to realise these aspirations.

The workshop concluded with a group discussion to further explore the themes and issues raised.

3 Participation

A total of 13 residents took part in the workshop.

All described themselves as 'White'.

The age breakdown was: <25 = 3; 25 to 39 = 1; 40 to 59 = 6; 60+ = 3.

There were 8 males and 5 females.

1 described them self as having a disability.

¹ Some highly specific suggestions were made during the workshop and are outlined in detail in the appendix of this report.

4 Overview

Residents of this area place high value on their proximity to the surrounding countryside which contributes positively to their quality of life, health and well-being. The small, compact nature of the town and villages in the area helps generate a feeling of community. Participants experience a sense of belonging to the place and the people. They regard the area as unique and in need of preservation.



Their primary concern centres on the many negative impacts of proposed housing development on green field sites: the threat to the countryside and thus their quality of life, the potential associated increase in traffic congestion, the dilution of their communities and the loss of the distinct character of the various settlements in the area through ribbon development.



Traffic congestion and parking are a source of much aggravation for participants. They are also concerned about the threat of a reduced train service at Mytholmroyd station, the decline of local trade and the lack of a village hub or community centre in Luddendenfoot.

Participant's aspirations for the area as a whole centre on retaining its unique identity - the landscape and the communities - by not building on green field sites and keeping the hamlets distinct. Despite this, they are not opposed to development per se. In place of perceived inappropriate new builds designed to meet national priorities they would prefer to see housing development on viable existing sites that meet local needs. This means housing that is affordable and suitable across ages and life stages.

Investment in the local economy is also important. Participants would like to see a growing local retail offer in the town and villages and a thriving weekly market in St. Michael's Square.

The train station and rail service are important to participants. They would like to see the station manned, the station building redeveloped with improved and new facilities, and more parking there to support a continued regular service at Mytholmroyd.



Finally, there is a sense from participants that they have missed out on some of the funds from the Upper Valley Renaissance Initiative and feel like a poor relation to Hebden Bridge despite their relatively high population. They want to be recognised as needing investment, and in a way which brings together both Mytholmroyd, Luddenden and Luddendenfoot to share resources and amenities.

5 Key Findings

5:1 Positive quality of life

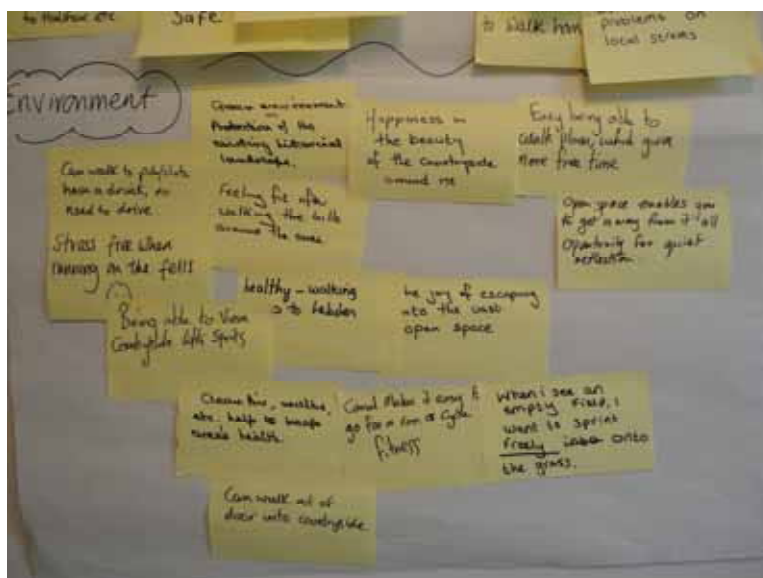
Participants value the sense of community and their proximity to the countryside, the area's heritage and good communication links.

- **Community**

Participants enjoy the area's community spirit which has given rise to a strong sense of neighbourhood, safety and belonging. They attribute this to the small size of the town and villages, the friendliness of local people and facilities such as St. Michael's Centre which supports the community through the provision of meeting spaces, clubs and activities for all ages.

- **Natural environment & countryside, and Health & recreation**

Participants derive a lot of pleasure from the surrounding countryside which they believe enhances their quality of life and positively supports their health and well-being. It provides opportunities for active recreation (walking, cycling, running, horse riding) and an opportunity for escape, peace and relaxation.



"Everyone thinks there is nowhere quite like this area ... everyone says how beautiful it is and how lucky we are to live here and I think that's what I'd like to maintain and I wouldn't like anything put forward that's going to spoil it."

- **Heritage**

The area's heritage - as evidenced in its historic buildings, the history attached to the landscape, the canal, its numerous hamlets and in the history of its communities - is highly valued because of the unique sense of place it creates and the character it gives to the area.

- **Transport**

Participants enjoy Mytholmroyd's good communication links - in particular the rail connections between Leeds and Manchester.

5:2 Quality of life concerns

Participants are concerned with issues around housing, community facilities, roads and parking, public transport, the environment, the economy and about planning in general.

- **Housing**

Participants are concerned about inappropriate housing development on green belt areas, especially given the number of old derelict buildings available which could be converted into housing. Their fears centre on the threefold impact of new development – ruining the countryside, threatening their prized quality of life associated with a countryside setting, and eroding ‘the balance and structure of the community’ – for example, by turning Mytholmroyd into a dormitory town.

“I was massively alarmed to see fields that I think are completely unsuitable put on a plan that is still on the internet ... so although the Council have assured me that that isn’t a plan that’s got any substance, it’s an idea and it’s a possibility as far as they’re concerned because they haven’t eliminated it out of hand. I’d like to see that taken off those plans.”

“It’s important, not because we’re saying ‘not in my back yard’ ... we would like to see Mytholmroyd increase in size but there are a lot of sites within the boundary of the existing village where that kind of development can take place. The big beauty of Mytholmroyd ... is that the countryside is accessible from Mytholmroyd ... to lose that would be a real retrograde step.”

“The small hamlets around, there’s one called Stubb which is a very historical place ... people are talking about redeveloping the area around Stubb to ‘round off the village’ but in fact to round off the village by including Stubb would mean taking up several fields of green belt and it is a conservation area. The Council with one breath is saying this is green belt and a conservation area and in the next breath its saying someone wants to build houses there and we’re seriously thinking about it. It’s a mixed message. The Council should get its act together and tell us what it really thinks.”

- **Community facilities**

Mytholmroyd residents were concerned about the perceived lack of amenities for teenagers and young people. Those from Luddendenfoot talked about the void created by the lack of a real village hub or centre to serve the community, forcing people out of the village to access clubs and amenities elsewhere. One resident raised the fact that there have been 3 large developments in Luddendenfoot in the past 5 years with no additional amenities provided to support the increasing population.

“While the families are coming to live in the village, they’re having to go outside the village for employment, shopping ... surely that should be taken into consideration before a new development is decided.”

“The community centre has to be kept as a focal point because there isn’t a centre to the village of Luddendenfoot. We are struggling really as a community to meet the needs of families and for employment.”

“Luddendenfoot Junior and Infants School have to come here (Mytholmroyd) to do their end of term performances ... why do they have to come several miles down the valley when there could be something in their own village? It’s vitally important to villages such as Luddendenfoot to have somewhere where they can say ‘this is our centre’.”

- **Roads and parking**

As with most areas in the Calder Valley, the traffic volume and associated congestion along the A646 is a major concern – contributing to air pollution, stress and the inability to plan journey times. Housing development is perceived as placing further strain on an already over-used road system. On-road and on-pavement parking along the narrow roads exacerbate the congestion as well as making the pavements inaccessible to wheelchairs.

“In the local press it’s saying that traffic is expected to grow by 27% by 2025 ... surely they should be looking to mitigate that by no large scale developments because for every house there could be an extra car or an extra two cars on the road. I use the road every day and I just can’t imagine more traffic.”

- **Public transport**

Participants are concerned about the prospect of a reduced train service at Mytholmroyd. This would affect commuters who already have to deal with traffic congestion and the uncertainty of whether they will find a parking space at the station due to limited space.

“They think it’s important that they can cut 10 minutes off the journey time to Leeds or Manchester by not stopping at Mytholmroyd or not re-introducing the station at Luddendenfoot. What are people going to do with that 10 minutes they’re going to save? It really beggars belief.”

“It means more travel up and down the valley to Halifax and Hebden Bridge and putting more stress on those car parks.”

- **The environment**

Poor countryside maintenance is an issue in relation to the poor condition of towpaths, collapsing field drains, deteriorating dry stone walls and fences and dog fouling. A concern was also raised about an asbestos dump at Scout Road.

- **The economy**

Participants commented that Mytholmroyd sometimes feels like ‘a ghost town’ due to the decline in local independent traders. Some described the area as a ‘poor relation’ to Hebden Bridge, missing out on the Upper Valley Renaissance Initiative despite the fact it has a higher population, makes more ‘things’ and offers tourism potential.

“People forget that more people live in Mytholmroyd than Hebden, more things are made here than Hebden ... that’s partly because people in Calderdale don’t think of Mytholmroyd as an entity.”

“When it comes to tourism, Mytholmroyd and Luddenden are under-utilised gems. There are huge amounts of lovely places to walk ... Calderdale in its planning issues needs to see that these are distinct pearls in a chain of pearls.”

- **Planning**

There was evidence of general disillusionment with the planning process itself. Participants thought the processes were not transparent enough, that there was a degree of inflexibility in relation to building use and new developments, and that plans posted on-line which propose greenbelt development would inevitably go through whatever the public said. In addition, they believe inappropriate planning decisions have been passed due to the

'bully tactics' of large developers whilst '106 money' isn't making its way to the communities they were intended for.

"We have been asking as a community association what has happened to it (106) and it seems to have gone deeply into some pot."

"It's worth bringing up because it is a planning issue, what is happening to 106 money?"

"How long are these site submissions going to remain on a plan that people can see and get worried about before they are discussed and either moved forward or eliminated."

"It seems that Calderdale Council are ignoring the fact the A646 is the only through route and other developments are being able to take place willy-nilly along this ribbon."



5:3 Community Aspirations

Residents themed their key aspirations into 7 headings. When invited to vote on which they believed were the most important the results, in descending order, they were:

- care of environment,
- community trade,
- transport,
- housing needs,
- education services,
- facilities,
- policing.

All the findings are in the appendix. This section only includes those areas that relate to planning.

- **Care of environment**

Preservation of and caring for the countryside was high on their wish-list. Participants want the surrounding countryside free from development in order to preserve something they value and which contributes so much to their quality of life. Participants also want the footpath and towpath networks better maintained and signed for walkers, as well as some being made accessible to pushchair and wheelchair users. In the settlements themselves participants want the old historical buildings preserved and made better use of to serve local business and housing needs.

- **Community trade**

Residents of both Mytholmroyd and Luddendenfoot wanted an increase in the number and diversity of independent shops in their villages. The introduction of a local market in St. Michael's Square was also mentioned developing the station buildings as a retail and meeting place.

- **Transport**

It is important to commuters especially that the train service at Mytholmroyd is not reduced in any way and that all through trains stop there. A suggestion was put forward that the rail operator could utilise the existing passing loops to allow fast trains through without diminishing service provision to Mytholmroyd. In relation to the station building itself, participants want it developed to include a ticket office, toilets and retail/meeting opportunities. They would also like a car park that adequately meets demand. It was noted that Mytholmroyd is the only station with full disabled access therefore more disabled parking needs to be provided. Reduced congestion and better snow clearing and gritting during the winter months are also important.



- **Housing needs**

Participants identified a need for more care homes and suitable housing for the elderly and disabled. They also wished for more affordable housing – whether privately owned or rented.

- **Education services**

Participants wanted good quality schools and opportunities for formal and informal training and workshops for young and old in order to increase employment prospects.

- **Facilities**

According to residents a community space is much needed in Luddendenfoot which could act as a meeting place, a place for education/training and for young people to gather and take part in activities. Participants would also like improved local sports facilities such as a gym, pool and sports hall.

- **Linkages**

A completely separate aspiration was raised during the end-of-session discussion which did not arise during the workshop. This was the notion of 'de-coupling' Luddendenfoot from the Sowerby Bridge ward and the Ryburn Valley and aligning it more closely with Mytholmroyd and the Calder Valley. For example improved way-marked cycle-ways and walking routes between the two villages would bring the communities together and support the sharing of amenities.

"Perhaps we ought to look at the relationship between Luddenden and Mytholmroyd. I think we have a lot in common and a lot we can do together."

"Planning needs to decouple Luddendenfoot from Sowerby Bridge because Sowerby Bridge is its own ward. In ward terms you're more part of the Upper Calder Valley than the fringes of Halifax."

- **Endgame**

The aim of all these aspirations is to retain the areas strong sense of community as well as contribute to a sense of health, well-being and ease.

Participants want to still feel proud, happy and safe in relation to living in this area in 20 years time. They want to remain part of a thriving community, supported through flourishing local trade – shops, cafes, pubs, restaurants - and the provision of community spaces. They want to remain fit and active, either by enjoying the local countryside or using new sports facilities. They want to experience a sense of ease in relation to reduced traffic congestion, improved parking facilities and rail services and suitable, affordable housing for their needs whatever their life stage.

5:4 Suggested Positive Actions

What follows are the specific steps or actions points suggested by workshop participants that they believe Calderdale Council needs to implement in order to realise their

aspirations. They are not weighted in any way and have been grouped for ease of use – a full detailed copy of all suggestions can be found in the appendix.

- **Development**

KEEP	ADD
Fields at Stubb and above Park Lane free of development Uniqueness Cragg Vale with green belt left intact Keep all green field and green belt free of development Keep Park Lane green The fields north and south of Park Lane free of development Stubb recreation field free of housing development	Improvements to industrial park Fund development of station buildings Add pavements throughout Mytholmroyd without hindering traffic flow
LOSE/STOP	CHANGE
Individual wind turbines higher than 15m Remove unsuitable sites from spatial development plans: Stubb Field, Roger Gate, Park Lane	Luddendenfoot needs funds to regenerate Encourage private development of station buildings Answer local housing needs not national ones Redevelop George Street area Flexibility for buildings for start-up and local businesses in L'foot – Tenterfield Mills buildings Change employment land in L'foot considered for other use and residential – Calderside works Improve area of Mytholmroyd to east of New Road

- **Countryside**

KEEP	ADD
Natural environment – farmland, woodlands, moorland Bridleways Cycleways Natural beauty	New footbridge across River Calder at Vale Upholstery Better access to St. Mary's Luddenden. Clearer paths through Luddenden Add proposals to improve canal towpath
LOSE/STOP	CHANGE
	Replace wall top on Midgeley Road by park. Also, do something about railings. Improve views of river Access to towpaths for elderly/disabled

- **Facilities**

KEEP	ADD
Keep the Civic Institute at Luddendenfoot open – it is our only community building. Or transfer it to the Community Association.	More shops for Luddendenfoot Provide a proper car park at Luddendenfoot Luddendenfoot needs a train station Station parking New car park at Mytholmroyd station Swimming pool at community centre Help us put a market on St. Michael's Square More community spaces, resource centre Add a footpath from Longfellow Court to Memorial

	Garden Visitor centre for Mytholmroyd at Library
LOSE/STOP	CHANGE
	Upgrade community centre and add a swimming pool Refurbish Post Office in Luddendenfoot – it looks closed Change St. Michael's Square into a market square, not just a car park Give Luddendenfoot Civic Institute to the people of Luddendenfoot

- Roads**

KEEP	ADD
	Look for a new route for A646 thro-traffic Provide grit bins on steep roads and lanes Add proposals for improvements to A646
Lose/Stop	CHANGE
Heavy goods on small roads	Junction of A646 with New Road Not allow parking on A646 to reduce congestions and make crossing roads safer Make Mytholmroyd traffic free Slow traffic in Mytholmroyd to 20mph as in Hebden

APPENDIX: RAW DATA

1 What residents love about their area

Community	Natural environment & countryside	Health & recreation
Community centre Seeing the same people and faces around My family live here Upsy Daisy Pubs Friends because they're close to meet up with The friendliness of local people Community friendliness My friends Scout Road play area The little shops that are owned by people, not companies Local schooling Central Memorial Garden with people stopping and talking St.Michael's Square – a meeting point Community spirit Parks Welcomed into local groups Youth clubs for youths Community facilities Hairdressers Schools and nurseries Scout Road Primary School A church that's reliable Being able to walk around the village easily Girls group Youth Club Neighbourhood – people will always watch out for trouble and help you out The availability of local tradesmen	Redacre wood Green areas The beautiful scenery Open spaces Wild life Flora and fauna Sound of chickens in the morning Deer in the woods Closeness of the great outdoors River Calder Horses Lovely wildlife Proximity to countryside The countryside because its quiet Open spaces of the countryside Geese, ducks, herons, fish, farm animals Landscape Patchwork of the natural environment Lambs and horses in the fields Backdrop of the hills and the way the light catches them The spaces between hamlets Walking paths because they're interesting	Fell running group People walking, cycling, riding past my door Walks along the canals with ducks Cycleways Local paths and walks Places to relax The opportunity to walk for miles unhindered Brierley Field because you can play any sport and the cooling river Medical centre Sports activities available Clean air Dense network of footpaths

Heritage	Transport & Communication	Other
Old buildings Our heritage The history of our communities Hamlets – uniqueness and history Old buildings add character Canal Canal Historical buildings The sounds of church bells chiming	Transport links Station Rail links to Leeds and Manchester Local connections Rail links to Manchester and Leeds Good bus service Communications: road, rail, canal Rail network Good bus service to Halifax	Cinema and clubs within walking distance (Hebden Bridge) Dynamism Sainsbury's always open if you need summat quick Local shops open late The quality of the local schools Mytholmroyd Co-op

River Calder and buildings alongside Stoodley Pike Nowhere else like it – said by people all around UK and abroad Old buildings, history The arts – Ted Hughes Canals bring tourism and diversity		Ted Hughes Theatre – plays are held there Reverend Alison – a funny man who makes stories about sheep Cheap take away breakfasts from local cafe

2 Associated positive impacts

Positive feelings	Community spirit	Environment	Safety	Transport
Friendly Pace of life Creates a calm and positive feel to life Feeling of contentment in an area that isn't changing Privileged – better than Boothtown Positive opportunity to improve quality of life Relaxed Contented Fortunate in quality of environment Happy OK	Sense of community spirit Self belonging Other people know me as I am part of the community Enjoy the community – feel welcome Friendly community in the village Sense of belonging to the area Community spirit helps create a safe environment Good place for family and grandchildren to grow up in Low level of vandalism	Stress free when running on the fells Being able to view the countryside lifts spirits Happiness in the beauty of the countryside around me Can walk out of the door into the countryside Clean air, walks etc. helps to keep one's health Healthy – walking route to Hebden Feeling fit after walking the hills in the area Green environment Protection of the existing historical landscape The joy of escaping into the vast open space Canal makes it easy to go for a run or cycle for fitness When I see an empty field I want to sprint freely onto the grass Open spaces enable you to get away from it all – opportunity for quiet reflection Easy being able to walk places which gives more free time	Relaxed and peaceful walking around Safe Feel safe Children's independence – able to walk to stations, get bus to Halifax Safe knowing that we have a reliable neighbourhood watch team Safe in our houses Feel safe walking about knowing people are watching out for you Quiet and safe place to live – not too crowded My children can play out safely, walk between each other's houses Independent – I'm able to walk home alone	A bus service which means we do not need to pollute the area with car fumes Ability to get to work by rail

3 Resident's concerns about their area

Housing	Public transport	Planning	Economy
Housing development that doesn't appear to be needed or wanted Old buildings left unused and becoming derelict	That trains might not stop at M'Royd Some train services not stopping at Mytholmroyd	Need for more woodlands Lists of planning application not always in local papers	Lack of variety in shops of Mytholmroyd Need for development of more jobs – not just manufacturing

Poor quality old housing stock Lack of thought about impact on highways when siting new housing Inefficient properties are uncomfortable Inappropriate housing developments Proposals for houses on green field / greenbelt Danger of becoming a dormitory town from Leeds, Bradford and Manchester Proposals for housing on land, purely based on submissions by local landowners, as requested by Council The push to build new houses when old houses and mills lay undeveloped Lack of footpaths around blocks of flats Building too many flats Planning rules open to 'interpretation' Seems to be a bias against innovative buildings	Reduced number of stopping trains Bus service being reduced Buses don't always arrive on time Reduced train services Lack of use of station buildings at Mytholmroyd Lack of decent railway station building Parking at station is inadequate Have to stand on morning and afternoon buses because of school kids Lack of shelter, information at station	Large developers bully planning system, some self builders suffer Not permitted to build on wasteland with UDP Big building companies getting their own way Inflexibility in building use and new developments Listed building consent required for renewable energy Lack of publicity about local planning	No job opportunities Lack of funding for the community – not part of Upper Valley renaissance Lack of local jobs – or at least that's the impression being received Mytholmroyd is the 'poor relation' of Hebden Bridge Lost many shops in the last 25 years The village itself is sometimes a ghost town Not enough businesses to encourage new people to move into the community Limited local economy High business rates and rents

Environment	Community facilities	Roads & parking	Other
Dog mess along tow path Dog fouling Ad hoc development of wind turbines Some vandalism, graffiti, litter Canal towpath in poor condition. Extensive repairs required Asbestos dump at Scout Road Too many run down buildings The collapsing of field drains Broken down field walls Stuck in traditional architectural styles Canal rats escaping from the canal and causing disturbing issue Condition of dry stone walls and fences	Lack of amenities for young people Lack of community cohesion No swimming pool in M'Royd Nowt for older teens to do Teenagers with nothing to do causing trouble Bad opening times for the library The Post Office needs an upgrade – it looks derelict Doctor's surgery is always full and we can't get an appointment within a week Library needs to be open more often Nothing is open at weekends (except church) Hebden Bridge has more shops and more people	Forecast that traffic will increase by 25% by year 2025 Parking on main roads Traffic congestion along valley A646 too busy A646 on-road parking 1 person in each BMW Amount of traffic on inner roads and street parking making driving difficult School run traffic Parking on pathways Condition of local roads Connections between things and areas Narrow pavements not easy for wheelchair users Pavement on New Road too narrow Station parking – land seems to be available Unadopted roads	Missing age ranges with young people moving away Forecast population growth – where do these figures come from? Are they accurate? We have to wait 2 weeks to empty bins People should stop drinking near churches Hebden Bridge getting all the attention The piss-head old men outside WMC Sometimes people get told off for not mowing their grass

	Risk of pub closures Midgeley Road Park a bit tired and excluding No real centre in the village of Luddendenfoot The lack of shops and a community building suitable for all ages in L'foot The worry that we might lose our medical centre and chemist in L'foot	Pavements used to park cars Inadequate public parking space	

4 Associated negative impacts

Facilities	Transport and traffic not always running smoothly	Development – and long term effects on countryside
With no community facility in L'foot I have to take my children to other areas for activities Cash machine is often empty meaning no place to get money for bus Sometimes I don't have 20p when I need the toilet in Mytholmroyd Are we looking after our best assets properly Lack of clear network and connectivity means hidden gems are hidden resources (access between M'Royd and L'foot)	Extra travelling restricts family time With little amenities in L'foot I spend more time on travelling to other areas for shopping etc No bus up Scout Road which means I had to turn down 2 job offers Trains not stopping at Mytholmroyd can mean long waits if a train is cancelled Sometimes end up in Hebden when the train doesn't stop in Mytholmroyd Slow moving, stationary traffic increases air pollution Getting stuck in traffic causes stress around school run time Hold ups on A646 especially at peak times makes planning journey times difficult Worry that the lack of sufficient investment in local rail services will affect ability to get to work Frustration on delay of public transport and trying to find a parking place when I drive to the train station Traffic on Burnley Road slows down my journeys Concern about whether I can park at station – or do I need extra time to park elsewhere Bored to death when can't get to town to do owt Getting to school on foot is dangerous on Burnley Road Parked cars on A646 slow down traffic flow Can I get my wife along the pavement in her wheelchair due to parked cars and bins on pavement	Anxiety about future development spoiling the area Worried that future development could spoil the area Worry that there are plans to build new houses on fields rather than brown field sites Inappropriate housing development has a negative effect on house prices Limited new housing – long term impact and people having to move elsewhere/away Low quality properties cost dear to run Loss of green belt and conservation area reduces pleasure in the landscape Large scale development in Cragg Vale affecting landscape and the balance and structure of the community

5 Wishes for the future

Community trade	A market Farmer's market on square Local market More selection of products in shops The station buildings opened up as a bookshop/meeting place Successful and diverse local shops Better range of shops More shops, a café and library in L'foot Redevelopment of Post Office building in L'foot A weekly market in St Michael's Square A micro-brewery A decent restaurant Wouldn't it be great if Mytholmroyd had better restaurants Good village pubs with top class grub Small café for memorial garden Keep local taxes being spent in area
Housing needs	More 2 bed flats and bungalows for retired people so that family can visit and stay More public care homes An old people's home Housing suitable for people with disabilities Cheaper rented housing Cheaper housing Hostel Local charities for homeless people
Care of the environment	Use land and existing sites for best and most appropriate use I'd like the space and views around my house to be unchanged No loss of green belt Preservation of all local buildings Keep communities physically separate from each other Reduce/not allow skyline developments – wind farms, houses No erosion of the gaps between hamlets so they retain their character Clean river basin for sports, fishing etc. No new housing developments on fields around village Redevelop viable sites Signposts on footpaths so you know where you are Easier access to towpaths Pavements were clear for pedestrians Some footpaths in countryside suitable for pushchairs and wheelchairs River and canal towpaths opened up New footbridge across the river to link bowling green and tennis courts with canal towpath Don't allow the hillsides to be filled with wind farms No erosion of open spaces, green belt; green field maintained Use of derelict farm buildings in more isolated areas Station buildings brought into use Road surfaces coated with tarmac that reduce surface noise Maintenance of footpath network
Transport	Train station ticket office Car park at station

	More buses to far out places Better snow plough service in winter to clear snow off paths Improved railway timetable with more trains stopping in Mytholmroyd All trains stop in Mytholmroyd I'd like trains with enough carriages to still be stopping at Mytholmroyd station Creating a traffic free centre to the village Put grit on streets Better parking facilities Good cycle route Improved transport links Toilets in train station Reduced speed limit on narrow New Road, M'Royd A salt bin on Park Lane Car parking that is surfaced and lit You could always be sure of travel times
Facilities	Bigger, better Mytholmroyd gala Gym Duck Race in centre Swimming pool Gym Job Centre A community café where everyone can come and learn about food and how to cook Free meeting room and community action space A community facility where older people can meet together and enjoy a meal in L'foot Everyone working together and being active Increased sports facilities: pool, sports hall All public rights of way for walking, cycling and riding to be maintained Running track Church to be well attended and viable
Education and services	Better quality of employment on offer A training centre for young people to obtain skills for work in L'foot Workshops for senior citizens Good state-controlled schools Top class local schools A place for 18 – 21 year olds to gather and do activities Improved internet access and speed Freeview signal
Policing	More police presence in L'foot Adequate policing Police station with police in it Less CCTV

6 Perceived impacts on wishes on quality of life

Feeling	Fitter A part of the community Like I'm part of a friendly community Being proud of the community in which we live Good and healthy through enhanced health facilities Safe in a community where everyone cares for each other

	That my family understand why I love the area Happy, safe and contented Safe, well, content Good – enjoying local health facilities, doctors, dentists etc. Glad I didn't move somewhere else (Sweden – son lives there)
Thinking/Saying	What a fantastic place to live My children are proud of where they grew up and able to live here or return Hello to the people I know as my neighbours That planning can improve the environment and our way of life I love Mytholmroyd How nice it is that people work together Visit Mytholmroyd – it's a lovely place Knowing that I have a home that is suitable for my needs We have everything we need on our doorstep
Doing	Shopping locally Closing down 'Royd Regeneration' Selling my woodturnings at the Farmer's Market Spending my leisure time in my local community building with my friends Spending time in the beautiful countryside and not worrying where to park Living in a nice apartment Going to market, meeting friends, going for tea in Bookshop Café Buying fresh produce at the Farmer's Market Driving along the A646 with ease Parking without frustration Sitting in the square Walking on the river back to the canal and then to my house Finding somewhere to park in the village centre Walking Fishing the river Catching the train Having a choice of local produce in independent shops Going for a walk and then spending an evening at the cinema If I'm still working, commuting into Manchester. If I'm not working, walking in the hills Working from home or travelling on fast trains Having lots of friends and somewhere to meet them Playing some folk music and drinking Mytholmroyd Ale Having a pint and a pub meal in a good local pub Clear way up and down the valley
Seeing	Unhindered views across and up and down the valley A footbridge over the River Calder Amazing wildlife and green trees Local shops which collectively compete with supermarkets A clean environment Shared space in the village centre A manned train station Enjoying seeing the open spaces, trees, grassland and telling my great-grandchildren about them My friends and family Visitors to the areas, pubs and restaurants Less street furniture, signs and warnings

7 Suggested positive actions

KEEP	Fields at Stubb and above Park Lane free of development Uniqueness Natural environment – farmland, woodlands, moorland Cragg Vale with green belt left intact Keep all greenfield and greenbelt free of development Memorial Garden Park Lane green Bridleways Cycleways Natural beauty The fields north and south of Park Lane free of housing development Stubb recreation field free of housing development The Civic Institute in Luddendenfoot open – it is our only community building. Or transfer it to the Community Association
LOSE/STOP	Stop heavy goods on small roads CCTV surveillance People harassing young people Individual wind turbines higher than 15m Remove unsuitable sites from spatial development plans: Stubb Field, Roger Gate, Park Lane
CHANGE	Upgrade community centre, add a swimming pool Luddendenfoot needs funding to regenerate Encourage private development of station building Replace wall top on Midgeley Road by park. Also do something about railings Refurbish Post Office in Luddendenfoot – it looks closed Improve views of river Access to towpaths for elderly/disabled Answer local housing needs not national ones St. Michael's Square into market square, not just a car park Junction of A646 with New Road Not allow parking on A646 to reduce congestion and make crossing roads safer Make M'Royd traffic free Redevelop George Street area Give Luddendenfoot Civic Institute to the people of Luddendenfoot Flexibility for buildings for start up and local businesses in L'foot – Tenterfields Mill Buildings Slow traffic in Mytholmroyd to 20mph as in Hebden Employment land in L'foot considered for other use and residential – Calderside works Improve area of Mytholmroyd to east of New Road
ADD	More shops for Luddendenfoot Look for a new route for A646 thro- traffic Provide a proper car park at Luddendenfoot Luddendenfoot needs a train station Station parking Improvements to Industrial Park New footbridge across River Calder at Vale Upholstery Fund development of station buildings New car park at Mytholmroyd station Add pavements throughout Mytholmroyd without hindering traffic flow Swimming pool at community centre

	Help us put a market on St. Michael's Square Provide grit bins on steep roads and lanes More community spaces, resource centre Add a footpath from Longfellow Court to Memorial Garden Better access to St. Mary's Luddenden. Clearer paths through Luddenden Add proposals for improvements to A646 Add proposals to improve canal towpath Visitor Centre for Mytholmroyd at Library



Calderdale Council LDF Workshop Report 9
Ripponden & Ryburn
June 2011

1 Context

The Development Strategy Team for Planning at Calderdale Metropolitan Borough Council has commissioned this report to capture the ninth of ten creative consultations in Calderdale designed to explore the needs, aspirations and concerns of residents in relation to planning. This report concerns the existing and desired quality of life of residents in Ripponden and Ryburn.

The written results from this consultation are thematic¹ and indicative of resident's experiences and aspirations in this area relating to planning. The report constitutes one element of a broad evidence base with which to inform the LDF Core Strategy.

2 Methodology

The workshop drew on Creative Problem Solving and Productive Thinking frameworks to promote active involvement and group decision-making from participants.

The workshop was framed within a 'quality of life' paradigm to encourage participants to reflect not just on planning issues but also on the real impacts of these issues on their lives and communities. The aim in doing so was to produce insights that have genuine relevance to both participants and the Planning Team.

The workshop was divided into four key areas of investigation:

- resident's current life/work context and impact on quality of life,
- aspirations for 20 years hence moving into their next life stage,
- what that imagined future would look and feel like to live in,
- specific positive actions the Planning Department could take to realise these aspirations.

The workshop concluded with a group discussion to further explore the themes and issues raised.

3 Participation

A total of 11 residents took part in the workshop. Not all participants completed the equalities sheet therefore some of the totals below do not add up.

All described themselves as 'White'.

The age breakdown was: <25 = 0; 25 to 39 = 0; 40 to 59 = 5; 60+ = 5.

There were 4 males and 6 females.

None described themselves as having a disability.

¹ Some highly specific suggestions were made during the workshop and are outlined in detail in the appendix of this report.

4 Overview

Participants believe they enjoy a good quality of life which they attribute to the peace and tranquillity of their rural setting, the sense of community and good local facilities/communication links.



Traffic volume and increasing congestion along the A58, together with new housing development participants regarded as unsuitable for local need, pose the biggest threats to their quality of life. Participants are concerned that if the villages continue to expand at the same rate and in the same way, not only will they lose their village identity, but the area



will not be able to support the housing needs of its residents at different life stages; from needing an affordable first home to being able to downsize in later years. In addition, older participants are genuinely concerned that when they reach a stage in their lives and health where independent living is no longer possible, they will be forced to move away from their community because of the lack of residential and nursing care in the area.

At the top of their 'wish list' for the future Ripponden and Ryburn area is a 'hand's off' approach from the Council so that it remains largely the same in look, size and feel. They also want reduced congestion on the A58, improved parking management through Ripponden, appropriate housing/care provision and more community facilities for young and old.

5 Key Findings

5:1 Positive quality of life

Participants value the contribution of the rural environment, sense of community, local facilities and good communications to their quality of life.

- **Environment**

The area's rural context is a source of great pleasure and contentment. The views, peace, fresh air, wildlife and walks were all mentioned as bringing a sense of privilege, tranquillity and enjoyment to their lives. When asked to encapsulate what it meant for them two themes emerged: 'You can't buy this' and 'Aren't we lucky'.

- **Appreciation of local facilities**

Participants feel well served by convenient local facilities. Good local schools, the variety and quality of pubs and restaurants, libraries, specialist shops, sports facilities (Rishworth School and Sowerby Bridge Pool), local services (doctors and dentist) and recycling were all mentioned.

- **Appreciation of improved transport facilities**

Good communication links and a perceived improvement in the local bus service are appreciated by participants. It means that, together with their rural location, they can enjoy (in their own words) 'the best of both worlds' in accessing both rural areas and towns and cities.

- **Community**

Participants value the local community spirit brought about by the friendly people, good neighbours, resident's long-term commitment to the area, good schools, local events and active community groups. The impact is a sense of stability, belonging and safety.



5:2 Quality of life concerns²

Concerns in this area centre on traffic volume and congestion and the negative impacts of new and inappropriate housing development on the area.

- **Traffic volume and congestion getting worse**

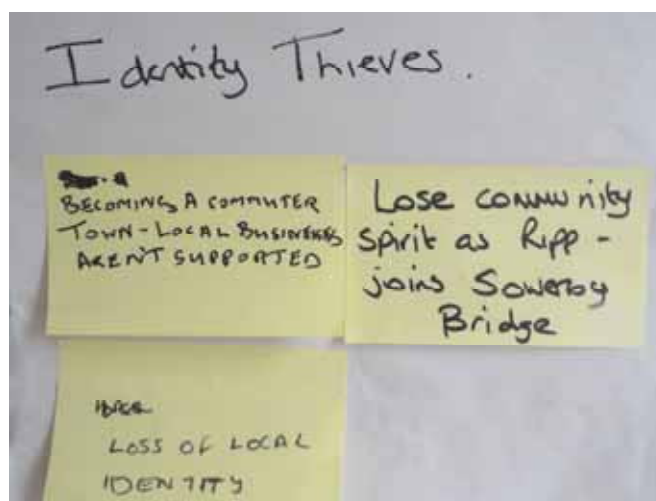
Increased traffic and congestion along the A58 – exacerbated by frequent closures of the M62, choke points at Sowerby Bridge and Ripponden and the high volume of HGVs using the road – are all having a negative impact on resident's quality of life. Specific impacts mentioned include increased journey times, stress, frustration, poor air quality and increased risk of traffic accidents.

The popularity of Ripponden in the evenings and at weekends means a high incidence of on-street parking narrowing the main through-route which adds to the congestion issue.

"For me, Ripponden is a weekend place for residents so the issues are on a Friday, Saturday and Sunday afternoon ... We need more parking provision in the centre of Ripponden."

- **Housing**

Participants are concerned about the number of new building developments in the area with scant evidence of associated investment in infrastructure. They believe they are not receiving appropriate information or proper guidance in relation to building development in the area and are incredulous at proposals to build on green belt land (for



example at Kebroyd). The dearth of affordable and appropriate housing for young people or elderly residents wishing to down-size, together with the current trend in new builds aimed at affluent buyers and commuters, worries residents who don't want to see Ripponden's unique village feel disappear. At the heart of it all, they are worried that Ripponden may become a commuter town which would erode their sense of identity and community.

"We've been really desperately worried about our area."

"That's what's so puzzling about LDF because it seems to be green belt areas that are earmarked for development."

"My impression is that the government does precisely what it likes and when it decides a greenbelt area should become brown it turns it brown and then it's subject to scrutiny about whether it should be built on and it'll be built on."

² Some of the themes have been converged for clarity of reporting. The original themes can be found in the appendix.

“One thing we miss on very badly from the Government is proper guidance on what the rules are and if they’re going to sit in those ivory towers, wherever those happen to be, and make rules that nobody knows about until they actually come out and start applying them we are always going to be complaining.”

“There is no social housing for single people or young couples – not one property in Ripponden.”

"I think a lot of development is brought about because a lot of existing housing stock is grossly under utilised. Typically, when we look at a cross section of the ages in this room, when we're in our 30s and 40s we buy the family houses to raise the families in, then the children fly the nest ... and when you reach my sort of age you want the next stage of progression (provision for elderly)."

“Me and my husband live in a four bedroomed house and we love the area and we’d like to downsize - like a small bungalow with a smaller garden – but there isn’t any. We’ve been looking for ages in this area. You’d have to move out of this area to be able to downsize.”

- **Facilities**

Participants are concerned about the lack of a residential and care homes in Ripponden for the local elderly. There is anger that a promised replacement home for the elderly in the village was reneged on. The land was used instead for private housing and a doctor's surgery. Because there is a strong commitment from participants to live and retire in the area they are worried that when they reach a point in their lives when they need to downsize, require care or sheltered accommodation there won't be anywhere for them to go and they will be forced to move. In addition, participants – speaking for young people as none were



present – believe children and teenagers needed more facilities.

"It's about being realistic that we are an aging population. That is a reality ... there needs to be a shift to respond to that."

"I think it was very bad of the Council to promise us that the home for the elderly would be replaced in the area where the doctor's surgery is - and in the end they built the surgery and then they sold the rest of the land for private housing."

“What’s happening to the old doctor’s surgery? It’s been empty a good while and there’s a rumour that it’s going to be made into yet more private homes.”

- **Maintenance**

Narrow roads and poor road surfaces are issues participants want addressing to assist traffic flow. For walkers, private landowners blocking Rights of Way, inadequate way-marking and poor maintenance of footpaths are all having a negative impact on their access to and experience of the countryside.

“There is a total budget of £50,000 a year (for Rights of Way) and we have the same amount of Rights of Way as highways and the highways budget is how many millions? ... it wouldn’t take much more money put into Rights of Way to make a massive improvement.”

- **Disillusionment with the Council and planning procedures**

During the end-of-workshop discussion participants talked about their concerns in relation to how planning decisions are made, managed, consulted on and disseminated. They would like planning processes to be more transparent, consultations more open and accessible, the findings more widely disseminated and the Council to provide a clearer, more public statement of intent at the end of the process to show that they have listened, heard and responded to what people have been saying.

When someone suggested they attend Ward Forums, what came back was the perception that these were largely unappealing because the name and format seemed to too ‘dry’. In their view, the Council needed to make consultations more appealing, more ‘alive’ to genuinely engage the public.

“This is an opportunity for people ... and it feels like this needs to be done more consistently, more regularly. I want it to be out there ... they need to come to us and facilitate and communicate with us.”

“There is a dryness about Councils and meetings. It needs to be more alive.”

“We don’t feel involved enough in the whole process of being consulted, of putting our own ideas forward knowing that they’re going to be listened to and it’s so wrong.”

5:3 Community Aspirations

Residents themed their key aspirations into 10 headings. When invited to vote on which they believed were the most important the results, in descending order, were:

- hands off - qualified appropriate growth,
- better road systems,
- sense of place and identity,
- increased facilities,
- youth of tomorrow,
- local food and self sufficiency,
- energy and sustainability,
- alternative travel,
- Rights of Way,
- housing.

- **Hands off - qualified appropriate growth**

Participants want significant attributes of the area to remain intact and be well maintained; the green belt, Ripponden's village feel, independent retailers and the distinctiveness, identity and physical separation of Ripponden, Barkisland and Rishworth.

- **Better road systems**

A reduction in traffic volume and congestion along the A58 is a major wish. Suggestions included yellow lines along one side of the road in Ripponden, dedicated HGV routes to bypass the village, and a bypass for M62 diverted traffic.

- **Sense of place and identity**

As mentioned above, retaining the village feel and with that, a sense of community, is an important wish for this group which they believe could be met through the provision of a community building in each village together with investment in the local economy and countryside.

- **Increased facilities**

Participants want increased provision for the elderly (sheltered housing, a retirement home or village), for the young (schools, clubs) and for the general population (sports and recreation, scaled up amenities in relation to population growth).

"We do have a prosperous school in the area which, with a bit of joined up thinking, could provide facilities for youth. The school has sufficient facilities already to provide the kinds of things the young people of the area may need like Youth Club, like meeting places."

- **Youth of tomorrow**

The focus here was not just on the provision of facilities (youth centres, more local school places, playgrounds), but in educating children and young people about the area in order to foster local pride, appreciation and engage them in the local community.

- **Local food and self sufficiency**

Although not mentioned as a benefit or concern of living in the area, participants want to continue to be able to support local business through buying local produce in local shops or markets. The underlying principle here is again to retain the village and community feel.

- **Energy and sustainability**

There is a will from participants to develop more sustainable energy usage and improve recycling facilities.

- **Alternative travel**

Some participants think there needs to be more lateral thinking in relation to developing alternative travel solutions; such as using trains for freight to reduce HGV traffic on the A58, creating safe alternatives to the A58 for bikes – perhaps along disused rail lines – and encouraging/supporting the use of electric cars.

5:4 Suggested Positive Actions

• Development

KEEP	ADD
	Comprehensive retirement village Residential care home for elderly/infirm Add a retirement village / complex for the elderly Residential homes/retirement settlements
LOSE/STOP	CHANGE
Stop anymore big housing developments Stop adding new housing without expanding amenities and facilities accordingly Stop allowing new builds without investing in infrastructure	

• Services / Facilities

KEEP	ADD
Keep and add to current recycling programme Local services and Post Office Barkisland Post Office Local library in Ripponden and the Post Office	Subsidise public transport – even make it free Allotments Create allotments where anyone can have a chance to grow local food and flowers Recycling facilities in Ripponden Youth centre to cover Ripp, Rish and Barkisland Facilitate the growing and selling of food – small scale in particular Additional school places and teaching staff
LOSE/STOP	CHANGE
	Increase weekly household recycling capabilities

• Heart of Ripponden

KEEP	ADD
Heart of Ripponden Ripponden and Rishworth community spirit Keep all local traditions: Rushbearing, Pork Pie Rights of Way Increase budget for improvement and maintenance of Rights of Way Walking routes and maintain them	Improve support for local business Local market to include all local trade Add a local market once a week where local growers can sell or barter their goods Fresh local food market Local market Add more spring bulbs along road verges and maintain roadside areas Rights of Way signage
LOSE/STOP	CHANGE
Stop fly tipping with spot fines and accessing local neighbourhood watch groups	Positively discriminate for truly local business

• Roads and parking

KEEP	ADD
	Add regular checks and improvements to narrow country lanes - Hollin Lane off Rochdale Road Add double yellow lines on one side of A58 Off-road parking in Ripponden Zebra crossing – not traffic lights – opposite Co-op Managed parking along Oldham Road
LOSE/STOP	CHANGE
Unnecessary traffic lights	Speed limits – change to more sensible levels

APPENDIX: RAW DATA

1 What residents love about their area

Appreciation of local facilities	Love of the local environment	Sense of community	Appreciation of improved transport facilities
Good local schools	Rural nature of Ripponden area	The community spirit	Ease of access for travel
Local restaurants	Living in a rural surrounding	A fantastic Parish Council	Regular public transport
Good pubs and restaurants	Fresh air	Friendly people	Easy journey to work (Mytholmroyd)
Some new places for children to play	Countryside views	Friendliness of local people	Easy to get to Manchester and Leeds – equidistant
The local doctors	Ripponden rural aspect	Stability of the community – long term commitment to place	Regular bus service
Ripponden Branch Library	Peacefulness	Great local schools	Near motorway links
Local library	The weather in all its elements	Local events, i.e. Rushbearing, Children's Day, May Day Gala, run by the community	Buses up to Mill Bank
Food waste recycling service	Seeing a variety of wildlife – the heronry	Friendly neighbours	Bus service has improved
Improved recycling programme	Lack of development where I live	History of the area	
Library in Sowerby Bridge	Countryside	Lots of active groups	
Good restaurants with great variety	Greenbelt sacrosanct	Many community events	
The local dance school	Countryside and walks	Interesting people (local characters)	
Local sports facilities at Rishworth School	Peace and quiet where I live	Totally Locally Initiative encouraging local businesses	
Specialist shops in Ripponden	The walks around the reservoir	A lot of active groups e.g. In Bloom	
New pool in Sowerby Bridge	Quality of older architecture and buildings	Low incidence of crime – presence of community constable	
Local services – doctors, dentist	Country views	Feeling of being part of the community	
Great range and choice of restaurants	Yorkshire stone houses and walls	Safe area	
Excellent Post Office in Barkisland	The countryside is fantastic and it's criss-crossed with Rights of Way		
Local shops in Triangle, Sowerby and Ripponden	Dry stone walls		
Local Post Office	The lack of lights at night in my home		
Train at Sowerby Bridge	Fresh air brings good health		
Rishworth swimming pool	Flora and fauna		
Good pubs and restaurants	Mix of wooded valleys and moorland tops		
	Good quality local walks		
	Countryside on my doorstep		
	Great use of natural materials in house construction		
	Excellent bridleways – great place for horses		
	Improved canal network		
	Lots of walks		

2 Associated positive impacts

You can't buy this	Aren't we lucky	Best of both worlds
Contentment, peace and quiet and natural environment	Enjoyment of walking with friends and grandchildren	Can easily access other places if I want to (M62)
Gives a feeling of tranquillity	Makes me feel peaceful/tranquil	Rural living but only 15 minutes from motorway network
Feeds my soul	Easy to breathe, see the sky and be outside	Close to big cities so don't feel too insular
Makes for a contented retirement	Friends always want to come to us	Save fuel as not having to drive too far for entertainment
Enjoyment of solitude	Chance to see wildlife close up	Able to work without long commute
Contentment	At one with nature	
40 years in same house – I will never move	Delight at birdlife and animals	
Quality of life leading to high level of satisfaction	When I drive home from work on the blo*dy M62 a great weight lifts off me!	
Makes me smile	Feeling of privilege at where I live	
Improved health (due to walks and natural beauty)	My friends say it's like the Lake District with no tourists	
	The pleasure of being close to the natural environment	
	Marvellous place for our 'townie' grandchildren to visit	

Amenities	Feeling safe	Belonging
Keeping fit and healthy at local golf club at Ryburn	Safety and security	Wish to contribute back to society
Convenience - shops and facilities	Safe and secure	Improved social life
Convenience of amenities	Feeling of safety for the whole family	Choice – I can join in or not
		Stop and talk to walkers passing by

3 Resident's concerns about their area

Traffic volume & congestion getting worse	Infrastructure & maintenance of roads / walls	M62 can cause problems	Parking – lack of off street	Rights of Way
Increased traffic	Poor road surfacing	Problems when M62 closed	No off-street parking	Rights of Way not protected
Poor traffic systems ill thought out	State of road surfaces	Increased delay on local roads due to M62 diversions through here	Closing of car parks	Reservoir car park shut at Baitings
Choke points on roads into and out of Ripponden	Local lanes with dry stone walls need maintenance and widening to allow cars to pass one another	M62 closures forces traffic through Ripponden. Residents need warning sirens.	Not enough parking	Country paths not maintained
Traffic congestion – particularly HGVs	Narrow and poor maintenance of country lanes (Hollin Lane off Rochdale Rd needs resurfacing)		Parking on both sides of the road at night in Ripponden	Rights of Way blocked by landowners
Long time to navigate through Sowerby Bridge	Crazy placing of new pedestrian crossing on hill down to West Vale		Lack of off-street parking	
Traffic – so much on A58 and through Sowerby Bridge				
Nightmare journey through Sowerby Bridge at most times. Time has trebled in the last 3 years.				

Ripponden as a place	Housing	Concern for old age & housing	Concern for young people – schools & facilities	Other
Worried that Ripponden is more a town than a village Ripponden is becoming a commuter town Increasing parochialism and lack of diversity in the community	Houses built without investment in the infrastructure e.g. sewage New houses often so boringly built – just have to be stone – why no new architecture? No affordable housing Too many new builds in Ripponden, not enough school places	Lack of property suitable for elderly to downsize Poor facilities for elderly No nursing or residential home in Ripponden. Why do I have to move when I am infirm? Broken promises regarding the replacement home for the elderly. Sold land and built private housing instead!	Schools oversubscribed Lack of facilities for children in the evening No youth club in Ripponden Lack of things for young people to do	Too many waste bins Lack of comprehensive recycling service Infrequency of bus service The promise to reopen Elland station which has never happened Dog fouling Drug dealing and dogging in reservoir car park An appointment at Brig Royd Doctors more and more delayed – up to one week

4 Associated negative impacts

Confused walkers	Resources overstretched	Traffic chaos leads to pollution, stress, danger
Uncertainty over signed footpaths – is it private land? Depressed by people buying places and blocking Rights of Way Too many ramblers have no real idea of the approved route Lack of signage leads to walker confusion Angry when Rights of Way blocked – hard to insist on walking through Lack of information about Rights of Way or footpaths Paths closed affects flora and fauna	Loss of trade at local shops as no-one wants to stop (parking) Overcrowding of schools Children having to commute to another school No real increase in overall infrastructure – schools, doctors etc Pollution of river due to capacity of sewage main More inhabitants need more local jobs Not enough places at school due to increased population	Time wasted through congestion on short journeys Slowness of travel means higher petrol/diesel consumption and expense Scared to bike on A58 - scared for my child too Tension increase due to traffic jams Air quality bad when road too busy – horrible to walk through Ripponden and Sowerby Bridge Rat runs to avoid M62 closure causes traffic accidents More accidents Frustration at traffic jams Traffic jams cause frustration, stress and anxiety. Puts people off travelling to use facilities. Late for work More children involved in road accidents Frustration at high incidence of accidents on M62 Speed bumps don't work Slower journey time Increase in through traffic means higher levels of pollution in the air Traffic congestions causes extra mileage to bypass roads Traffic jams stop emergency services

No place for the old	Decimation of local beauty spots	Identify Thieves
Worry about old age and lack of facilities Worry about the future provision for the elderly	Annoyed that stuff is going to landfill when it could be recycled Fly tipping needs monitoring and policing especially on moorland roads Sight of fly tipping rubbish ruins the environment and causes aggravation Litter left by ramblers	Becoming a commuter town – local business aren't supported Lose community spirit as Ripponden joins Sowerby Bridge Loss of local identity

5 Wishes for the future

Hands Off – qualified and appropriate growth	Leave it alone. Keep things as they are Stay unspoilt. No more commercialism That the green belt remains green Limit growth. Keep our village All wishes could be achieved without growth of population/housing/roads Retain feel of space and beauty throughout area Historic sites maintained Limit further development of property Ripponden keeps a village feel High Street is not full of chain stores but unique shops Continued distinction between Ripponden, Barkisland and Rishworth Feeling of space Size remains as now
Increased facilities	Facilities for the elderly The building of a home for the elderly in Ripponden A cinema in Ripponden A youth club in Ripponden supervised by the Bowling Club New sports complex Sports facilities You could live your whole life here (provision of housing for elderly) Hospices, retirement homes, all levels of schooling, local surgeries Creation of a comprehensive retirement village Sheltered housing /residential care for the elderly I wish I could get a doctor's appointment in less than 3 days Local amenities that are sized to the population
Sense of place and village identity	Baitings Dam becomes a nature reserve Community centre for Barkisland Community centre for Rishworth Each village has a community building or focus – pub, church, shop etc Local shops in each village/settlement selling a wide range of goods Morris dancing tuition vital! Rebuild dry stone walls and widen lanes I wish young people and elderly can live side by side Barkisland retains Post Office A wildlife armed officer protecting wildlife and heronry New laws required to stop car passengers throwing rubbish out of the window No fly tipping
Local food and self	Able to buy local food at farm gate

sufficiency	I wish we still have working farms which produce our food Local fresh products, market I wish I could buy all my food as local food Local fruit and vegetable products available Diverse village shops
Youth of tomorrow	Youth centre started up Use outdoors to educate our children and feed their souls Ripponden school extended within its own boundaries More facilities for the youth of the area Playground for young children and facilities for older ones I wish young people really felt they could fly here All school children involved in Ripponden community Enough school places
Energy and sustainability	I wish that 100% of waste is recycled If only we all used renewable energy Continue to improve the recycling programme Development of a hydro station to generate power from water Sustainable fuel – wind? hydro? solar? All as much as possible
Rights of Way	Maps showing all Rights of Way and footpaths – all well maintained Ramblers know where they can and can't go
Housing	I wish we had housing for the full age spectrum More affordable housing for local young people
Better road systems	No pot holes on the roads Double yellow lines on one side of the road in Ripponden Improved standard of road maintenance More co-operation between services when digging up roads Dedicated HGV routes bypassing villages Bypass for M62 traffic No parking on lower end of B6113 (opposite new pub) High level maintenance of the smaller, narrow country roads Significantly less lorries through Barkisland and Ripponden A zebra crossing outside Co-op
Alternative travel	Need a bike route that avoids the A58 – disused railway would be perfect Trains – use them much more for freight I wish we could travel anywhere by public transport Electric rechargeable cars

6 Perceived impacts on wishes on quality of life

Feeling	The place has bustle about it but it isn't over-crowded Contentment Easy, calm living in retirement thanks to much reduced pollution My children have ample things to do Lack of conflict between people and nature That I am lucky to live here Feeling I belong in a community My children would want to live here in the future Safe and valued in my environment Content that my grandchildren can afford housing in Ripponden That community spirit still is thriving Content that being cared for

	That I am living in a sustainable way Safe and secure that my needs in old age will be met here A valued member of the community Happy and content Feeling that the ideas we made together 20 years ago at the planning meeting have come to fruition and created Utopia
Thinking/Saying	I want for nothing – everything is on my doorstep I'm not destroying my planet I can easily get to where I want to go I'm glad I went to that meeting 20 years ago I am glad to live here I wish it was like it used to be but I'm enjoying the difference My carbon footprint is zero Thank goodness cars were outlawed That was close – we nearly lost it Re-cycling was a really cool idea My grandchildren love that Ripponden Youth Club I'm glad that I moved from Rochdale Amazing that traffic levels haven't increased over the last 20 years Chatting and sharing ideas with friends within a community Thinking that life is carefree and confident that I will be cared for I'm part of the natural environment Hoping that the pensions funds last
Doing	Living in a comprehensive retirement village in a friendly community of peers Eating local food Driving my electric car Walking in the countryside Enjoying life in a relaxed way Supporting local business and traditions Meeting other mothers at the playground Better access to country roads and paths Going to see a film at the Ripponden Odeon Being able to walk on all paths I can travel anywhere on public transport Living in the same house with fast access to medical facilities using pollution free transport. Regular exercise and good food Develop a system for burying all motorways underground. All long journeys fast, underground and asleep Not having problems with landowners due to better information re. Rights of Way Going watching Morris Dancing at Rishworth Community Centre Enjoying local amenities with my family that are on my doorstep Not getting stuck in traffic jams Freely walking on designated footpaths Getting about without my car Buying local produce Living as I do now Eating locally grown, pesticide free food Living in a close community where we look after one another A walk in the countryside after eating a Sunday roast from a local farm Walking down beautifully signed Rights of Way Leaving the car in the garage, enjoying the facilities of the retirement village

Seeing	A wide variety of local shops The same countryside I can see now Watching the early warning system in operation to warn Ripponden that the M62 is closed People out and about and talking to one another as they shop Seeing cars parked in off-street parking and the road in Ripponden is not like a motorway No trucks My neighbours relaxed and enjoying the communal facilities Beautiful grounds in the area for relaxing. Plenty of activities to keep mind and body active New facilities Amazing views and the odd windmill Beautiful countryside Wide open spaces, moorland, woodland, as now

7 Suggested positive actions

KEEP	Keep and add to current recycling programme Rights of Way Increase budget for maintenance and improvements to Rights of Way Maintain quality of life. Don't allow improvements to 'drown' our original likes. Heart of Ripponden Local services and Post Offices Keep Barkisland Post Office Walking routes and maintain them Local government truly local – outside Westminster party politics Rights of Way Keep local library in Ripponden and the Post Office Ripponden and Rishworth community spirit Keep all local traditions: Rushbearing, Pork Pie
LOSE/STOP	Inferior housing Unnecessary traffic lights Stop fly tipping with spot fines and accessing local neighbourhood watch groups to target regular offenders Stop anymore big housing developments Stop adding new housing without expanding amenities and facilities accordingly Stop allowing new builds without investing in infrastructure Golden parachutes and over paid Chief Execs Manage local campsite – stop people chopping down trees
CHANGE	Increase weekly household recycling capabilities Speed limits – change to more sensible levels Invest in Ryburn at the same levels as Hebden Bridge Positively discriminate for truly local businesses SatNav systems to recognise bridleways/footpaths Rights of Way signage so it's clear and includes destination The way in which you consult – or don't in some cases – with the local community
ADD	Comprehensive retirement village Residential care home for elderly/infirm Subsidise public transport – even make it free Add regular checks and improvements to narrow country lanes, namely Hollin Lane off Rochdale Road

	Improve support for local business Re-energise local democracy – need full elections Allotments Create allotments where ‘anyone’ can have the opportunity to grow their own food and flowers Recycling facilities in Ripponden Add youth centre to cover Ripponden, Rishworth and Barkisland Add double yellow lines on one side of A58 Local market to include all trade Really develop sustainable energy – need action to make it happen Facilitate the growing and selling of food – small scale in particular Add a local market once a week where local growers can sell or barter the goods they grow or make Fresh local food market Local market Add a retirement village/complex for elderly Residential homes/retirement settlements Develop alternative energy Add off-road parking in Ripponden Zebra crossing – not traffic lights – outside Co-op Local government to take over improvements so that locally elected Councillors of experience and ability carry out community wishes Managed parking along Oldham Road Inform Ramblers where they can obtain definitive maps – using these instead of Landranger will cut out 90% of present confusion Additional school places and teaching staff on account of a greatly increased population Give votes to mothers to use on behalf of their children – old people dominate voting Add more spring bulbs along road verges and maintain roadsides areas



Calderdale Council LDF Workshop Report 10

Calderdale Area Report

June 2011

1 Context

The Development Strategy Team for Planning at Calderdale Metropolitan Borough Council has commissioned this report to capture the last of ten creative consultations in Calderdale designed to explore the needs, aspirations and concerns of residents in relation to planning. This report concerns the existing and desired quality of life of residents from across the Calderdale area.

The written results from this consultation are thematic¹ and indicative of resident's experiences and aspirations in this area relating to planning. The report constitutes one element of a broad evidence base with which to inform the LDF Core Strategy.

2 Methodology

The workshop drew on Creative Problem Solving and Productive Thinking frameworks to promote active involvement and group decision-making from participants.

The workshop was framed within a 'quality of life' paradigm to encourage participants to reflect not just on planning issues but also on the real impacts of these issues on their lives and communities. The aim in doing so was to produce insights that have genuine relevance to both participants and the Planning Team.

The workshop was divided into three key areas of investigation:

- the perceived benefits of living in Calderdale,
- aspirations for Calderdale 2031 as participants move into their next life stage,
- specific positive actions the Planning Department could take to realise these aspirations.

Participants were encouraged to explore quality of life benefits, aspirations and positive actions within the context of the Calderdale area and external to it, regionally and nationally. The aim was to gauge to what degree their focus relates to the Calderdale area itself or to external benefits that living in the area connects them with.

3 Participation

A total of 24 residents from across Calderdale took part in the workshop.

The age breakdown was: <25 = 2; 25 to 39 = 2; 40 to 59 = 10; 60+ = 10.

By far the majority of participants were aged 40 and above. Young people had agreed to take part but did not attend on the night. This needs to be born in mind when reading the findings.

¹ Some highly specific suggestions were made during the workshop and are outlined in detail in the appendix of this report.

4 Overview

Participants derive much pleasure from living in Calderdale. They particularly value its unique environment and character, created by the people, landscape, history, architectural heritage, rural atmosphere and abundant opportunities for local leisure, culture and recreation. The impact on their quality of life is a sense of well-being, place, identity, community, pride, rooted-ness, connection and belonging. Participants feel privileged to have all this on their doorstep; it gives them *'a good life'* and a sense of *'proper Yorkshire'*.

Calderdale's location provides participants with the freedom and convenience to access education, employment, retail and leisure in cities and places of natural beauty in the North East and North West should they choose to. It is clear however that when it comes to issues around planning, their focus is primarily on preserving and improving their experience of Calderdale rather than improving access to benefits elsewhere. Participants are mentally 'in' Calderdale. They hold strong views and are passionate about its future direction in relation to planning because they believe everything they value about the area - what it brings to their quality of life - is under threat.

Three key aspirations emerged from the workshop in relation to their planning aspirations for Calderdale: preserving what they value, retaining the population at all stages of life and making improvements.

Participants want the Council to take active custodianship of the Calderdale 'character'; its distinct towns, villages and settlements, local independent retail ecology, rural atmosphere, Rights of Way and architectural heritage. They want to ensure that the local population is well provided for through social housing and affordable, appropriate and proportionate new builds aimed at all stages of life. Improvements centre on tackling the movement of people and goods through the area to alleviate congestion and pollution, embracing green energy and revitalising the local economy through developing Calderdale's tourism offer.

Key to the schedule of positive action points created during the workshop is the need for the Council to recognise and articulate a clear understanding of Calderdale's identity. Only then do participants believe the Council will be equipped to successfully navigate the many tensions it faces in relation to planning, such as the tensions between industry and scenic beauty, local need and national priorities.

Participants want the Council to preserve, develop and champion the best of Calderdale and recognise the unique quality of life it provides for its residents through sympathetic, innovative and strategic planning initiatives. The areas they believe need looking at are Calderdale's:

- manufacturing base and enterprising, alternative spirit which could be championed more to put Calderdale on the map and attract more inward investment,
- niche tourism potential which is currently under developed,
- scenic beauty and rural atmosphere which are under threat,
- distinctive settlements, towns and villages at risk of ribbon development,
- 'Totally local' ethos which supports the local community and local pride,
- heritage which is at risk of being diluted through unsympathetic development.

Specific, tangible action points include a refocusing of priorities in relation to housing development and provision for/retention of the local population, the creation of a strategic, integrated transport plan, increased investment in the preservation and management of the countryside and access to it, and a more proactive stance in relation to green energy.

The processes by which all this happens is as important to participants as the action points they put forward. They want a process that is transparent, accountable, openly consultative and responsive to the findings of consultation such as this to ensure local views are properly taken into account at a time when – in their view – Calderdale is under threat from poor planning decision which will erode its character and quality-of-life offer by 2031.

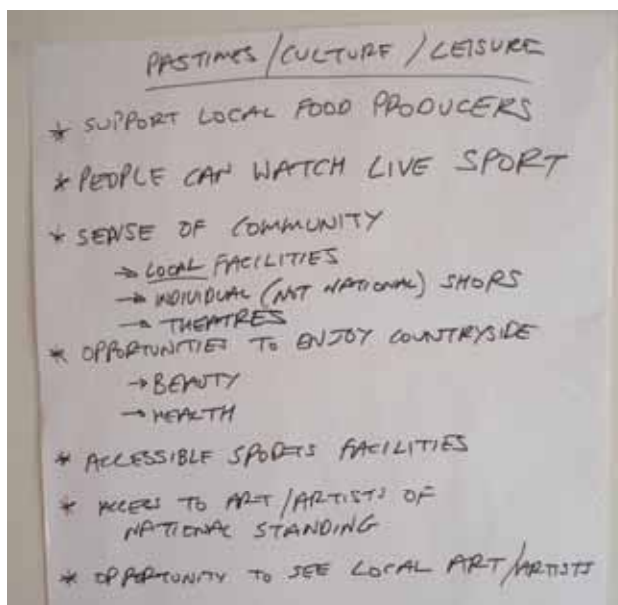
5 Key Findings

5.1 The perceived 'intrinsic' benefits of living in Calderdale

The main themes participants identified in relation to the intrinsic benefits of living in Calderdale are past times, culture and leisure, countryside and agriculture, environment, transport and commerce.

- **Past times, culture and leisure**

Many comments were made about the wealth of arts and cultural provision in Calderdale with artists of local and national significance presenting and performing their work here. The independent cinemas in Hebden Bridge and Elland were considered important as was the amateur arts scene which present opportunities for people to get involved, from good choral societies to amateur photography.



Participants also valued the abundance and diversity of leisure

opportunities: the libraries, recreation (cycling on the cycle tracks, horse riding, walking, gyms and parks/children's play areas), sport (Rugby League and Shay Stadium), and local shopping for local produce/goods in a friendly environment (attributed to the individual shops, local markets and familiar faces).

- **Countryside and agriculture**

Described as '*proper Yorkshire*', Calderdale's rural beauty and diversity of landscapes is a key benefit for participants. Their proximity and access to the surrounding countryside is highly prized because of what it brings to their quality of life – opportunities for peace and tranquillity, recreation and an overall sense of well-being. The verbatim below indicate the strength of feeling participants have about the countryside:

"Countryside, agriculture, the beautiful dales."

"Green and pleasant land"

"It's accessible; you're basically in it ... it's proper Yorkshire. It's a good place to live and it makes you feel alive."

"It's proper Yorkshire because it's not just fields – you've got your mills, hills and this is where Jerusalem was built."

"I'd like to reinforce the scenic value of the area which is so marvellous."

"It takes people out of the daily grind and they can relax."



- **Environment**

The word 'environment' here means the overall context for Calderdale living; the combination of landscape, architectural legacy and unique heritage. For participants, experiencing this 'Calderdale environment' creates a deep sense of rooted-ness and connection with the area. It is a special place and their relationship with it appears to run deep, touching on their sense of personal and community identity.

“The large variety and the diversity of the environment. Good architecture, historical buildings, good quality of life.”

“It gives a sense of where you come from and where you are, like the countryside and the commerce and the history of the buildings which goes back hundreds of years which root you and ground you.”

“It’s about belonging.”

“I’d like to reinforce the sense of belonging and the sense of community. I think that’s very important.”

- **Commerce**

Participants like the fact that there is ‘shopping variety’ in Calderdale – from the national chains in Halifax to a more local and personalised shopping experience in the other towns and villages. They are keen to support local independent retailers and markets as a way of investing in Calderdale’s local economy.

“We like the variety among what’s left ... we still have diverse industry and commerce, good markets, loads of local shops.”

“It’s a sense of belonging – you’re eating the things that you’re looking at, not shipping them from miles away. You’re supporting each other. You’re supporting agriculture and the local economy.”

“Supporting local food producers ... there’s a sense of community, local facilities, individual not national shops.”

- **Transport**

Calderdale offers good communication links within and outside its area through a variety of transport methods: a good bus and rail service and road links.

“Good public transport and private access to all areas, variety and quality.”

“There’s lots of variety.”

“We’re easily accessible to lots of areas within and without.”

5:2 The ‘connective’ benefits of living in Calderdale

The geographical location of Calderdale between two major regions - West Yorkshire and Lancashire - together with road and rail links via the M62 and cross Pennine rail services, are considered important benefits of living in Calderdale.

In essence, what they give participants is the variety, choice, freedom and convenience of accessing places like Leeds, Manchester, Liverpool and London for work, arts and culture, shopping, employment, higher education and international travel (Manchester airport). It amplifies the offer for Calderdale residents should they wish to take advantage of it.

“We’re generally happy with transport links and access outside Calderdale for employment, culture and shopping.”

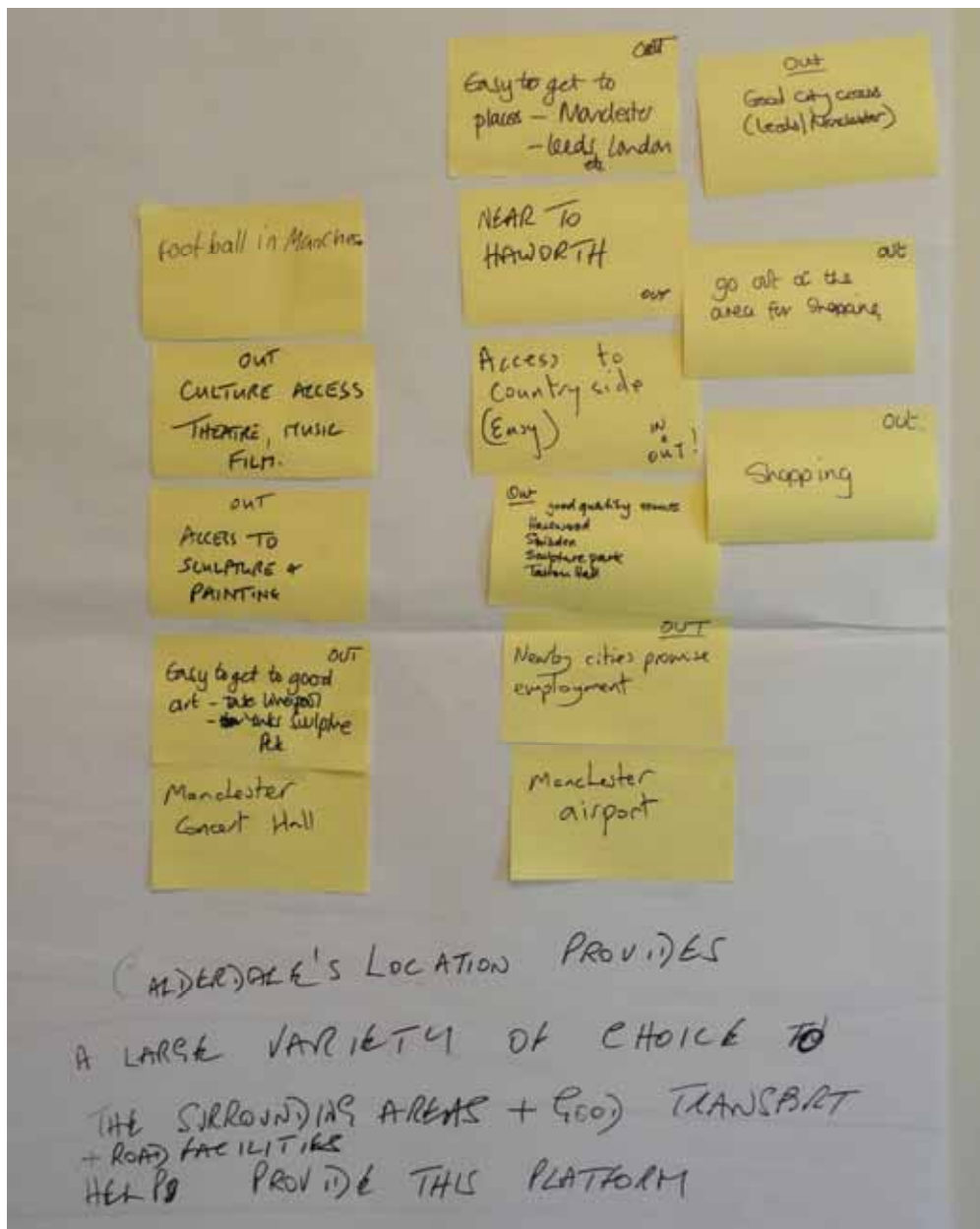
“Calderdale’s location provides a large variety of choice. The surrounding areas and good transport help provide this platform.”

“The vital thing that’s coming out if it is if you take Calderdale as being a wide whole – we’ve been very happy with what’s on the surrounds of it in every direction. It doesn’t matter which way you go, there is something there. There is diversity and tremendous variety. I can’t think of anything you’d want to go to that you couldn’t get to.”

“You’ve got tremendous choice of things to do and go to, then throw in the added benefit that we’ve got good transport arrangement ... it’s beginning to sound like heaven this place.”

"Don't change it and don't let too many get in easy."

"There is something about where we're placed, between Leeds and Manchester."



5:3 Aspirations for Calderdale 2031

Residents themed their key aspirations into 14 core headings. When invited to vote on which they believed were the most important to their quality of life the results, in descending order, were:

- green space,
- housing development,
- more jobs,

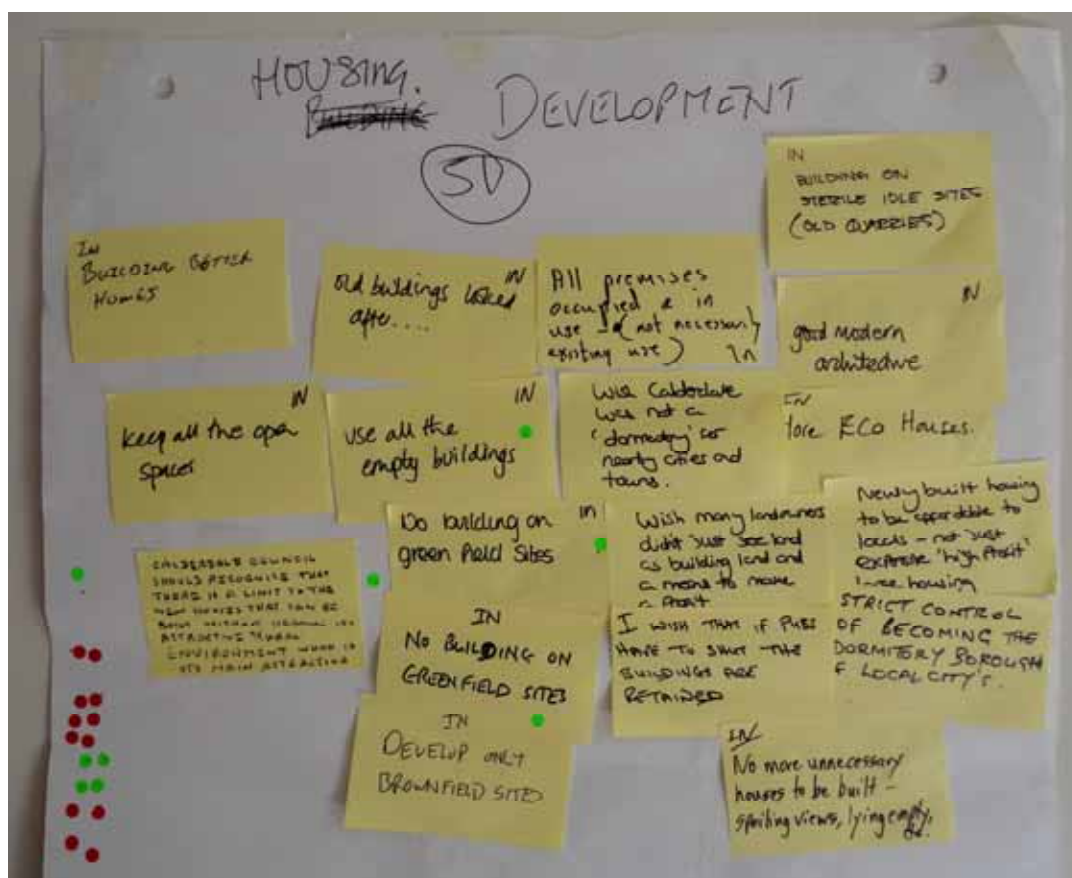
- selling Calderdale,
- community services,
- co-ordinated approach to private and goods transport*,
- bus services*,
- green energy,
- vibrant shops / parking at rail stations*,
- community, issues,
- recycling,
- rail transport*,
- road transport*.

(*if you combined these themes under the heading of 'transport', this would feature at the very top of the list.)

All the findings are in the appendix. This section only includes areas that relate to planning.

• Housing development

Participants talked about feeling anxious and worried about what might happen in Calderdale in relation to building development over the next 30 years based on their experiences and proposed plans put forward by the Council.



Participants want Calderdale 2031 to offer better quality, affordable housing designed to meet local need in order to retain its population. They want fewer 'high end' homes built

which would price locals out of the markets and reduce Calderdale to a series of dormitory towns. The underlying fears here are the dilution of their sense of community, increased road congestion, the negative impact on local trade a continued influx of commuters would bring, and ultimately, the threat to the way and quality of life they chose by living in/moving to the area.

Participants passionately believe Calderdale's green spaces, scenic views, rural atmosphere and the separateness of its villages should remain intact for the benefit of residents and visitors. Rather than continue to build and encroach on green spaces they want the Council to look after its old buildings, put used buildings to better use and develop on idle and derelict sites.

"We all love Calderdale and we love the rural areas and the green surroundings and it's clear that we're starting to feel the strains on housing. Now all this is leading to Council decisions on building thousands of houses. This is what we're concerned about – the roads are horrendous and we need to be cautious. We're currently in a recession and its given us a bit of a breathing space from all the housing building we've had in the past and we need to be really careful about what we decide to do next because the Council are deciding to build for 'local needs' – they call it – now, where I am in Stainland, when they build it tends to be really big houses that locals can't afford ..."

"I don't think we're being careful enough in how we're going about development and it's going to affect the way of life we've picked, an area that's rural and a way of life that's a conscious choice and all that is under threat."

"It's not just numbers of houses; it's the type of houses. Is it houses people actually want to buy?"

- **Green space**

As already mentioned above, participants want their green spaces protected, including its Rights of Way, so that current and future generations can enjoy an area that will remain rural.

- **Transport**

In their vision of Calderdale 2031, traffic volume and congestion through the area are much reduced, attributed in part to improvements in public transport and traffic management. Buses will connect outlying villages to the towns; train stations will connect towns and villages to each other (including the opening of Elland and Luddendenfoot stations). Improved parking at all train stations will encourage more rail users.

These aspirations are born out of real tensions and frustrations they currently experience on roads in the area. In their view, the road system is at capacity, towns and villages along the Ryburn valley feel the brunt of cars diverted from the M62 due to accidents or poor weather and increased development is further aggravating the problem. Participants acknowledge that there is no quick fix however and that the road situation presents Calderdale Council with a genuine problem.

"I live in Norland and I think Sowerby Bridge is an absolute nightmare to get through any time of the day so I think it needs looking at desperately. Any time of the day it's an absolute bottleneck... I would not like think though that they were going to have a bypass on all the green sites."

"To pick up on that I would say there are road problems throughout the Upper Calder Valley but they are insoluble because we're a valley, because we've got housing right up to the road, because we have aging infrastructure so the roads constantly have to be dug up so there are traffic lights along them and delays. What bothers me is that the Council does not see to recognise that. They say 'the Upper Calder Valley has excellent communications with other centres' and therefore they think they can put more and more and more there which isn't true. What was excellent communications 40 years ago is no longer so. Lots of our businesses in Todmorden, once they get beyond a certain size, say 'I've got to go to get better communication with the motorways'. It seems to me that a planners a perpetuating this myth that we've got good communications."

"It can take you as long to get from the Upper Calder Valley to the motorway as it does to get from there (M62) to the Midlands."

"The Government has said that the pollution problem on the main street of Sowerby Bridge has to be solved. I have seen no policy as to how it is going to be solved and personally I see no alternative to taking most of the traffic out of the centre of Sowerby Bridge with the by-pass that was proposed 20 years ago and was withdrawn about 5 years ago."

"Along the Ryburn Valley we experience the motorway being closed quite regularly."

"I know there's a problem with cost (in relation to a bypass) but because we do so often have to cater for the motorway which is at its highest point and most vulnerable in the winter, I think the idea of eventually the Ministry of Transport funding a bypass would be a strong case."

"I think it's the traffic management that needs looking at, not just new roads."

"When traffic lights go out traffic flows better. The lights slow traffic down."

When asked to think about their aspirations in relation to how Calderdale could better connect them to benefits external to the area (such as



shopping, culture, employment), their key aspiration was that Calderdale Council adopted

a co-ordinated approach to the movement/transport of people and goods (by road, rail and canal) in order to reduce pressure on the roads: for example by liaising with Manchester City Council on extending the new Metro link into Calderdale.

“We were talking about the need for a better strategic view of transport altogether. Part of it was thinking about how you would reduce the number of cars on the roads and how would you get more people to walk more easily to where they want to go, using the trains possibly and we said that the Council needs to take stock of what the different movements are in cars and other means of transport. Why people are moving? How far are they moving? Whether it’s possible to improve it with more integrated planning of employment, housing, schools and education and transport so people don’t need to travel so far.”

- **Community services**

Participants envision a Calderdale where there are more and improved local libraries, better services and employment opportunities for young and old, continued support for arts and culture and a redeveloped Piece Hall.

- **Vibrant shops**

Participants want Calderdale to be a place where they can buy locally produced goods at independent retailers and local markets. They want town centre shops thanks to a ‘*progressive rental regime*’ for small shops and businesses.

- **Green energy**

Participants would like to see Calderdale produce and use more renewable energy through the building of ‘eco homes’ and the introduction of hydro power together with more careful consideration of wind power and its impact on the landscape.

- **Selling Calderdale**

Participants believe that given proper investment in marketing and infrastructure (waterways, Rights of Way etc) Calderdale could be a thriving tourist destination in 2031.

5:4 Planning for the Future

Specific plans for the future to achieve their ideal Calderdale 2031 centred on issues to do with planning, green spaces and green energy, transport and traffic. However, in the course of the discussions, two significant themes emerged which, whilst they do not directly impact on Calderdale Council’s planning decisions per se, do provide ‘food for thought’ in terms of the context within which the Council makes its decisions. These themes are Calderdale Identity and Transparent Processes.

- **Calderdale Identity**

Participants believe the Council needs to understand what Calderdale is and what it stands for, what its identity is before it can properly develop and prioritise long term planning decisions.

“We need to understand what Calderdale is. Who are we? We’re not The Dales, we’re not the Lake District, we’re not a national park therefore we compromise between industry and scenic beauty.

Until we understand who we are ... then we can decide where our energy, our resources, our compromises are made because we're clear about who we are."

Some interesting 'paradoxes' were voiced which represent the main tensions that have come out of their discussions. These are:

- tourist destination / new industrial area,
- leisure / commerce,
- history / future,
- space / development,
- local need / national priorities.

Whilst participants weren't suggesting an 'either/or' scenario, what they were clear about was the need to agree, articulate, develop and capitalise on Calderdale's unique identity.

In their view Calderdale is unique because of its heritage, its landscape, its communities, towns and villages, its manufacturing and its ability to innovate and be 'alternative'. They want Calderdale to be given this identity, to be recognised for what it is, and for the Council to make imaginative decisions to support this for the good for those living in the area and for visitors. They even suggested everyone should include 'Calderdale' as an address line and as a 'manufacturing stamp' to raise awareness of it as a place.

"Tourism is potentially a very good employer and that's something Calderdale could do a lot more of."

"One thing the Council could do is bring these together and create a 'Made in Halifax' or 'Made in Calderdale', or the towns, because I think we should be proud of the towns in Calderdale."

"Calderdale has got to be a place for people to live and work."

"We're very good at creating new, innovative stuff and this goes back to the industrial revolution. Tourism and manufacturing are important. There are foundries - we make things in Calderdale."

• **Transparent processes**

A sense of disillusionment with and scepticism about the Council's consultation processes permeated the whole session and came to a head at the end-of-workshop discussion. Participants are concerned that the Council does not want to listen to the views of residents, evidenced by their experience of not feeling well informed about plans, consultation exercises or how to access information about planning:

"There is this background feeling I have that these consultation exercises are formulaic and that consultation has been very very imperfect. When I've spoken to people in my town they've said 'Oh, I didn't know that's what the Council wanted to do.'"

Some were sceptical that this consultation exercise would have any real impact and that it was simply a case of going through the motions. They asked whether the reports would be made public, whether they would receive a copy, and how the Council was planning to respond to the findings:

"Is this a real exercise? That's what I want to know. If we get some feedback (from the Council) that will re-assure us that it was a real exercise."

"We would welcome a general policy statement from the Council that states ' We've decided that we are going to ask the community to contribute to what they think should happen, then the least we could do is tell you what is going to happen once we've looked at what you've proposed."

Ultimately, participants want more transparency, real feedback and assurances that their views will be taken into account.

- **Building and housing**

Participants made specific recommendations about building and housing development in Calderdale.

They want the Council to focus on local need, not national priorities and targets. This means more social housing, a reduction in the volume of new housing development and ensuring new housing is affordable and appropriate for local residents at different stages of their life.

Other specifics included limiting new housing development and offsetting this by utilising existing unused shops and buildings. They want planners to avoid building on the green belt and ensure the villages and settlements remain distinct. In their view there should be no building in areas that are prone to flooding or that have no supportive infrastructure. All development needs to be sympathetic to the area and embrace green energy.

- **Countryside and green spaces**

Participants want green spaces and conservation areas preserved, protected and well maintained, and the Council to invest further in countryside maintenance to ensure Calderdale remains rural and attractive.

There was an acknowledgement in the discussions that the Council currently relies on volunteers for a lot of the maintenance work, and that it may be unrealistic to expect significant increased investment in the current economic climate. In order to address this, and within the context of political initiatives such as The Big Society, they suggested the Council – in addition to increased expenditure in this area - work with communities and education providers to develop a sense of 'custodianship and stewardship' towards their natural heritage to ensure the countryside is protected and preserved for future generations.

"We've all said that one of the benefits of living in Calderdale is the countryside and the easy access to the countryside. I know how much work goes into the countryside – the footpaths, the stiles, the fences, the cutting back of things to provide easy access. The countryside services in Calderdale are being drastically cut. They rely on volunteers. They are stopping a lot of initiatives. They need to increase countryside services to preserve what is the big attraction of this area."

"If we don't get that community support right, nothing on earth is going to deliver it to us."

"I think a lot of this comes down to education of society and communities – on agriculture and the countryside."

“More local education and local history. Where you come from. It doesn’t matter what colour you are or where your grandparents came from, this is where you are and this is part of what you’ve got and they need to be educated in the land that’s around them and what it can be used for by them.”

- **Green energy**

Participants believe the Council should prioritise green energy such as solar and hydro electricity, ensuring it features in all new developments, as well as providing electric points to increase usage of electric cars. There was a view that the Council should resist Government pressure to build more wind turbines.

- **Transport and Traffic**

The main suggestion here was that the Council develops an integrated transport plan to enable people and goods to move quickly up and down the valley, and in and out of Calderdale. In their view, this could be achieved through an empirical study which would factor in the future impact of housing development on car usage, and find ways of encouraging alternative modes of travel/transport i.e. good on trains and canals, people using public transport and walking, and perhaps even creating an extra lane on the M62 through Calderdale.

APPENDIX: RAW DATA

1 Intrinsic benefits of living in Calderdale

Pastimes, Culture, Leisure	Countryside / Agriculture	Environment
Lots of local art, artists, musicians	Locally produced food	Superb heritage throughout
Sport – Rugby league	Wildlife – sheep, birds, bees	Hebden Bridge
Shay Stadium	flowers	Friendly people
Local shows	Good access to all areas – public and private	Plenty of industrial history – attracts tourists
Access to art/artists of national standing	Beautiful countryside	(Potentially) good, solid buildings
Opportunity to see local art/artists	Close to countryside	Lovely historic buildings
Shopping with friends	Easy access to countryside	Town Hall – lovely building
Agriculture and agricultural shows	Countryside and heritage	Piece Hall
Good cycle tracks	Green open space	Industrial heritage
Good riding facilities	Safe countryside	Historic buildings
Happily retired	Quiet places	Good roots
Rugby heritage	Proximity to countryside good for health	Conservation areas
Good local markets, friendly staff	Countryside/rural atmosphere	Aesthetic appeal of conservation areas – good spiritually
Cinema in Hebden Bridge	Scenic area	Lovely old buildings in towns and villages
Leisure – gym, sport, exercise	Great countryside	Amazing architecture
Rex Cinema	Wonderful footpath network	General good quality of life here
Cinema at Hebden Bridge	Lovely dale	Halifax has great industrial architecture
The Victoria Theatre	On t' tops	Strong local identity and pride in being a member of Yorkshire/Calderdale community
Dean Clough	Good countryside to appreciate	Green between towns
Square Chapel	Lovely scenery but this could be destroyed by excessive building development	Feel safe and secure
The theatres	Good footpaths	Good amenities e.g. hospitals
Opportunities for being involved in different arts	Scenery	Where I live I don't need to go very far
Micro breweries	Health benefits of walking in Upper Calder Valley	Low Council tax
Good choral societies	Aesthetic appeal of being able to see green hills	(Relatively) cheap housing
Access to theatres and concerts	Area for recreation, hiking, running etc and excellent footpath network	Good health support/resources
Rights of Way in rural areas	Variety of types of walking – both level e.g. canals and hills	Great place to get away from people and find plenty of them
Interesting heritage/architecture	Diversity of areas within Calderdale (unique towns)	
One of the 'hot-beds' of English traditional music (expert exponents of)	The Calderdale Way	
Great for photographic opportunities – both urban architecture and rural scenes	Green and pleasant and accessible land	
Good libraries	Proper Yorkshire	
Near to neighbouring shopping centres	Makes you feel alive	
Good shopping in central Halifax	Can 'get away from it all' to a large extent along its canals i.e. away from urbanisation	
Good brass bands		
Parks and children's play areas		
History – industrial arts and poetry		
Reflects modern British cultural mix		
Good organisations		
Sense of community: local facilities, individual (not national) shops, theatres		

Commerce	Transport
International foods Supermarkets Local food sold in local shops Different supermarkets Variety Varied culinary/catering experiences Locally produced food Local shops – you can buy just about anything in Hebden Bridge and Tod We like the variety of what's left	Centrally placed for motorway network Easy access to motorway Pensioners can travel off-peak avoiding traffic jams Interesting small towns interconnected by good rail links Rail network Not far to travel to work Easy access to local cities Good public transport M62 runs through it Transport links very good. Bus services are excellent. Central rail line between main cities of Leeds and Manchester

2 Non intrinsic benefits of living in Calderdale

Calderdale's location provides a large variety of choice to the surrounding areas and good transport and road facilities help provide this platform	We are generally happy with transport links and access outside Calderdale for employment, culture, shopping. Calderdale is a good central location. We value public transport more than the road and think it should be enhanced but recognise good access into and out of Calderdale is important to attract visitor and tourist. We think parking at stations is inadequate
Football in Manchester Culture access – theatre, music, film Access to sculpture and painting Manchester Concert Hall East to get to good art – Liverpool, Yorkshire Sculpture Park Easy to get to places – Manchester, Leeds, London, etc Near to Haworth Access to countryside (easy) Good quality venues – Harewood, Sculpture Park, Tatton Hall Nearby cities promise employment Good city access (Leeds, Manchester) Go out of the area for shopping Shopping Manchester airport	ROAD Central Pennines – easy access to National Parks – Lakes, North Wales, Dales, Peaks, North Yorks Preserve local conditions by ensuring good road/rail communications in and out of Calderdale Road links Access to other small towns (Skipton) Motorway access Good motorway system PUBLIC TRANSPORT Good access to canal system, airport, rail network, M62 Train communication with Manchester, Leeds, London Train through to London Direct access to London from Halifax Good public transport Further education available on public transport network Good transport to large cities Good central location for travel to large cities outside of it Transport to take me to Huddersfield Rail access to Universities Access to employment Rail network Good transport to Leeds/Manchester

3 Aspirations for Calderdale area

Housing development	Community services	Transport
Building better homes Keep all the open spaces Old buildings looked after Use all the empty buildings All premises occupied and in use (not necessarily existing use) Building on sterile idle sites (old quarries) Good modern architecture More eco houses No building on green field sites Develop only brown field sites Wish Calderdale was not a 'dormitory' for nearby cities and towns No more unnecessary houses to be built - spoiling views, lying empty etc Strict control of becoming dormitory borough of local cities I wish that if pubs have to shut the buildings are retained Wish many landowners didn't see land as building land and a means of making profit New built housing to be affordable to locals - not just expensive 'high profit' large housing Calderdale Council should recognise that there is a limit to the new houses that can be built without harming its attractive 'rural' environment which is its main attraction	QUALITY OF LIBRARIES Improved libraries Retain libraries and trained librarians Lots of things to do - evening classes, library, reading groups YOUTH SERVICE Maintain facilities for young people Young people's services are well used PIECE HALL Develop Piece Hall to its full potential Piece Hall as a centre for cottage industries Greater use of Piece Hall and restore market stalls there (compare Skipton High St) Piece Hall potential realised Piece Hall developed The Piece Hall is returned to its former glory ARTS/CULTURE The cinema in Elland and Hebden are here The arts are supported To appreciate and support organisations putting on shows Re-open the Industrial Museum to provide info to our grandchildren and tourists OTHER Price accessible leisure attractions (e.g. football premiership!!) The Shay finished Free public toilets Local community facilities to be provided and preserved Good local health care service - don't have to go far Public drinking water fountains Better broadband	BUS Improved local transport - integrate this Bus transport Attractive vehicles Improve rural bus service Easy regular bus service everywhere Better bus services, particularly to outlying communities Improved public transport to provide an alternative to the car RAIL Would like to see increased stopping trains in Sowerby Bridge and Mytholmroyd Better rail transport Very frequent rail service Reopen Elland rail station PARKING AT TRAIN STATIONS More parking at rail stations so people would use trains instead of cars Increase parking at railway stations Develop park and ride throughout Controlled parking at rail stations (non train users penalised) ROAD All the roads in Calderdale were not full of potholes Better parking in town centre More of disabled parking Traffic bottlenecks gone Flyovers not mini roundabouts I wish a plan for a Sowerby Bridge by-pass be resurrected in part to solve the serious town centre pollution problem No road development - improve public transport including on canal Revert to reasonable or no parking charges at hospitals

Green Space	Green energy	Vibrant shops	Community issues
The countryside is kept intact Reconcile better commercial development and protect countryside More land for 'growing' More money for the countryside services to maintain footpaths in good condition	Avoid being overrun by wind farms, robbing peat beds - our lungs! Calderdale's ability to provide green energy to be enhanced - hydro power and windmills Small incinerators supplying heat through steam for	That the independent shops are still here in Calderdale The markets are still here All shops full in town centres The shops opposite the bus station were occupied Progressive rental regime for small shops and businesses Sugden development finished in Brighouse	Having a University Cleaned up, maintained buildings Spend more on trees and bushes in town centres Make Elland more interesting - improve quality of retail shops, make more of a feature of Old Elland, give the

I would like to see Calderdale link the Peak District and Dales National Park More trees Resist proliferation of wind farms on our beautiful hills Green belt is retained Recognise value of agricultural land in future Resources for maintaining and sustaining the countryside and Rights of Way	home and work A series of lidos utilising excess energy from incinerators No more wind turbines to spoil the view. Use hydropower along the valley	Lots of local shops – buy anything locally produced Less empty shops Discourage supermarket takeover of our high streets Would like to see an appreciation of a better balance of trade issues in our towns e.g. proliferation of night time economy Continue to enhance charity shops' appearance Build new shopping centre in the 'centre' of Calderdale All local shops are accessible	town an identity I would like to feel more supported by my local Council in local issues Local towns and committees be involved in all matters involving them The streets at night belong to everybody I wish both Council officers and Council members would listen to residents and at least respond to communication For the community to be educated in its history

Selling Calderdale	Recycling	Caring for people	More jobs	OTHER
Better tourist facilities Link loads of volunteers with the tourist network for buddyding lots more visitors Would like to see more appreciation of Calderdale's tourist assets and potential for investment by the Council The waterways (canals and rivers) are well maintained Waterways feature more centrally in Sowerby Bridge	All recycling containers to be the same dull colour – grey or brown Permit skip scavenging/recycling at tip	Eliminate rigid ethnic areas Integrate More support for homeless people (Shelter) Wish that young people work with older people on restoring buildings to help them learn a trade or skills	More employment in Calderdale Adequate employment/economy More employment in the area so people don't need to travel as far to work More apprenticeships to help specialised industries Better local employment	Parks are maintained Real fruit trees lining the roads, not just blossom trees Encourage local farmers to actually farm Agriculture to be prioritised and supply plenty of local produce

4 Aspirations beyond Calderdale area

We want a co-ordinated approach to private and goods transport using trains and canals to reduce pressure on the roads	Very frequent train service to Leeds, Manchester, Huddersfield, Lancs. etc Better train links to Leeds from Brighouse Better rail transport to Manchester and London Put far more goods transport back on the trains or even the canal Better integration with other local authorities e.g. Manchester Extra lane on M62 through Calderdale

5 Planning for the future (intrinsic)

Building and housing	Really listen to local residents' views on preserving their amenity Housing should not be built where flooding (including flash flooding) could occur Housing development should be driven by need of those who live there Stop building ugly concrete jungles

	Build houses only where possibility of employment Small housing development Empty buildings to be utilised Housing must only be developed where the road infrastructure is suitable Only allow the type (and quality) of houses to be built that is shown people want to buy Groups to develop own housing projects Housing to be aimed at meeting local needs and not to be used as a 'dormitory' for nearby towns Build more social housing Housing should not be target driven Prevent joining of housing zones by protecting green corridors Housing development not in greenbelt, near jobs/school, near transport, proper streets and gardens, reuse empty houses New builds to be sympathetic to the existing – matched stone and scoped roofs Bring empty buildings back into use instead of building new ones Bring people back into town by converting empty shops into houses Knock down old buildings and build affordable houses Force unwanted shops and other buildings to be converted into usable housing Offer grants to improve buildings Housing development should be related only to perceived local needs and not Government expectations Brown field sites for new building, NOT green field
Identity	Agree what Calderdale is in the national context i.e. is it a tourist destination or a new industrial area Ensure that our unique identity in terms of heritage and history is not obliterated Agree the 'character' of Calderdale: commerce v leisure, history v future, development v spaces Give Elland an identity by giving it back its station and developing Old Elland – what's left of it. This applies to other towns and villages Encourage retention of facades on interesting buildings – redevelop behind them
Countryside & green areas	Preserving conservation areas and protecting from excessive buildings No more building on green belt sites Do not build on green sites Please protect the green belt - no new green field development Don't build on the green fields – leave our hills and views intact Green belt to be protected and brown field land to be utilised first Increase the countryside services to maintain green spaces, footpaths, nature, reserves and work with land owners Preserve rural areas and the attractiveness of Calderdale
Green energy	Use River Calder to provide hydroelectric power Homes to have solar panels and other eco-facilities Green energy to be prioritised More hydro power Please resist Government pressure to build wind turbines everywhere All new developments to incorporate solar/renewable energy
Transport & traffic	Improved public transport Less reliance on the car Realise the days of road transport are outnumbered Brighouse – construct 'Malinson' canal bridge to ease traffic flow Study the reasons for people travelling within/across Calderdale and goods

	movements, then integrate transport plan to encourage people to use public transport and walking Ensure more electric points for electric cars Recognise the impact on the roads from more housing
Other	To reconcile the importance of agriculture and provide local food More parking at rail stations Share new plans so that community knows what to expect from the Council Improve atmosphere in town centres by introducing vegetation, trees, bushes, flowers Provide adequate parking or park and ride to hospital's Develop libraries as hubs and social meeting points Too Hebden centric. Put resources into other towns in the valley

APPENDIX 4

CALDERDALE LOCAL DEVELOPMENT FRAMEWORK

CORE STRATEGY: REFINED ISSUES AND OPTIONS CONSULTATION 2011

PLANNING AID WORKSHOPS CONSULTATION REPORTS



Consultation Report

Calderdale Council
Core Strategy Refined Issues & Options

Date of Event: 9th March 2011

Group: Calderdale BME Network

Venue of Event: Hanson Lane Enterprise Centre

Event Format: Presentation & Group Discussion

Total No. of Attendees: 18

The Studio, 32 The Calls
Leeds, LS2 7EW
0113 204 2460

Submitted by: Mike Dando
Date: 12th March 2011

YORKSHIRE PLANNING AID

Yorkshire Planning Aid (YPA) is part of a network of services run by the Royal Town Planning Institute, a registered charity. YPA offers free, independent and professional planning advice to community groups and individuals who cannot afford to pay professional fees.

YPA also helps people to understand and engage with the planning system through its community planning work. This support can be provided through workshops, information and interactive drop-in sessions, or formal training events, all of which are tailored to the local planning issues and/or local communities involved.

The activities undertaken by YPA are not part of central or local government but are an independent source of advice and information which complement the work of local councils.

YPA'S COMMUNITY PLANNING WORK

YPA aims to work in the Local Authorities which are in the top ten most deprived Local Authorities in Yorkshire and the Humber according to the ODPM Indices of Deprivation 2007¹, and within the Super Output Areas in the Region which fall in the most deprived 20% in England (i.e. those that rank between 1 and 6,496 on the IMD ranking).

YPA will also prioritise opportunities to work in areas which are covered by regeneration programmes, or in areas where we have identified key planning issues which provide a timely opportunity for community planning activity.

In recognition of the fact that some areas of need are missed by the IMD process, we will also take guidance from partner agencies as to recommended priority areas and groups.

YPA also aims to work with disadvantaged groups, in line with the definition in the National Planning Aid Delivery Plan, as outlined below.²

CALDERDALE BME NETWORK WORKSHOP SESSIONS

The session commenced with an introduction to Yorkshire Planning Aid, the Core Strategy and the consultation. This was followed by 2 facilitated group discussions of spatial issues relevant to attendee's communities and associated policy issues of relevance to the BME community.

FORMAT OF REPORT

The notes in this report are a record made by YPA staff/volunteers of comments made in discussion groups and/or verbatim comments made by the individuals attending the event. YPA has followed its standard approach in relation to any comments recorded which may have caused offence and these have either been re-worded, whilst still acknowledging the fact that they were made and the numbers of such comments, or where they were clearly not related to planning issues they have been edited out.

¹ Hull, Bradford, Doncaster, Barnsley North East Lincolnshire, Sheffield, Wakefield, Rotherham, Kirklees, Leeds

² People on low incomes; unemployed people; minority ethnic communities; women's groups; disabled people and disability groups; older people; children and young people; tenants groups; community groups and voluntary organisations.

Present

Yorkshire Planning Aid Staff – Mike Dando (Community Planner)

Yorkshire Planning Aid Volunteers – Will Fieldhouse, Majid Mir, Eric Stowe & Linda Trollope

Calderdale BME Network Members – 18

General Comments

- Many groups have not had access to the core strategy (or other council policy documents), therefore they have not been able to read the bits that concern their areas.
- Not enough time is being given to take the information back to the rest of the community to discuss it properly.
- The consultation groups should be broken down, rather than lumping all of them in one single BME group.
- There should be more effort in getting the voices of everyone heard, not just the few here today, as they cannot speak for all ages, especially young BME people
- It is good that this is not run by the Council and that YPA have held events with other groups that the Council do not bother to do.
- The Council's strategy groups do not listen anyway
- There are too many consultations by public bodies and they never plan the times and days properly e.g. an event scheduled same time as prayers, why not hold after the prayers then they would get a large number of BME people there - this would bring problems due to large numbers and the scale of the event
- The question of funding was raised and would these plans ever take place? [NB YPA facilitator advised that once one option had been selected as the strategy for development then a delivery plan and costing structure would be put in place].
- Consultations should be taken out to everyone, give them more time. Allow for the BME groups to go back to their communities. These policies need to be filtered down.

Group 1

- 7 in group all Halifax central.
- Halifax is already densely populated and BME families are in close-knit communities.
- Park ward is generally very deprived with little employment - only small businesses e.g. taxi firms, fast food and car washes. There is no room for more housing only refurbishment or demolition. There is no parking anywhere.

Housing

- It was felt that BME families would not want to go to the new proposed 'urban village' as 3 miles is too far for large families; they may go to an area around Shaw Lodge Mills, 1.5 miles. There is a stigma attached to North Halifax for them.
- There was no need for any more expensive housing anywhere and the focus should be on affordable housing for young and old.
- BME families need larger housing with 3 bedrooms minimum as the family stays together and the elderly do not go into Care Homes.
- No more flats and high rise buildings.
- There was a general feeling that demolition of Park Ward would be the best option as this would create suitable housing, gardens, and green spaces and play areas with parking provided. There could be new facilities and improved roads.

Employment

- More training centres are needed and there are buildings that could be refurbished and used.
- More "on the job training needed with the right skills"
- Travel to work would not be a problem if there were jobs to go to.
- Too many family small businesses.

Town Centre

- Poor shopping for BME as there are no clothes shops and everyone has to go to Bradford, Leeds or Manchester.
- The market is poor and should be like the one in Bradford.
- Need more local shops/businesses as Tesco has forced a lot of closures.

Leisure

- BME sports very male orientated and nothing for young women. The women want to participate but are never considered at sports centres or swimming baths e.g. no lifeguards for women swimming sessions, so no one goes.
- There are no suitable large venues for weddings and functions, everyone has to ferry people by bus to Manchester/Bradford.

Historic Environment

- A lot of the listed buildings should be kept, but not the older housing.
- New building must be of quality design and include enviro-friendly options like solar heating, energy efficiency etc, although this was not a top priority for BME people at the moment, but training and information on these topics and suitable costs could make them interesting for the communities.

Transport

- All felt that this could be improved but only if the fares were reasonable and the timings were appropriate, especially at morning and night.
- There are too many indirect routes and having to take 2 buses.
- Fares are too high.
- Trains are late.
- There is a real need for a better Interchange at Halifax and a better through-ticketing system.

Group 2

Housing

- We need bigger houses; a lot of families are stuck in small houses.
- Houses need gardens, somewhere for kids to play. At the moment they are locked up inside.
- Norton Towers – good example of housing.
- Homes on Gibbet Street have no gardens; the front door is off the street – bad example of housing design.
- Suggestion - Use old factories and derelict buildings for new housing. I.e. Raven street derelict factory. It could be used for housing or for community usage (community centre?)
- Suggestion – if there is no space for gardens, create roof gardens.
- 2000 homes in North Halifax – good but does not help central Halifax area.
- Main priority is more housing – youngsters have to move out of the area, they have to look for houses further out but they are too expensive. Need to meet housing demand in BME area.
- Need family housing rather than flats. But may be some of the younger couples but mostly family housing are required. All agreed a vast increase in housing is required.
- Some of the younger members of the BME community are educated and have good jobs but they still need affordable housing.
- People within the community prefer to buy houses rather than rent.
- Suggestion - Use old industrial buildings for housing rather than offices.
- Mixed use developments needed.

- Should re-use older buildings.
- Should protect historic buildings – it is a good idea to convert many of the older buildings into flats but the flats are too expensive for people within the community. They need to provide affordable flats.
- 3 or 4 bedroom homes are very difficult to get hold of. New affordable housing, eco-friendly – easy use – good quality.

Recreational Facilities

- The kids do not have enough decent leisure facilities. Only place for the kids to go is People's Park, but it is not safe enough.
- There is a need for facilities for teenagers – 14+ kids have nothing to do.
- Kids need sheltered place to go i.e. new housing has been built but the homes are still empty as they are too expensive for local people – it is now used as a place for youth to meet up to take drugs and alcohol.
- Queens Road school field – it is a big field but it is only used during the summer by kids playing football. There is need to do something that allows for it to be used by the whole family all year round (i.e. park in an area, drainage?).
- Whaley Road area not used – adapt the park to allow for teenagers to use the park. Add facilities that allow for use for different age groups.
- Suggestion - Use schools for youth facilities – use public facilities for community purposes when not in use.
- Suggestion – use CCTV cameras in all parks – need more security or better designed parks.
- There is a need for a proper community centre, need a building for the whole community. At the moment different communities don't mix. We need to have facilities and programmes that promote interaction between the different communities.

Business / Economics

- We need smaller start-up business blocks for different uses (office, manufacturing etc). We also need to help graduates who have no jobs. Support and finance are biggest issues for youngsters starting up.
- Suggestion Queens Road could potentially be transformed into an area that has a cultural focus. Queens Road could be turned into the curry mile equivalent for Halifax. It could become an area where a number of new shops could be created.
- Supermarkets – We've got enough stores in central Halifax, we need more non-food shops.
- Allow businesses to be sustainable, Lower rates for businesses. At the moment there are too many empty shops.
- Lack of non-food shopping – People go outside Halifax to surrounding areas to do their shopping. There is no variety in the area. Many shops in the town centre have now closed down.

Town Centre

- Bigger – very good idea.
- Town centre is too focussed on pubs and takeaways. We need shops that offer foods that are healthy.
- Double non-food stores – all agreed it was a good idea.
- Parking is a problem – if you have more shops, more parking facilities will need to be provided.
- Parking – There is a need for somewhere to park for longer than an hour. There is a need for cheap long stay parking.
- Piece Hall – need to use it somehow.
- People are reluctant to walk into town centre because all the walking routes into town are alongside busy roads, and the ring road around the town centre is very busy and dangerous. To enter the town centre, you need to cross that very busy road. The Bull

Green area is also very busy. They (Calderdale Council) should possibly consider re-routing the road or pedestrian routes into the town centre. Need to improve walking routes into town centre.

- Piece Hall – empty – used to be busy but now empty.
- Less long stay – more short stay – bad idea.
- Won't turn people off using their cars. People in central area and low paid workers in town will or do use public transport or walk into town. High paid workers still drive in.
- Not enough car parking spaces.

Transport

- Public transport – poor – many bus stops but the buses are not regular.
- More buses to and from town along Gibbet street are required.
- Also require more bus routes to and from the hospital to surrounding areas of Halifax. At the moment, you need to travel into town to catch a bus to the hospital.
- Bus fares are too expensive – it is easier and safer to use the taxi services.
- Gibbet Street – The public transport links along it are minimal.

Health

- Dentist facilities – are there enough? Not sure – uncertain as to the total number.
- Hospital – everything in one place, but roads around it are very busy. Should use older buildings and a number of other small medical facilities?
- Rubbish is a big problem, bins are needed the area to throw litter away.

Renewable Energy

- Renewable energy – very good (all).
- Social housing – focus on energy generation.
- Possibly use wind turbines on old factories (tall building).

Consultation Report

Calderdale Council
Core Strategy Refined Issues & Options

Date of Event: 2nd March 2011

Group: Boothtown Residents

Venue of Event: Rawson School, Boothtown

Event Format: Presentation & Group Discussion

Total No. of Attendees: 9

The Studio, 32 The Calls
Leeds, LS2 7EW
0113 204 2460

Submitted by: Mike Dando
Date: 3rd March 2011

YORKSHIRE PLANNING AID

Yorkshire Planning Aid (YPA) is part of a network of services run by the Royal Town Planning Institute, a registered charity. YPA offers free, independent and professional planning advice to community groups and individuals who cannot afford to pay professional fees.

YPA also helps people to understand and engage with the planning system through its community planning work. This support can be provided through workshops, information and interactive drop-in sessions, or formal training events, all of which are tailored to the local planning issues and/or local communities involved.

The activities undertaken by YPA are not part of central or local government but are an independent source of advice and information which complement the work of local councils.

YPA'S COMMUNITY PLANNING WORK

YPA aims to work in the Local Authorities which are in the top ten most deprived Local Authorities in Yorkshire and the Humber according to the ODPM Indices of Deprivation 2007¹, and within the Super Output Areas in the Region which fall in the most deprived 20% in England (i.e. those that rank between 1 and 6,496 on the IMD ranking).

YPA will also prioritise opportunities to work in areas which are covered by regeneration programmes, or in areas where we have identified key planning issues which provide a timely opportunity for community planning activity.

In recognition of the fact that some areas of need are missed by the IMD process, we will also take guidance from partner agencies as to recommended priority areas and groups.

YPA also aims to work with disadvantaged groups, in line with the definition in the National Planning Aid Delivery Plan, as outlined below.²

BOOHTOWN RESIDENTS WORKSHOP SESSIONS

The session commenced with an introduction to Yorkshire Planning Aid, the Core Strategy and the consultation. This was followed by a facilitated group discussion of spatial issues relevant to Boothtown/North Halifax and associated policy issues.

FORMAT OF REPORT

The notes in this report are a record made by YPA staff/volunteers of comments made in discussion groups and/or verbatim comments made by the individuals attending the event. YPA has followed its standard approach in relation to any comments recorded which may have caused offence and these have either been re-worded, whilst still acknowledging the fact that they were made and the numbers of such comments, or where they were clearly not related to planning issues they have been edited out.

¹ Hull, Bradford, Doncaster, Barnsley North East Lincolnshire, Sheffield, Wakefield, Rotherham, Kirklees, Leeds

² People on low incomes; unemployed people; minority ethnic communities; women's groups; disabled people and disability groups; older people; children and young people; tenants groups; community groups and voluntary organisations.

Present

Yorkshire Planning Aid Staff – Mike Dando (Community Planner)

Yorkshire Planning Aid Volunteers – Ken Burley, Mark Harrington, Jennifer Wall

Boothtown Residents – 9

General Concerns Regarding the Event

- Residents raised the issue that they were concerned about the lack of publicity which they deemed responsible for the lack of attendance. The 3 or so residents and local councillor raised the point that the venue and consultation publicity was not sufficient and also the timing of the session was not appropriate for local people. They noted the time as inconvenient as it was at meal times and straight after residents have returned home from work.
- The residents noted that they would like Planning Aid to arrange another session in a more appropriate location and with more publicity for the event. *[NB The Planning Aid Community Planner explained that this would not be possible due to the winding up of Planning Aid and the embargo on organising further events].*
- Further concerns were raised stating that ‘no one knew’ about the event and that the attendees found out at late notice and third hand, i.e. not from publicity. The residents and councillor raised the issue that there were no posters, signs, and a general lack of publicity in advertising the event.
- In response to being told that the event had been advertised in the school newsletter, one resident argued that ‘not everyone has children’ and ‘as a first step this isn’t very reassuring’. Residents further argued that this event was ‘a passive way of doing things’.
- A further key concern regarding the method of consultation was that Boothtown and Ovenden were being consulted together rather than as separate wards which they argued would be more appropriate. Residents commented that ‘you’ll struggle to get people from Ovenden to come to Boothtown, and our interests may not even be the same’ and also that they ‘could not see the link between Ovenden and Boothtown’

Key Issues Raised in Response to the Strategy

Urban Village

Residents were concerned about the creation of an urban village, in particular what the concept actually meant and whether it was an attempt to join all the existing areas together, including Boothtown and Ovenden, and rebrand them under the single banner of an ‘urban village’. They also felt the term was patronising and was simply a form of spin that would cover the need to share resources on a larger scale. Direct comments from residents included:

- ‘Boothtown and Ovenden are villages inside a town anyway.’
- ‘Are they trying to join Boothtown and Ovenden up? There are geographical reasons why they’re separate.’
- ‘If a village is artificially put together, what’s the point, why try and make it something that it’s not. If it’s about different areas sharing resources then that’s something that I think everyone would want, but they don’t need to rebrand it as an urban village. It’s a good idea, but I don’t think people need to rebrand it, we’re happy as we are.’
- ‘The idea of an urban village comes across as a bit patronising, if it’s just existing communities with new facilities.’
- ‘There’s no need to reinvent a town identity and have all the different areas dumped together under a new urban village label.’
- ‘It sounds fake and a bit spinny.’
- ‘A sense of identity is important to the different areas, but we’re all happy to share.’

Schools

The Rawson school headmistress expressed concern regarding the need to create new schools if new housing was developed, as the current schools are already full to capacity. This concern was

also shared by all the residents in attendance who feared that new housing would be developed without the necessary services needed to support it.

Housing

The key concerns raised regarding housing included the services needed to support them, particular schools and roads, and to what extent there would be a mix of affordable housing. Residents stated that they didn't want to see the re-occurrence of 'sink' social housing estates. They made a point that they didn't want to see the 'wrong people' concentrated in certain areas. Residents stated that they wanted to see a mix of housing across areas. The councillor and residents asked about how the affordable housing policy is formulated. *[NB It was explained that this was formulated by the Council in line with government guidance]*. Direct comments from residents included:

- 'Where's the cut off line for new housing? Boothtown's pretty much built up.'
- 'If these are the plans for new housing, where would the new roads be put to take the pressure off here?'
- 'Will land be sold to private developers? Things like housing associations, private social landlords, and can they then put in, sort of, the wrong element, I'm going to say people on benefits?'
- 'What people are wary of is creating new sink estates; just shove a load of cheap housing and it ghettoises areas. If you just provide cheap houses for poor people you're not solving the problem. That's often a fear of the community, if you're getting urban village full of deprived people.'

Employment

Residents indicated the need for incentives for small business start-ups. However, they also highlighted that areas of land within central Halifax were trying similar initiatives and not achieving development. Residents were concerned about how local people will access jobs and questioned how jobs will be made available. Direct comments from residents included:

- 'Do the jobs put down for Holmfield indicate an extension to the Holmfield Industrial Estate?'
- 'The existing land available for employment is already trying to get businesses to use that, there are existing opportunities.'
- 'It'd be fine for small business start ups if you could add some kind of incentive. They have been trying to develop the area for some time, so putting it on the wish list is promising, but it needs incentives.'
- 'The workforce is already here.'
- 'There's a need for business, but there's high unemployment in the area, so why encourage new people to come in when there's people already here in need of a job.'

In addition to these more general comments on Boothtown and Ovenden a number of specific examples were cited as both good and bad examples of previous development. These were:

- The residents and councillor noted that they want to see development of the former Lanes Mill site. They described its current state as a massive eyesore and noted that the development has stalled and that the developer has either already achieved planning permission or has submitted an application for planning permission in the past. The residents want to see this site developed as they feel that it would be a great improvement to the area.
- The Fountain Head estate was referred to by residents as an example of what they feared would happen if further housing was built in Boothtown without the services, such as schools, roads and employment, to support it. They argued that the residents of the Fountain Head estate were 'promised all sorts of community facilities, and there's been nothing and that's the concerns people have with these plans; Facilities will again be promised and then people will be left with none.'

In the concluding moments of the discussion, residents re-iterated:

- An 'urban village' would seem fake. There is an existing sense of identity that does not need to be rebranded and messed with.
- The residents were supportive of development in the area.
- A community member noted that although the session had been useful (despite the poor attendance by the community) she felt that the discussion was too theoretical at the moment because there were not any specific development proposals to comment on.
- Residents also indicated that they would 'wait to see what happened next' as what had been presented at this event was 'all very long term and theoretical' and they 'did not know how you could really respond to it at this stage'.
- Additionally, residents also argued that they had seen a lot of consultation but little action, stating specifically that 'we've seen plans and plans and plans, its action needed in Halifax'.

Following the main consultation event the 2 Boothtown Centre representatives who arrived late had a brief chat with the YPA Community Planner concerning s106 monies. They queried how they could get hold of the monies and how they could influence the council in its s106 decision making. *[NB It was explained how the group could ask for s106 monies to help provide needed community facilities when consulted on specific planning applications, and also how they could make the more general case for use of developer contributions in particular ways in response to the consultation on the Core Strategy].*

Consultation Report

Calderdale Council
Core Strategy Refined Issues & Options

Date of Event: 2nd March 2011

Group: Calderdale College Students

Venue of Event: Calderdale College, Francis Street

Event Format: Presentation & Group Discussion

Total No. of Attendees: 39 in Total

The Studio, 32 The Calls
Leeds, LS2 7EW
0113 204 2460

Submitted by: Andy Wood
Date: 11th March 2011

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YPA also aims to work with disadvantaged groups, in line with the definition in the National Planning Aid Delivery Plan, as outlined below.²

CALDERDALE COLLEGE WORKSHOP SESSIONS

This was a set of four consultations with different groups of students. Each session began with an introduction to Yorkshire Planning Aid, the Core Strategy and the consultation. This was followed by a facilitated group discussion of spatial issues relevant to attendees and associated policy issues.

FORMAT OF REPORT

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Present

Yorkshire Planning Aid Staff – Andy Wood (Community Planner)

Yorkshire Planning Aid Volunteers – Majid Mir, Amanda Sowerby & Linda Trollope

Calderdale College Students – 9 (Group 1) 11 (Group 2) 9 (Group 3) & 10 (Group 4)

Session 1 – Group 1

Likes and Dislikes About Where You Live

Where You Live	Good	Bad
<i>Kings Cross</i>	• They are building a new cinema • Refurbished train station	• No decent shops, need a Primark
<i>Norton Tower</i>	• Bowling	
<i>Brighouse</i>	• Good new bus station	• Rough • Nothing for young people to do

Shops, Services, Facilities

- Need more shops in centre
- Need more leisure facilities, places for young people to go and things to do. Some thought new leisure facilities shouldn't just be in town centres, but more dispersed. Others disagreed and thought it made sense to concentrate these in centre because there is good transport from everywhere else into Halifax centre.

Housing

- Housing should be near the centre as good transport.
- Building on old quarries creates lots of dust, unpleasant for people already living nearby.
- Affordable housing is important- house prices are far too high.
- Types of housing- need family houses, student flats near the college would be good.
- New housing needs to be better quality, better quality materials and design. Houses built in last 5 – 10 years don't seem like they will last long.
- Agreed that brownfield land should be built on first. Concerns about losing greenfield land, and destroying wildlife habitats.

Historic Environment and Design, Climate Change

- Should reuse old buildings if they are good quality.
- Should preserve old buildings - preserve the historic environment.
- It makes sense for new houses and buildings to be energy efficient.

Jobs

- There are no jobs. Desperately need more jobs!
- What kinds of jobs? Retail, both full and part time. Part time jobs are important for people at college, but need more full time jobs for people who are paying rent or a mortgage.
- Office jobs in the centre of Halifax seem like a good idea.
- There should be more training schemes run by employers for e.g. people who have recently left college.
- Jobs should be easy to get to, central.

Most didn't plan to stay in the Halifax area. Suggested that to keep people in the area there need to be more jobs, more to do - Calderdale has to compete with other places.

Session 1 – Group 2

Likes and dislikes about where you live

Where You Live	Good	Bad
Halifax	• Family/neighbours • Shops • Fish and chip shops	• Takeaways • Need more things to do, • Need more local centres / youth centres
Kings Cross	• Takeaways • King Cross Library • Some parts of the town	
	• Shops • Takeaways • Gym	• People swearing in the street • No cinema
	• Small so everyone knows each other • Leisure centre • Shops / takeaways	• No cinema

Recreational & Shopping

- Facilities available in Halifax in comparison to Bradford and Huddersfield are poor. Need more variety and better quality facilities.
- North Halifax needs more shops.
- More shops needed in Mixenden.
- More sporting facilities needed in Halifax.

Economics and Jobs

- More local jobs are needed.

Town Centre

- Enlarge town centre – a good idea.
- A lot of empty buildings in the town – the empty buildings should be used.
- Need more variety of shops.
- New shopping centre – good.
- More jobs, including office jobs are needed in the town centre.
- Need more and better resources in Halifax.
- New shopping centre linked to the station would be a good idea.
- More shops and retail outlets are needed in Halifax town centre.

Transport

- Bike scheme a good idea (some question whether Halifax was a bit small for a bike scheme). Should consider providing electric bikes for people in Halifax.
- Access to Hebble Brook is not very nice; people throw a lot of things there.
- Route from Mixenden to Halifax needs improving- need better pedestrian facilities.
- Suggestion - Use canal as a path.

Housing

- Build on brownfield land.
- Urban Village in North Halifax - Some concern shown by members of the group.
- Convert old mills and factories into new flats.
- Brownfield site should be built on first (mills and factories). Greenfield land should not be built on.
- Need houses with gardens and drives and of varied sizes.

- Need bigger houses for larger families.
- More smaller and affordable housing (social housing) is needed.
- Need more flats.
- Members of the group were unsure about climate change.
- Wind farm – nice place to go and have a look at the wind farms.
- Concern - How will it look close to homes?
- Water power needs to be used.

Design of buildings

- Keep some of the old buildings, but allow for modern interiors within the buildings.
- Library a good modern building and buildings of similar style should be considered.
- Need more modern buildings in Halifax (i.e. Glass building – Halifax bowling Alley and HBOS).

Session 2 - Group 1

Likes and dislikes about where you live

Where You Live	Good	Bad
<i>Sowerby Bridge</i>	• No Primark or ice rink • There are no yobs on their street • Good transport and access • Good views • Night life • Chippy	• Too many houses near theirs • Buses always late • Boring
<i>Shelf</i>	• Quiet • Good community	• Not a lot of buses
<i>Mytholmroyd</i>	• Quiet • Lots of grass and hills • Community Centre • Everyone knows each other	• No Primark • Lots of underage drinking • Nowhere to go for kids

Comments on Proposed Policies

Housing

- Houses not affordable enough: affordable housing is needed.
- A good mix of housing is needed including 1-2 bedroom flats and family housing.
- It is good to re-use brownfield land.
- Need to keep open spaces.
- Private and social housing should be kept separate.

Shops and services

- There is a lack of local shops and services.
- Halifax needs a youth centre and a covered bus station.

Employment

- Lack of jobs.
- Part time shop jobs are needed for young people and students.
- Jobs need to be accessible which needs good bus services.
- Need affordable space to set up small businesses.

Transport

- Bus services are overcrowded especially on Sowerby Bridge routes. More buses are needed or double deckers rather than single deckers used.
- Trains do not stop at all stations so are not very useful.
- There is congestion on the roads in places. The phasing of traffic lights is wrong.
- Cheaper bus fares or free buses are needed to get people off the roads, and school/college buses are needed.

Parks

- There are problems with dogs: specific dog walking areas are needed.
- Parks generally need better maintenance and better lighting.

Climate Change

- We need to prepare for it.

Session 2 - Group 2

Likes and dislikes about where you live

Where You Live	Good	Bad
<i>Todmorden</i>	• There are many youth clubs • There are markets • There is a large park	• Lots of derelict factories • No designer shops • A bit 'rough'.
<i>Halifax (5)</i>	• The new shopping centre being built • The new cinema • Night life • Everyone knows everyone • Peaceful • Convenient buses • Shops • Good shortcuts • Countryside • Easy access • College and schools close by • Good choice of transport • Good facilities	• No nice clubs • People from bars making trouble • Not enough clothes shops • Unclean public toilets • No indoor shopping • Not enough leisure facilities • Unclean streets • Neighbours x 2 • Minimal entertainment / leisure facilities • No ice skating rink • No indoor shopping • Not many sports facilities

Town Centre

- More areas in town should be covered (i.e. roofing).

Transport

- Public transport is too expensive.
- Pedestrian and bike routes – bikes are unfashionable and the possible routes are dangerous (for both cycling and walking).
- Need better links between town centre and surrounding areas.
- Should consider using more electric buses.
- A646 is too busy.
- We need an indoor bus station with better facilities.
- We need more services, especially during the evening and late at night.
- New developments should contribute towards infrastructure costs.
- Build developments but link developments to transport.

- Bus prices – prevent use as they are too expensive.
- High quality cycling and walking facilities for new developments – good.
- Better facilities for public transport, walking, cycling.
- Walking from college to town centre is 'grim'.

Housing

- There are enough houses in North Halifax, it doesn't need more houses.
- Concern – social problems within Halifax.
- Should build more homes in Todmorden, Boothtown and Ovenden.
- Need good quality affordable homes.
- Waterside development would be a good idea.
- Mixed use developments would be a good idea.
- Greater privacy is required within homes.
- Want nice apartments – need larger flats.
- More facilities are needed to attract tourists into Todmorden.
- Council should promote the production and sale of local foods – grow local eat local – it will be good for the local economy.
- Building near existing centres is a good idea.
- Live work units – good.
- Renewable energy technologies are good as long as household bills are reduced.

Session 3 - Group 1

Likes and Dislikes About Where You Live

Where You Live	Good	Bad
<i>Bolton Brow / Sowerby Bridge</i>	• Tesco	• Too many restaurants close together • Need a youth centre - a place for young people to socialise • Buses are not very good - too full.
<i>Central Halifax (2 people)</i>	• Close community • The amount of shops • The houses are big • Town clubs	• Drug users • The lack of places for young people to go and chill, • The police • No shopping mall • Too many taxi ranks • Shops aren't very good.

Housing

- Houses are too expensive. Need more affordable housing.
- Lots of wasteland, brownfield land- should build here.
- Disused buildings- should reuse these if good quality, or demolish and rebuild.
- Need better housing, higher quality builds.
- Need housing for under-18s. Some people want to/have to move out of their family home before they are 18 and it's hard to find landlords that will let to under-18s.

Jobs

- There aren't any jobs. Need more jobs.
- Kinds of jobs- retail, admin- decent jobs.
- No one can afford to open a business, need support.
- It would be good to have jobs near where people live but that's not always realistic.

Transport

- Why not have a free bus round Halifax like in other town centres?
- So many potholes! Need to spend some money on roads.

Climate change

- Solar panels are a really good idea, people should have them on houses and other buildings.
- We need to meet our own energy needs- potential for local generation.
- Electric cars are going to get more popular- important to consider this when designing new housing developments, include charging stations.
- Policy for new developments generate some of their own electricity is good.
- Houses should be well insulated and have double glazing- keeps bills down

Shops and Services

- Local shops are important. They are well used and convenient.
- Need more 24 hour opening shops.
- Parks are good in Halifax area but they need to be better maintained and have more facilities. There should be shelters.

Session 3 - Group 2

Likes and Dislikes About Where You Live

Where You Live	Good	Bad
<i>Halifax (5)</i>	• Friendly people • People are always out in all weathers • Local park • Peaceful • Traditional building / history • Small town • Clean environment • Bus station • The college x 2 • Shops • Transport links x 2 • College's locality and facilities provided • Mosque	• Lack of facilities • Small town centre • Lack of entertainment / leisure facilities x 2 • Nothing to do • No designer shops • Lack of facilities for children • Buses not keeping to the time (irregular buses) • No clothing shops • Dull

General Discussion Points

- Members of the group were sceptical that future developments would take place within Halifax.
- Council needs to do more, be more creative and ambitious.
- There is too much police activity, and not enough investment in the area.
- Halifax needs a new spirit of innovation.
- Halifax is burning – it is failing.
- Focus on the future of local area, and issues concerning it, rather than international issues.
- Development in Halifax is slow.
- Halifax has been neglected.
- There is a lack of regional focus.
- Need to improve central Halifax.

Recreational

- There is nothing to do in Halifax.

- Closing down youth centre – bad
- There are too many car parks, and not enough parks. They (the council) are replacing many buildings and open land with car parks.
- More community focussed buildings and organisations are needed.
- Want better sports facilities.
- Use the Shay as a site for the whole community to use.
- Need full size football pitches.

Town Centre

- Expand and improve town centre – good idea.
- More shops and bigger shops are needed.
- Suggestion - Move Eureka – having shopping centre next to the train station.
- Piece Hall needs updating, could possibly have designers shops there.
- People shop outside Halifax, so need to attract people into Halifax.
- Halifax lacks designer shops.
- Apartments in the town centre – just outside the heart of the centre.

Transport

- Link between college and town centre needs improving.
- Access to Beacon Hill and Hebble need improving.
- Better services and connections to the M62 are needed.
- Better connectivity to local town and cities.
- If present bus station site is profitable keep it, if not move it.
- Train to London is a positive.

Housing

- Mixed use developments are a good idea.
- Urban Village in North Halifax is a good idea, as some parts of North Halifax need improving. But they need to build facilities with the development.
- Housing should be focussed within Halifax.
- Build on new areas – should have modern buildings.

Session 4 - Group 1

The students came from Halifax and Sowerby Bridge but did not have any strong likes or dislikes about the areas.

Comments on Proposed Policies

Shops

- Need more shops in the town centre and a cinema.
- Need more choice in leisure facilities: bowling alleys etc.
- Local shops are important.

Housing

- There is generally no need for more new houses but there is a need for affordable houses.
- There is a need for better quality houses and they should keep and re-use older properties.
- Brownfield land should be used first.

Employment

- There are not enough jobs.
- They want part time jobs that they can do at the same time as college.
- Start up units are good.

Transport

- Bus services get crowded. Bigger buses and more frequent services are required. They are also too expensive.
- There are problems with parking on the road: more parking space is needed.

Climate Change

- Energy efficient buildings are good.
- Renewable energy is good.

Session 4 - Group 2

Likes and Dislikes About Where You Live

Where You Live	Good	Bad
<i>Kings Cross</i>	• King Cross area • The pool • HBOS building	• Bus station • Train station • Siddal
<i>Halifax (5)</i>	• Halifax town centre clubs and bars x 2 • College x 2 • Town area x 3 • HBOS building x 2 • Cinema • Red Lion (Stainland) • Subway • Piece Hall	• Bus station x 5 • Train station x 5 • Siddal x 2 • College • Borough Market

Town Centre

- Enlarge town centre – good.
- More shops needed (1 disagreed).
- Suggestion - Big shopping centre in the south of the town centre.
- Piece Hall needs improving. Suggestion - Have shows there.
- Suggestion - Improve links to the town centre - roads are bad, one way roads are bad, buses are expensive.

Housing

- Urban Village is a good idea.
- Build up Halifax and not Elland.
- Stainland needs development – more shops.
- Need houses with gardens.

Transport

- Walking and Cycling – difficult in Halifax.
- Railway station in Elland – good idea.
- Should have trams in Halifax.
- Need to promote walking and cycling.
- Energy efficiency policies – good.

Consultation Report

Calderdale Council
Core Strategy Refined Issues & Options

Date of Event: 4th March 2011

Group: Calderdale College Students

Venue of Event: Calderdale College, Francis Street

Event Format: Presentation & Group Discussion

Total No. of Attendees: 24 in Total

The Studio, 32 The Calls
Leeds, LS2 7EW
0113 204 2460

Submitted by: Andy Wood
Date: 11th March 2011

YORKSHIRE PLANNING AID

Yorkshire Planning Aid (YPA) is part of a network of services run by the Royal Town Planning Institute, a registered charity. YPA offers free, independent and professional planning advice to community groups and individuals who cannot afford to pay professional fees.

YPA also helps people to understand and engage with the planning system through its community planning work. This support can be provided through workshops, information and interactive drop-in sessions, or formal training events, all of which are tailored to the local planning issues and/or local communities involved.

The activities undertaken by YPA are not part of central or local government but are an independent source of advice and information which complement the work of local councils.

YPA'S COMMUNITY PLANNING WORK

YPA aims to work in the Local Authorities which are in the top ten most deprived Local Authorities in Yorkshire and the Humber according to the ODPM Indices of Deprivation 2007¹, and within the Super Output Areas in the Region which fall in the most deprived 20% in England (i.e. those that rank between 1 and 6,496 on the IMD ranking).

YPA will also prioritise opportunities to work in areas which are covered by regeneration programmes, or in areas where we have identified key planning issues which provide a timely opportunity for community planning activity.

In recognition of the fact that some areas of need are missed by the IMD process, we will also take guidance from partner agencies as to recommended priority areas and groups.

YPA also aims to work with disadvantaged groups, in line with the definition in the National Planning Aid Delivery Plan, as outlined below.²

CALDERDALE COLLEGE WORKSHOP SESSIONS

This was a set of two consultations with different groups of students. Each session began with an introduction to Yorkshire Planning Aid, the Core Strategy and the consultation. This was followed by a facilitated group discussion of spatial issues relevant to attendees and associated policy issues.

FORMAT OF REPORT

The notes in this report are a record made by YPA staff/volunteers of comments made in discussion groups and/or verbatim comments made by the individuals attending the event. YPA has followed its standard approach in relation to any comments recorded which may have caused offence and these have either been re-worded, whilst still acknowledging the fact that they were made and the numbers of such comments, or where they were clearly not related to planning issues they have been edited out.

¹ Hull, Bradford, Doncaster, Barnsley North East Lincolnshire, Sheffield, Wakefield, Rotherham, Kirklees, Leeds

² People on low incomes; unemployed people; minority ethnic communities; women's groups; disabled people and disability groups; older people; children and young people; tenants groups; community groups and voluntary organisations.

Present

Yorkshire Planning Aid Staff – Andy Wood (Community Planner)

Yorkshire Planning Aid Volunteers – Roy Banks & Amanda Sowerby

Calderdale College Students – 8 (Group 1) and 16 (Group 2)

Group 1

Likes and Dislikes About Where You Live

Where You Live	Good	Bad
<i>Brighouse</i>	• Live close to town centre • Close to train station • Nice welcoming housing estates	• Nothing to entertain youths • Need a bowling alley • Fast food restaurants out of town and too far to walk.
<i>Mytholmroyd</i>	• Pubs • Dock pudding world championships • Chinese takeaway • Waites	• Nothing for young people to do • Parks are not very good, tennis courts. • Nowhere to shop • Bad trains - don't go to Leeds or Bradford.
<i>Halifax</i>	• The Plaza • New football pitch • Gym • Supermarkets • New leisure centre	• Bus routes need changing • No designer shops.
<i>Sowerby Bridge</i>	• Lots of restaurants • Tesco's • Pubs	• No good park • Traffic

Mytholmroyd

- Parks are unsafe at night, better lighting needed, kids play area needs improving.
- Bus service needs improving- need to be more frequent, on time, double deckers as overcrowded at the moment.
- More trains should stop here e.g. Blackpool train goes straight through but could stop.
- Need a swimming pool.
- Vision for 2026- should not just say 'remains the primary location for retail, employment and leisure facilities in the area...' as needs lots of improvement.
- Lots of people commute out at the moment, create more jobs locally.

Sowerby Bridge

- Crow Wood park- needs improving, don't feel safe here at the moment.

Halifax

- Need more full time jobs.
- Houses are unaffordable to rent or buy. Especially if only have a part time job.
- Help setting up own business/becoming self-employed would be good.
- Piece Hall- events are good. Shop units are too small to attract better shops.

Brighouse

- Traffic not that bad.
- Need leisure facilities.
- Wellholme park has really been improved.

Group 2

Likes and Dislikes About Where You Live

Where You Live	Good	Bad
<i>Luddenfoot</i>	• Easy transport • Local shops • Low traffic	• Kershaw estate • Noise from locals • Not much in area to do.
<i>Hipperholme</i>	• Takeaways • People • Pub	• Drunks • Buses
<i>Illingworth</i>	• Close to mates/college x 2 • Close to town/shops, • People that live there x 2	• Parking spaces • Drunks • Nowhere to go
<i>Mixenden</i>	• Takeaway • Buses • Fields • Park • Youth club	• Rundown • Theft • Unemployment • Drugs, vandals, alcohol.
<i>Warley</i>	• Near to college • Close to town • Cheap taxi home	• Drug dealing • Robbery • Gangs.
<i>Southowram, Halifax</i>	• Nice area • Place to play football • Quiet place in the day	• In between Brighouse and Halifax so bad traffic • School by the road with low wall
<i>Elland</i>	• Nice area • Good college • Good taxi service.	• Crime • Loads of flats • Drugs

Housing

- New houses will mean more congestion;
- Concerns about policies for energy efficient houses- probably higher costs involved and this will put developers off;
- Prefer houses to flats;
- There are empty blocks of flats everywhere- better to demolish these and build new;
- Housing needs to be built to a higher standard with better design- houses being built by big developers at the moment are rubbish;
- Need more affordable housing- can't afford to buy, could maybe afford to rent;
- Should build mixed housing- private and social housing mixed together. Estates of council housing or ex-council have loads of problems, don't want more like this.

Parks

- There are enough parks but mostly poor quality;
- Need more all weather pitches;
- There should be a large park within ten minutes walk of where people live.

Transport

- Bus fleet needs to be improved;
- Need more bus routes, and more frequent buses;
- We need electric buses;
- Should widen road to make bus lanes.

Energy/Climate Change

- Wind farms- potential in area, don't look that bad, look better than coal fired power stations, climate change is real and we have to do something- can't just complain all the time;
- Climate change is a big issue- tackling it is more important than any adverse visual impact on countryside.

Town centres

- Development in Halifax is a good idea as it's accessible from everywhere else;
- But the buses to Halifax town centre are too full;
- Piece Hall- need bigger shop units, could put a roof on it and build in the middle, could hold markets there;
- Indoor market in Halifax is very good;
- Should build an arena in Halifax?

Brighthouse

- The canal smells- if it was cleaned up the canal-side could be made a nice place to walk and spend time.

Consultation Report

Calderdale Council
Core Strategy Refined Issues & Options

Date of Event: 10th March 2011

Group: Calderdale Over 50s

Venue of Event: Shay Stadium, Halifax

Event Format: Presentation & Group Discussion

Total No. of Attendees: 13

The Studio, 32 The Calls
Leeds, LS2 7EW
0113 204 2460

Submitted by: Andy Wood
Date: 11th March 2011

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YPA will also prioritise opportunities to work in areas which are covered by regeneration programmes, or in areas where we have identified key planning issues which provide a timely opportunity for community planning activity.

In recognition of the fact that some areas of need are missed by the IMD process, we will also take guidance from partner agencies as to recommended priority areas and groups.

YPA also aims to work with disadvantaged groups, in line with the definition in the National Planning Aid Delivery Plan, as outlined below.²

CALDERDALE OVER 50s WORKSHOP SESSIONS

The session commenced with an introduction to Yorkshire Planning Aid, the Core Strategy and the consultation. This was followed by 3 facilitated group discussions of spatial issues relevant to the over 50s and associated policy issues.

FORMAT OF REPORT

The notes in this report are a record made by YPA staff/volunteers of comments made in discussion groups and/or verbatim comments made by the individuals attending the event. YPA has followed its standard approach in relation to any comments recorded which may have caused offence and these have either been re-worded, whilst still acknowledging the fact that they were made and the numbers of such comments, or where they were clearly not related to planning issues they have been edited out.

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² People on low incomes; unemployed people; minority ethnic communities; women's groups; disabled people and disability groups; older people; children and young people; tenants groups; community groups and voluntary organisations.

Present

Yorkshire Planning Aid Staff – Andy Wood (Community Planner)

Yorkshire Planning Aid Volunteers – Ken Burley, Will Fieldhouse, Abs Sabir, Eric Stowe & Linda Trollope

Calderdale Over 50s Members – 13

General Comments

- Does this mean additional housing or does refurbishing count? Jason of Planning said that this was still to be decided as the Council had voted to disregard the RSS figures.
- Why are you still building on flood plains? As long as the developments comply with PPS 25 and use new technology this should be ok.
- Where are all these new jobs to come from, as there is no industry in Calderdale? The sites along the M62 are being targeted for storage or distribution networks that would employ large numbers of differently skilled people
- The public are not informed properly as they think that 10,500 homes and 1100 jobs will just be created with no planning. They need to understand that this strategy creates conditions for planning applications and developments.
- Bad planning in the past has led to lots of empty flats and offices, must be sure that this does not happen again
- Concerns about health facilities (new health centre) in the Lower Valley (Brighouse)
- The LDF can seem to be a bit confusing
- Where are these jobs being created? (11, 000 jobs), are these all new jobs?
- Concerns for individual planning applications – Broad Street Plaza, Copley Valley
- Concerns about future impacts of mobility scooters?
- The potential impacts of electric vehicles in Calderdale

Session 1

Likes and Dislikes About Where You Live

Where You Live	Good	Bad
Brighouse	• Close to Motorway • 2 Major supermarkets • Excellent new swimming pool	• Lack of free parking • Demise of speciality shops • Too many charity shops • Not enough focus on canal • Not enough GP's for growing population • Youths on streets at night
Todmorden (Walsden)	• Good community – sense of ownership, facilities, village feel, local groups • Market shopping and village shops	• Need more jobs but not service industries • Need to keep education facilities, not close them • No more houses on green spaces • Trains do not stop • Housing being built all over, yet there are Brownfield sites still empty • Sense of powerlessness e.g. local people don't want new supermarkets, yet we get them • Poor road crossings near Health Centre •

Mytholmroyd	• Countryside for hills and walking • Health centre • Safe • Sense of belonging • Nice local Church	• No employment • High prices in shops
Halifax (Skircoat Green)	• Local shops • Good transport • Large open spaces	• Noise pollution from Hospital • Not enough parking at the Hospital for staff or visitors • No's of pubs reducing • NIMBY – resistant to change

Housing

- There is a desperate need for affordable housing for young families, first time employed and older people.
- No more flats or tall tower blocks
- Brighouse and Todmorden already have a serious problem with waiting lists at GP's, so any new developments will need new health facilities.
- There are not enough schools now, so again new schools would be needed
- Older people need more good quality accommodation both sheltered and affordable housing.
- How will the strategy stop builders just erecting a couple of houses and meeting no particular standard? The strategy has a minimum of 10 houses.
- How will downsizing for older people work if there are not enough new affordable houses in the right place for them?
- Good to see Lifetime Homes in the strategy, albeit only 10%

Employment

- Group members had young adults that all lived in Calderdale but none of the worked there
- There is a need for affordable, accessible offices in the town centre especially for voluntary and Community groups.
- Parking is dreadful and needs to be affordable
- Todmorden would not benefit from being a service centre, but other areas between Todmorden and Hebden Bridge would benefit from new employment centres.
- Brighouse attracts people from outside there area for shopping as it is accessible, flat and good parking choice.

Town Centre

- Poor shopping for BME as there are no clothes shops and everyone has to go to Bradford, Leeds or Manchester.
- The market is poor and should be like the one in Bradford
- Need more local shops/businesses as Tesco has forced a lot of closures

Halifax Town Centre

- No cinema
- Hardly any decent low cost hotel rooms
- There are good places to eat
- New Broad street plaza development had a mixed reception. This had been on the go for 15 years. It was not linked to the rest of the town and would really only be multi storey car park with a few shops and offices
- Nothing for young people
- Piece Hall should be developed into a real focal point for locals and tourists.

Leisure

- Todmorden leisure centre the charges are too high

- The pubs and restaurants are in decline all over
- Todmorden has lost its Community centre (Acorn) and there is nowhere for elderly people to go
- Any new developments must have new facilities appropriate to the population.

Green Spaces

- There is a need for parks and areas for older people.
- Why can organisations not become partners e.g. cricket clubs who own land and develop part of this for general leisure
- Todmorden has the “Incredible, Edible, Todmorden scheme for vegetables. Gardening should be promoted more to improve health

Historic Environment

- The area has the highest percentage 2 star listed buildings in the country, so why do we need to preserve everything, looks like a museum!
- There needs to be a better process and understanding of what is preserved.
- New developments must have good quality design, be more bold and inventive

Transport

- All agreed that there is a serious problem in the lower valley as the trains have been speeded up and no longer stop at some stations, or only one an hour. This is cutting people off and making travel to work difficult. There is only one main road and it is blocked most of the time
- There is a serious problem getting in and out of Halifax at peak times

Policy Discussions

- Policy 27, option 1 was supported where good contemporary design must be encouraged.
- Policy 2, Climate Change. No more building on flood plains, full stop!
- There was a discussion on a Copley/Hebden Bridge development that would be built on what is now considered to be a nature reserve, but in fact was just waste land until the animals moved in. So, when is wasteland classed as nature reserve and why should this stop developments taking place when housing and jobs are needed in those areas?
- Policy 4, all agreed that new design should consider renewable energy and sustainable designs. The policy should not be a minimum 10 dwellings BUT 1.
- Policy 30, Transport. This does not allow for changes to the services nor any increase in the uptake of services if a lot of young people with families move in to the area. Older people also need to be considered with types of transport and times.
- **A major concern was that Affordable housing should be 100%, not 30%.**
- **The definition of Affordable housing needs to be clarified**
- **There is no need for more large 4/5 bedroom houses**

Session 2

Likes and dislikes about where you live

Where You Live	Good	Bad
Southowram	• Not Overcrowded • Quiet • Clean	• Police Missing • Poor Bus Service •
Sowerby Bridge	• Nice Park/ open land • Swimming Pool • Friendly People	• Road – Bottleneck • Parking/ Local – School Run • Household Waste Collection
Sowerby Bridge	• Good housing in some places • Lots of shops in Sowerby Bridge	• Love to have improved public transport to rural housing • Need improved footpaths • Too many pubs

Housing

- Would homes be built on brownfield or greenfield sites?
- Housing should be built close to employment areas
- More bespoke houses needed for elderly people, e.g. for disabled persons, bungalows for ease of movement
- Having a more integrated community would be better
- Important to have more quality housing – longer lasting

Town Centre, Offices & Shops

- Potential for more shops and offices
- There is a demand for a by-pass in Sowerby Bridge
- Tourism would be good for Sowerby Bridge
- The local topography hinders infrastructure development
- Large supermarkets are not a very good idea
- Preserving the 'High Street' is important

Transport

- More different uses of transport modes, e.g. buses, cycles, car-sharing, walking
- Create a shuttle bus service between Sowerby Bridge Town Centre and Train Station
- Possibility of creating park and ride site in Sowerby Bridge

Minerals

- In Southowram quarries are more of a positive thing than a problem
- Waste should be recycled
- Households should create less rubbish

Historic Environment

- Halifax has many historic buildings that need to be promoted and appreciated
- Bigger stores are needed in Halifax Town Centre – but need to be weaved into the historic environment and be delicate to the heritage
- The Piece Hall can be improved and promoted for tourism but also other assets such as the Parish Church

Environment

- Environment needs to be looked after
- Halifax can be very 'anti-business'

Green Infrastructure

- Good parklands in Halifax
- Good access to the countryside
- Parks and other green infrastructure such as paths needs more safety and security

Climate Change and Renewable Energy

- Wind energy would be a good idea
- Domestic power generation would also be a good idea
- Better flood defences need to be implemented
- Water needs to be alleviated and diverted

Night-Time Economy

- There is potential for a more of a mixture of night-time economy facilities and services
- The majority of elderly people do not go out in the evening/ night

Group 3

Likes and Dislikes About Where You Live

Where You Live	Good	Bad
Skircoat Green, Halifax	• Good local shops • Shortcut by hospital creates passing trade for shops. • White Van man creates business • Near to work (Halifax) • Clean and tidy • Housing stock good variety and good condition	• Terraced houses do not provide enough parking for 2 car households. • Too many cars • Too many apartments • Not enough buses per hour to hospital • Losing community facilities as change of use to housing is being permitted.
Saville Park Road, Halifax	• Heath House, New Surgery • Access to Town / Theatres / Peoples Park	• Not enough buses or long enough hours (9.30 – 3.30 pm once an hour not enough) • Footpaths are too narrow when cars are parked. Poor accessibility of footpaths. • Prospect of parking regulations in the area is not welcome • No specific roadways for mobility scooters
Warleigh Town, Halifax	• Good if you are young but it is hard for old people to get to Halifax from Warleigh • Village Centre is off the main road • Surrounded by fields and trees • Allotments and Children's Play Areas • Volunteer Scheme for giving elderly people lifts	• Perception of mobility scooters bad. • Community Transport not very broad • Have to shop in Halifax town • Real accessibility problems for the most elderly • No post office , nearest one at Howards Well • Elderly people have to use taxis

	Buses are generally on time	- for shopping - I never realised that one day I would be limited in my mobility - Too much traffic - No shops - Not many buses

Halifax

- Northgate House renovation expensive but good as it keeps services in Halifax
- Halifax Central shopping district should be improved not extended.
- The centre of Halifax moves around over the years (the focus of activity). Future development should build around the current focus.
- Harveys Department Store is a great shop but is now almost out on a limb in Halifax City Centre.
- Halifax still has a small town feeling and we need to covet that characteristic.
- The great thing about Halifax is its excellent access to Countryside / Motorways / Facilities and Public Transport to major cities
- Need things like Primark to keep the city centre growing.
- The Piece Hall should be developed with a better markets.
- Local shops in 'the villages' are missing.
- Central Halifax is ok, they need better accessible transport.
- In the future we are going to need to provide more for the 50-64 age group and more for over 80's as there will be a higher proportion of the population of this age.
- Elderly people are not blinkered.
- Elderly people cannot use 'out of town' retail units in Halifax such as next and JB Sports etc.
- Halifax Town Centre should have a mixture of big and small companies and encourage small firms to take part including encouraging markets.

Housing

- Some people will not live in certain areas of Halifax. No go zones. i.e. Mixenden
- Concerned about new villages and the creation of artificial environments in Halifax.
- 'Posh' Housing in countryside would work.
- If the housing is good quality in North Halifax then it could work.
- It's the people that make good areas.
- Mixed Council and Private Housing on the whole works.
- Desireable properties need to be created in a mix of housing areas.
- Parkinson Lane – used to be really good
- More protection through planning system to make sure that the Housing Quality and Space standards are maintained including lifetime homes as a minimum.

Ethnicity

- The Core Strategy should be doing more for Ethnic Minorities i.e. Pakistanis, Czechs and Poles.
- We are going to have a multi cultural town in Halifax in the future, we should plan for this. A number of participants who had held senior positions in schools and were governors who had watched how the immigrant populations had developed over the past 40 years confirmed that populations, and in particular the younger generation of immigrant populations were on a one way street toward assimilating with the native population of the UK.
- The same thing that happened to white communities is happening to Ethnic Minority Communities in particular Pakistani community but they are 50 years behind i.e. we used to have big families unlike today's nuclear families.
- Empowerment is the key for local populations in all communities.

- Social diversity is also happening at the same time.
- New communities should be built with a mix of all different people rather than specific age or ethnic based groups.
- The diversity of a community is its strength.

Employment

- There are no jobs and we are losing the young educated people all the time from Halifax. They move out.

Town Gateways

- Entrance to Bull Green
- This gateway to the town of Halifax should be developed and if it is good quality will encourage people into the area.
- Park Road is a transitional area where people constantly immigrate in and out.

Park Area of Halifax

- The Housing is predominantly owned by landlords which makes change difficult
- Park Initiative did a tremendous amount to improve the area.
- People have to do more things for themselves since the Park Initiative has less funding now.
- Fear of crime in Gibbet Street for Elderly People

Policy Options

Climate Change

- It was considered by the group to be the most important element of the core strategy because if you get climate change right then everything else will follow.
- Stand alone climate change policies are what is needed and should be statutory and legal requirements as far as possible.
- Wind turbines – quite nice really, fine to see in the landscape as it means a carbon positive future. They should be integrated in to the landscape.
- Small scale sustainable energy fixtures are fine too e.g. small wind turbines
- More care should be taken in conservation areas and a more sensitive approach should be taken.
- Zero Carbon housing in 2016
- Use Brown Field sites for new development if possible
- Minimise hard surfaces to stop water run off and use sustainable drainage systems SUDS
- Plant more trees to stop water run off and flooding
- Flood risk
- Need for regeneration where social problems arise i.e. Ovenden.

Accessibility

- Very important – poor bus services in some areas especially rural villages need to be reliable and frequent.
- Need for cycle/pedestrian routes
- Narrow Lanes in rural areas are problem sometimes

Historic Environment & Design

- List other old buildings to protect them (i.e. at present not listed but still of interest and value.
- New designs / buildings
- Traditional designs preferred
- Modern designs can jar
- Design panel is a good idea but should include lay people.

- Document on design sounds a good idea
- Design for new streets should include: Pedestrians, cycle roots, mobility scooter access ways and this should be incorporated into old streets.
- Lifetime Homes and Lifetime Neighbourhoods should apply to all new dwellings.
- Secured by design – Yes please!

Consultation Report

Calderdale Council
Core Strategy Refined Issues & Options

Date of Event: 16th February 2011

Group: Illingworth Residents

Venue of Event: St Catherine's Catholic High School,
Holmfild

Event Format: Presentation & Group Discussion

Total No. of Attendees: 10

The Studio, 32 The Calls
Leeds, LS2 7EW
0113 204 2460

Submitted by: Mike Dando
Date: 28th February 2011

YORKSHIRE PLANNING AID

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YPA will also prioritise opportunities to work in areas which are covered by regeneration programmes, or in areas where we have identified key planning issues which provide a timely opportunity for community planning activity.

In recognition of the fact that some areas of need are missed by the IMD process, we will also take guidance from partner agencies as to recommended priority areas and groups.

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ILLINGWORTH RESIDENTS WORKSHOP SESSIONS

The session commenced with an introduction to Yorkshire Planning Aid, the Core Strategy and the consultation. This was followed by a facilitated group discussion of spatial issues relevant to Illingworth and associated policy issues.

FORMAT OF REPORT

The notes in this report are a record made by YPA staff/volunteers of comments made in discussion groups and/or verbatim comments made by the individuals attending the event. YPA has followed its standard approach in relation to any comments recorded which may have caused offence and these have either been re-worded, whilst still acknowledging the fact that they were made and the numbers of such comments, or where they were clearly not related to planning issues they have been edited out.

¹ Hull, Bradford, Doncaster, Barnsley North East Lincolnshire, Sheffield, Wakefield, Rotherham, Kirklees, Leeds

² People on low incomes; unemployed people; minority ethnic communities; women's groups; disabled people and disability groups; older people; children and young people; tenants groups; community groups and voluntary organisations.

Present

Yorkshire Planning Aid Staff – Mike Dando (Community Planner)

Yorkshire Planning Aid Volunteers – Ken Burley, Majid Mir, Amanda Sowerby

Illingworth Residents – 10

Housing

Residents were concerned about the number of homes and the likelihood that the homes will be filled in the urban village –

- Urban Village – ‘frightening’;
- Can’t cope with what they have now. I.e. Local facilities. Services can’t handle problems and blockages;
- ‘Will it work?’;
- Even if facilities are provided it is still frightening;
- How are they going to fill those houses? Young people can’t get mortgages at the moment;
- On Abbey road, Wheatley and other areas there are too many houses up for sale now;
- Behind police station, there are 3 blocks of flats standing empty;
- Suggestion – They should build more corporation/social housing to rent out;
- Services and facilities - will they come along at the same time as the housing development?

Scepticism about the likelihood of facilities coming alongside new developments, as with previous developments facilities have not been constructed – still waiting for previous facilities that were promised when constructing other developments in the area.

- e.g. Websters - promised a Post Office and a new bus service, and this didn’t happen;
- Further scepticism about whether developer contributions will actually happen;
- Many people travel to work via car, and the roads are poor. The development will mean there will be more traffic (concern);
- The suggestion that there will be no increase in journey times on the A629 is ridiculous;
- We do not have enough housing for the elderly – a larger proportion of the 2000 homes should be allocated to the elderly.

Residents were concerned about some of the potential larger developments in the North of Illingworth. Primary concerns were related to size, the impact on the Illingworth area and in particular poorer residents, and the likelihood of the new facilities benefiting just those living in new developments and not the wider Illingworth community. There was also mistrust relating to whether the community facilities would be built at the same time as the housing development.

- Concerned scattered development will not give the opportunity for the development of new facilities;
- Concern – How will the new developments in the north of Illingworth impact on the deprived areas of Illingworth?
- If developments are linked with new facilities, how will they benefit the community?
- Will the new communities be separate from the existing population? Could find ourselves still living in a deprived area near a fancy new urban village with all the facilities. Risk of an ‘us and them’ situation;
- A new housing site near here- built new houses, stuck a few social housing units at the back of the development and actually physically separated them from the rest of the houses with a big fence. This is segregation and is negative;
- Not everyone wants to live in a housing association house. People want to buy their own house, not in a housing association area. ‘Ghettoisation’ v dispersal of social housing;
- Affordable housing should be mixed within the development rather than on the edge or on another site;

- Other than Morrisons and a couple of small shops there is nothing else;
- Shay lane will be really congested with new housing and new industry;
- Concern about losing green belt land, currently farmed or grazed;
- How will new developments north of Illingworth, in the Bradshaw area (quite a few sites identified in the SHLAA are here) help those in more deprived areas? Bradshaw is better off already, will they get all the benefits of new facilities?

Design

- Suggestion - The design of the homes should be using stone or should look like stone. The design of the homes should fit into and there should be some conformity;
- Websters – traditional design and stone or art stone facing material;
- Broad Street development – steel building inappropriate;
- Keighley Road development - very small dwellings;
- Parking – there is no spaces to park your car. Homes have no garage or drive way so people park their cars on the street. Some people have to double park because there is not enough space. Neighbours fall out over this.

Transport

Public transport in the Holmfield area is considered to be of poor quality. Minimal services run through the area and there are no regular services in the evening.

- Greater provision for Holmfield required. After 18.30 difficult to get a bus;
- A629 – there is provision for local bus routes but routes further out are not provided for, no bus service all the way up to Illingworth, only a small private company. It is difficult to get to Keighley or Bradford. You have to catch two buses from Halifax to Keighley;
- The problem is there is no public transport e.g. Keighley Road has no bus service after 6.30 p.m. also draughty and cold. Poor services to other centres. Bradshaw has poor bus services. If the service is bad now, will extra housing make it better or worse? What about new services such as to Morrisons?
- Plenty of local buses round the estates, more than needed. Really need more buses on arterial routes;
- A629 – Road is very poor for cyclists, it is dangerous;
- Old Lane – needs improving;
- Suggestion - Need safe routes into town via foot. The old rail road tracks that run along Shay Lane, through Ovenden and Dean Clough can be used to create a route into Halifax town centre. Create a pedestrian and cycle route. Install good lighting, make it safe. This would be a good way to encourage people to leave the car at home. It's fairly flat and not that far really;
- No it's a bit hilly for cycling!
- Need better public transport links – priority;
- Buses are now intimidating at night (especially for older people) as no conductor and only the one driver to look after everything as well as drive. Safety needs to be improved.

Schools

- Need primary and secondary schools. The only secondary schools in the area are a Catholic and Grammar School.

Recreation and Community Facilities

Some concern about the quality and availability of playing fields and recreation fields.

- Quality of public facilities is poor;
- Don't want to lose playing fields and recreation facilities;

- Open spaces – plenty of mini football pitches but there are limited larger 11 a-side football pitches. There is a need for larger 11 a-side football pitches and with better facilities;
- Suggestion from the coach of the local youth football club (500 kids a week playing football)- Invest in pitches that can be used week-in week-out, throughout the whole year. (i.e. improve drainage systems- at the moment if a pitch is played on once on a rainy day it can't be used for weeks afterwards). There is also a need for medium sized football pitches. (required by the Football Association);
- Additional 2,000 houses would put more pressure on existing facilities; the Rugby League are feeling the same about intermediate pitches;
- A need for good quality community centres.

Ogden Water

Considered a good attraction and is used by the public throughout the year. Shows that the council can do good things.

- Accessibility to green areas is good;
- If 2000 new homes were to be built, it would not be able to handle the increase in visitors;
- Public transport would also not be able to cope with the increase in numbers;
- There is a need for a bigger and better bus service;
- Bus service there is very poor at the moment, makes it difficult to travel by bus. Last service on a Saturday is 3.15pm;
- People find it difficult to get to Ogden Water by foot other than along the main road, and it is within walking distance. There is a need for better route signage.

Jobs

- New developments in Holmfield – how will they get around? Far away from main transport routes (i.e. motorway). The road facilities are poor. Shay lane is busy. Roads will need to be improved and widened- but Shay Lane can't be widened as there are houses right by the road on both sides in some places;
- Huge industrial estate at Elland, and they are struggling to let them at the moment so how do they expect to let new units in this area?
- Holmfield has poor public transport links; there is no bus service to the area, so people are heavily reliant on cars. If more homes and businesses are to come into the area, it will need to drastic improvement. There are currently no buses that go all the way up Shay Lane;
- They will need more regular bus services if they want to bring more jobs into the area;
- Make developers subsidise a new service, better public transport links are really important if there are going to be new employment sites;
- More power to Local Authorities shortly to require bus operators to run on certain routes (?)
- Effect on property values of more employment? – could work both ways;
- A629 into Halifax – any improvements required or possible? Old Lane is alternative route to town and parallel to A629.

There was no issue with potential new quarries to the north of Illingworth. Residents did not believe it would impact on them, as other quarries in the area have not impacted on the local community and they are seen to be 'out of the way'.

SHLAA

- Site 08001 (Scawsby Farm) – previously opposed for football pitches so housing would probably be opposed also;
- red sites – generally should be more acceptable but not on Greenfield sites;
- issue of social housing;

- Shay Lane – new development will increase traffic along Shay Lane and it is already bad enough.

Shay Lane is a significant constraint to all future developments in the area. It's the main route to the area, it's already very congested, it can't be widened without demolishing houses. How can this be resolved?

Community Engagement

- How to involve community in site allocation – telephone survey/Challengers Club parking/ Bradshaw Church/ email Friday late/ Messenger's display?

Consultation Report

Calderdale Council
Core Strategy Refined Issues & Options

Date of Event: 23rd February 2011

Group: Mixenden Residents

Venue of Event: Holy Nativity Church, Mixenden

Event Format: Presentation & Group Discussion

Total No. of Attendees: 19

The Studio, 32 The Calls
Leeds, LS2 7EW
0113 204 2460

Submitted by: Mike Dando
Date: 28th February 2011

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MIXENDEN RESIDENTS WORKSHOP SESSIONS

The session commenced with an introduction to Yorkshire Planning Aid, the Core Strategy and the consultation. This was followed by 2 facilitated group discussions of spatial issues relevant to Mixenden and associated policy issues.

FORMAT OF REPORT

The notes in this report are a record made by YPA staff/volunteers of comments made in discussion groups and/or verbatim comments made by the individuals attending the event. YPA has followed its standard approach in relation to any comments recorded which may have caused offence and these have either been re-worded, whilst still acknowledging the fact that they were made and the numbers of such comments, or where they were clearly not related to planning issues they have been edited out.

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Present

Yorkshire Planning Aid Staff – Mike Dando (Community Planner)

Yorkshire Planning Aid Volunteers – Alan Mitchell, Linda Trollope

Calderdale Planning Department: – Matthew Good

Mixenden Residents – 19

Questions raised in general discussion

Once adopted could the Core Strategy be altered by subsequent councils if there was a change in political power?

Would the plans just show new sites e.g. housing sites or existing areas as well?

Group 1

Housing

- If there is to be more housing in this area other facilities need to be thought about as well: the schools are full (more places needed), the state of the roads, buses, transport, community facilities etc.
- There is limited land for housing in Mixenden, the only vacant site at present being the old school site. One privately owned block of flats in the area may be going. If 2,000 houses are to be built in North Halifax some 'greenfield' land will need to be used.
- 2,000 new houses will need jobs to go with them; currently there is a lack of jobs in the local area. One person currently works at a factory in Wheatley, which is easy to get to, but this is to move to Elland which will be much more difficult and expensive to get to. Planning permission for 84 houses has been granted for the current factory site. Most of the jobs available in the local area are low paid jobs so people cannot afford to travel. Transport to Central Halifax is good but not to Holmfild where a new employment area is proposed.
- There is some scope for new housing but the acceptable amount is limited by jobs, skills and community facilities.
- There is a need for houses that are affordable for first time buyers: these should be required as a proportion of new houses.
- There is a mixture of existing housing: maisonettes, flats for single people and 2-6 bedroom houses. Most of the housing is Council or ex Council and Corporation. There is however a need for bungalows to suit elderly people. Generally there is enough family housing although there are long Council waiting lists.
- When properties come up for sale many are bought up by people who do them up and rent them at a high price that is not affordable for local people. There is a need for some control to avoid this situation.
- They do not want to lose green land around the settlement: this needs to be considered very carefully with a priority for the redevelopment of brownfield sites.

Services and Facilities

- There are a lot of takeaways and corner shops but a mini supermarket is needed.
- There are 2 good primary schools which are full (there is a little room for expansion on both sites). Until recently children had to go to secondary schools in South Halifax. There is now a new academy (Trinity Academy) in Holmfild and a catholic High School on an adjacent site but even so there are not enough places. It would be good to have a full age through school in the same area: bigger schools give more opportunities.
- Mixenden has the highest % of children not in education, employment or training and there is a need for more facilities for them. There is a youth club in the community centre and an adventure playground but more facilities are needed.
- Clubs for older people are also required with a centre other than the church. A pub in the centre of the village would also give a community atmosphere.
- An old pub site is going to be a "hub" with a library and mini supermarket. That would help now but would not be sufficient for 2,000 new homes?

- The redevelopment of the old Webster's brewery site promised shops and a centre but the Section 106 agreement has not been enforced. Agreements should be tightly worded and enforced.

Open Spaces, Sports Facilities etc.

- More sports areas such as a football field are required. There is the Clough Lane outdoor centre but this is too expensive and not aimed at local kids. The Ridings Football Centre is the same: it gets block-booked from outside of the area. School facilities only have very limited opening to outside users. A centre with sporting facilities for local people is required.
- Access to the countryside is good and valued. It needs to be protected.

Employment

- Halifax was a major engineering employer but numbers have dropped. There are a lack of employment sites in Mixenden and more are needed: mainly for small businesses that could be used by local people.
- There are good bus services to the town centre
- They were fairly content at the provision for employment sites.

Transport/Highways

- The A629 is a busy road.
- If new houses are built parking could be an issue. Adequate car parks are needed.
- Public transport is good and generally well used, but expensive, which puts people off using it; if it is cheaper to use a car they will.
- Traffic within Mixenden does not cause any hold ups.
- If people are to get to the new employment site at Holmfield a bus service is required. There is a poor bus service to the Morrisons supermarket.
- There is good access on foot with good footpaths etc but there are problems with the hills.

Minerals

- The area for minerals is far enough away from houses to be okay. Proper restoration is needed when it is finished.

Overall

- In principle a new urban village would be okay: it would give a better choice of housing and possibly better facilities. Affordable housing should be included. They would like reasonable growth to justify new facilities. People mainly upgrade housing within the local area rather than moving away.

Policies

Policy Option 20 Green Infrastructure

- A new small sports centre is needed. Works on re-establishing parks has moved a long way. The use of school facilities would be better value for money than new specialised facilities. It would be helpful if schools would open up their facilities for outside use.
- It is important to have strong agreements attached to planning permissions that are enforced.

Policy Option 14 Employment opportunities

- This area is lucky: it is deprived but has easy access to funding. If there are new developments the developers should put money into training: apprenticeships are needed.
- New investors and growth are needed especially in Halifax Centre.

Policy Option 11 Vibrant lively town centres

- There is potential for a “hub” with better shops and facilities. They have tried a co-operative for the sale of specialist products but this did not work, as people prefer a one-stop shop at a supermarket. They need a mini supermarket.

Policy Option 17 Provision of range of dwellings

- The type of housing needs to respond to the need in the area. The percentage of affordable housing also needs to be related to the need in the area.

Policy Option 18 Good quality residential developments

- There should be a range of density in new housing developments.

Policy Option 29 Accessibility/safety

- All housing should meet the Lifetime Homes standard. It is good to set the bar high.

Group 2

Q = Question

- **Q.** What about the site by Mixenden library (Jumpsles site)? Is this a different development or within this one we're talking about?
- **Q.** The new houses at Moins Close – many are still empty. What is the point of developing new housing in the area?
- **Q.** Any new housing development will need better roads. Why not do existing homes up first?
- Because of the layout of the land; Halifax centre to North Halifax and Shroggs Road to Mixenden. It makes more sense to develop along these lines as the roads and infrastructure are already there.
- **Q.** They will eventually pick which areas of land they want to develop. Is this the point of this consultation?
- **Q.** Haven't they already decided areas for housing i.e. Moins Close?
- **Q.** With all the cutbacks. It seems a lot of money to alter infrastructure. Do we really need new houses?
- **Q.** Does the planned housing cover Illingworth, Ovenden and Mixenden?
- **Q.** What about Fountainhead Village. They were promised all sorts of facilities?
- **Q.** Would you set areas for developers to prefer to build on?
- **C.** School field on Clough Lane (near the old Stanningley Green School). This area should not be developed. It's not big enough and the road would need widening
- Would like development of this site as it always suffers from ASB and flytipping.
- **Q.** Would you develop housing then look to develop access to schools?
- **Q.** Does the Clough Lane school site have to be housing?
- I was involved in Mixenden for the Future which helped provide skateboarding facilities but the kids destroyed it and all the fencing was stolen. Development of School site should be for school or housing.
- We don't want to make Mixenden anymore of a deprived area. Already can't sell the houses at Moins Close.
- Clough Lane was previously all private housing but much has been sold to private letters who shove anyone in. This has ruined Clough Lane.
- New houses should be Social Housing because Social Landlord takes more responsibility for tenants.
- Not private houses as Moins Close has proved there is not the market for them.
- The situation with Moins Close was the same before the recession.
- People are put off buying houses that are next to rental properties.
- Rental properties cause the problems.

- No, from a Police perspective, problems from social housing properties are the same as from private rented.
- Social landlords tend to be more responsible
- But social landlords have to house everybody/can be less selective
- Private landlords are not privy to same level of historic information on tenants that Social Landlords might be.
- It is necessary to solve the underlying problems causing problem tenants rather than simply moving them on.
- **Q.** How will the Council decide what is affordable housing? Will it be based on local average income?
- **Q.** Has anywhere been considered for elderly people?
- School Field (Clough Lane) would be ideal
- There is none of this provision currently in Mixenden.
- **Q.** What about controlled renting/sensitively rented to elderly?
- **Q.** Isn't option to develop North Halifax only one of the 4 options?
- North Halifax is already one of the most densely populated areas of Calderdale and includes areas of highest deprivation. Is it a good idea to develop further? Might increase problems?
- But not enough High School places. Hospitals are in Skircoat. Sports facilities. No jobs, just housing.
- There is no bus route from Mixenden to Holmfield. Not easy access route. Would need to go via Town.
- Walking not really an option. Would need a better bus service.
- Currently bus service to Town is very good. Difficult to get to supermarket
- Future of Riding Site? New GP surgery opening in the site in March. There is desire for the site to be run by a community organisation.
- It is important to put in play areas for children.
- Quarries/quarry traffic - not really an issue. Most traffic goes on Moor End Road and down Pellon.
- **Q.** Will there be future issues with landslides because of quarries?
- **Q.** What are they thinking about at Holmfield?
- **Q.** What about possible job sites at Shroggs Lane where the new B&Q is and Dorlux?
- There is an issue here with contaminated land (previously landfill)
- Important the jobs, houses, schools, facilities balance in area. It might be necessary to pump prime new development first with facilities.
- We need to improve facilities we have already got i.e. Mixenden Hub
- There is already plenty of empty housing around.
- Re a more detailed plan of how this village would look – would appreciate more detailed plan & would also like to see order the development would take i.e. which bits would be done first.
- Re plans for developing in North Halifax - sceptical though because currently we can't even get a bus from St Catherine's to Shay Lane despite obvious need!
- Need to see the area working properly before other people will want to come and live here

Consultation Report

Calderdale Council
Core Strategy Refined Issues & Options

Date of Event: 14th February 2011

Group: Sowerby Bridge Residents

Venue of Event: St Paul's Methodist Church

Event Format: Presentation & Group Discussion

Total No. of Attendees: 13

The Studio, 32 The Calls
Leeds, LS2 7EW
0113 204 2460

Submitted by: Mike Dando
Date: 28th February 2011

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SOWERBY BRIDGE RESIDENTS WORKSHOP SESSIONS

The session commenced with an introduction to Yorkshire Planning Aid, the Core Strategy and the consultation. This was followed by 2 facilitated group discussions of spatial issues relevant to Sowerby Bridge and associated policy issues.

FORMAT OF REPORT

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Present

Yorkshire Planning Aid Staff – Mike Dando (Community Planner)

Yorkshire Planning Aid Volunteers – Majid Mir, Amanda Sowerby & Joe Varga

Sowerby Bridge Residents – 13

Group 1

- **Strongly in favour of Upper Calder Valley renaissance strategy.** Relocating industry from Holmes Road to Copley so Holmes Road can become an extension of Sowerby Bridge (SB) town centre.
- What about Dugdales though? This will be hard to move, but need to as massive vehicles going to and from there, would make redevelopment of area less viable if it stayed. Would need new road access if it was moved to Copley. Holmes Road - who pays for relocating what's there? And what about the allotments?
- Can't redevelop SB without the Copley plan going ahead. And need new development in order to fund the building of a new road.
- Back during UDP consultations, people felt they didn't have enough of a chance to say anything - Copley Valley, Policy E20

Housing

Across Calderdale - new housing is the equivalent of two towns the size of Sowerby Bridge. 400 – 900 new homes proposed for SB

- What about facilities and infrastructure?
- Where in SB?
- But what if no one can afford the houses?
- SB can't cope with that many new houses.
- **Services.** Would we get a new doctors surgery? An existing need for a surgery. A new one would need to meet the existing need plus the extra need created by the new housing.
- Housing on Holmes Road is a good idea.
- Would like to see low to medium rise development on Holmes Road so that there are still views through.

Jobs

- Jobs need to be within walking distance of housing. Ainley Top and Cooper Bridge are a long way for people from SB to travel.
- SB has become a dormitory town. Most people commute out, we'd like more jobs here so people both live and work in the area.
- Probably locating housing on Holmes Road which is near the train station, so that's good as access to elsewhere is good.
- People doing 40minute/1 hour commutes to Manchester and Leeds, leave early, return late. Don't really contribute that much to the town.

Transport

Railway station and rail links

- Trains need improving. They need to be more frequent and have more carriages, standing up too often.

- From Holmes Road there are 19 steps up to the station - very poor access from this side for people with limited mobility.
- The station feels isolated, there's vandalism.
- People don't want to park there.
- Need CCTV or manned station.
- Need ticket machines, problems with paying by card on the trains.
- Having housing on Holmes Road wouldn't make the station safer as there's a big embankment, so not overlooked. And the other side of the station is currently industrial units and they are used mainly during the day.

Parking

- Not enough parking in town centre.
- Can't get to Drs surgery now as everyone parks around there to go to the new swimming pool which doesn't have enough parking.

Roads

- Very congested, already problems at peak times now, don't need to wait until 2025 as predicted to see problems - they're already here!

Buses

- Buses are very expensive compared with the train. Don't really use them. No point improving bus services if they stay so expensive (except for pensioners who get a bus pass).

Open space

- Lockhill Mills has been allocated as an employment site - but what we need is public open space. Lockhill Mills would be prime for this as it's by the canal. But privately owned so accept this probably would never happen.
- Want open space where people can gather, hold events etc.

Community facilities

- Swimming pool has closed. It used to be a pool in summer and then covered over with wooden floors in winter and used for dances etc. Why not do this again? It would make a great space for dances, conferences and other events. There is currently no space like this in SB. Even grandchildren excited by the idea of a place to have a young people's disco in SB.

Shops

- In the town centre there are 15 – 20 pubs/eating places but only one butchers, one greengrocers etc. We'd like more variety, clothes shop, shoes etc.
- There is basically no parking for the shops in the town centre. New shops struggle to get any custom as they can't unload and customers can't park.
- So people want to open shops but fail. Need Holmes Road as new access/bypass. Maybe could be parking on Holmes Road?
- Don't need so many takeaways, need greengrocers etc. although some acceptance that supermarkets have changed the way people shop, a shame.
- Need more daytime uses in town centre and more for tourists.

- But want shops for local people too, not just for visitors/tourists, as in Hebden Bridge.

Development in green belt

- Shouldn't extend any further towards Luddenden, places merging. Taking away attractiveness of SB as a place to live - somewhere surrounded by countryside.

Density

- No one wants to buy new houses with no amenities/gardens, especially if they're meant to be family homes.
- Demolish 1960s flats and rebuild.

Group 2

Proposal for New Homes

- A thousand new homes in Sowerby Bridge equates to a 20% increase - that is an alarming amount.
- Concern about location and number of homes being planned
- Where are they going to build 10,750 (?) new homes Calderdale-wide?
- Concern and apprehension shown about the possibility of constructing homes at Copley Valley, green belt and green land. Majority disagreed with idea of locating homes on green land, green belt or at Copley Valley.
- Council and public should be aware that 10,500 new homes are equal to two new Sowerby Bridges.
- In the town of Sowerby Bridge there aren't many areas that have not been built on. 1,000 new homes is a huge amount.
- Concerned about the number of homes being proposed in Copley Valley and lack trust of assurance that stated number will be not be increased.
- They shouldn't build any more homes at Copley, but what guarantees are there that they will stick to that number? They may end up building more.
- The improved access via the bridge development may lead to more homes being built.
- Pollution and traffic congestion is a concern - there is too much traffic in Sowerby Bridge.

Air Quality Management Area

- The air quality of Salterhebble and Sowerby Bridge has not been measured for a while. Considering the increase in car use, the removal of some planting and new developments it's likely to be more severe now.
- Proposal takes some of the area in between the AQMA areas; this will increase the level of pollution. There needs to be greater mitigation, but there is nothing in the strategy.

Consultation

Concerned about the transparency of consultation –

- Many people don't know what to do, how to do it, who it's done by. They are not doing much to consult local citizens.
- Not enough people and organisations have been consulted.

Copley

- Residents were concerned and fear there may be more flooding in the area
- Copley Valley falls into 3A and 3B flooding zones – concern that such land will be built upon.
- School in Copley is full. Considering location and the site of schools, it is difficult to increase the capacity of the schools. Two of the schools have already been rebuilt or extended.
- We have a lot of unaffordable homes, and not enough affordable homes.
- There are too many expensive homes – and a number of empty homes.
- Concern about contaminated land in Copley Valley

Jobs

- Having smaller businesses in the Copley area would be reasonable.

Shopping

- Good place for night time economy.
- Concern about the location of new shops and the potential size – where will they put all the new shops?
- Too many people are commuting to places outside area, there needs to be more jobs in the local area.
- When new homes are built, they should be linked to the number of trees and greenery planted. For each new home, a certain number of trees and greenery should be planted.

Consultation Report

Calderdale Council
Core Strategy Refined Issues & Options

Date of Event: 24th February 2011

Group: Calderdale Tenants & Residents Association

Venue of Event: Halifax Central Library

Event Format: Presentation & Group Discussion

Total No. of Attendees: 14

The Studio, 32 The Calls
Leeds, LS2 7EW
0113 204 2460

Submitted by: Mike Dando
Date: 28th February 2011

YORKSHIRE PLANNING AID

Yorkshire Planning Aid (YPA) is part of a network of services run by the Royal Town Planning Institute, a registered charity. YPA offers free, independent and professional planning advice to community groups and individuals who cannot afford to pay professional fees.

YPA also helps people to understand and engage with the planning system through its community planning work. This support can be provided through workshops, information and interactive drop-in sessions, or formal training events, all of which are tailored to the local planning issues and/or local communities involved.

The activities undertaken by YPA are not part of central or local government but are an independent source of advice and information which complement the work of local councils.

YPA'S COMMUNITY PLANNING WORK

YPA aims to work in the Local Authorities which are in the top ten most deprived Local Authorities in Yorkshire and the Humber according to the ODPM Indices of Deprivation 2007¹, and within the Super Output Areas in the Region which fall in the most deprived 20% in England (i.e. those that rank between 1 and 6,496 on the IMD ranking).

YPA will also prioritise opportunities to work in areas which are covered by regeneration programmes, or in areas where we have identified key planning issues which provide a timely opportunity for community planning activity.

In recognition of the fact that some areas of need are missed by the IMD process, we will also take guidance from partner agencies as to recommended priority areas and groups.

YPA also aims to work with disadvantaged groups, in line with the definition in the National Planning Aid Delivery Plan, as outlined below.²

CALDERDALE TARA WORKSHOP SESSIONS

The session commenced with an introduction to Yorkshire Planning Aid, the Core Strategy and the consultation. This was followed by 2 facilitated group discussions of spatial issues relevant to attendees and associated policy issues.

FORMAT OF REPORT

The notes in this report are a record made by YPA staff/volunteers of comments made in discussion groups and/or verbatim comments made by the individuals attending the event. YPA has followed its standard approach in relation to any comments recorded which may have caused offence and these have either been re-worded, whilst still acknowledging the fact that they were made and the numbers of such comments, or where they were clearly not related to planning issues they have been edited out.

¹ Hull, Bradford, Doncaster, Barnsley North East Lincolnshire, Sheffield, Wakefield, Rotherham, Kirklees, Leeds

² People on low incomes; unemployed people; minority ethnic communities; women's groups; disabled people and disability groups; older people; children and young people; tenants groups; community groups and voluntary organisations.

Present

Yorkshire Planning Aid Staff – Mike Dando (Community Planner)

Yorkshire Planning Aid Volunteers – Matt Bayley, Will Fieldhouse & Jo Sawyer

Calderdale TARA Members – 14

Issues raised during introductory presentation

- One attendee was of the view that Brighouse is already a large place and is completely gridlocked by traffic. Existing facilities such as doctors' surgeries are under pressure. He wonders how Brighouse will cope with more homes and jobs. This is already an issue and public funding is not available to fund new infrastructure and facilities.
- Many agreed with this view in terms of their own areas (Mixenden, Illingworth, Pellon) and there was scepticism that the facilities and infrastructure needed would be delivered, given that many houses have been built in the last 20 years and many facilities have been promised which have failed to materialise.

Group 1

Halifax Group – Location Specific Issues

Mixenden

- The residents of Mixenden feel that in general the area has a lot to recommend it, with countryside within a 10 minute walk and an excellent bus service. However, the range of facilities available to local people is limited, with no permanent Doctor's Surgery, limited other health services, limited retail provision (no fresh provisions) and two primary schools which are already full (children go to secondary school in town).
- Whilst residents feel that there is room for more housing, they feel it should be located on sites that have been cleared in existing estates rather than on green space / green belt which is highly valued. They believe a mix of housing is required including affordable homes for young people. However, there is strong view that the existing services and infrastructure in Mixenden would need significant improvement with a Health Centre top of the list.
- In terms of provision for jobs, people didn't feel there was room for any significant provision.

Illingworth

- Illingworth is a good place to live with a good range of quality services close by – schools, health centre and shops. Some of the greenspace / park provision is well kept and well used, whilst Furnace is not and suffers from flytipping etc. Illingworth has a decent bus service within the town, but the service between Illingworth and other places stops after 6pm so they feel cut off.
- There was a general acceptance that new housing was needed in response to population change and that people need to live somewhere. Similar views on the location and type of housing needed were expressed in Illingworth – use of previously developed land before green field land and a range of new housing provision.

Pellon

- Pellon is generally a good place to live with good greenspaces close by, but there are parking problems associated with the busy shopping parade and Ling Bob Junior School. People felt that parking issues would be increased by new homes and jobs in the area and highlighted the fact that new housing development does not seem to provide enough off-street parking for families with more than one car – so they clog up the nearby streets.

Halifax Town Centre

- One attendee lived in the north of the town close to the Elsie Whitley Centre and the flyover. Their particular concern was the state of the semi-derelict site on nearby Hopwood Lane which is a taxi rank / parking area with several listed buildings in very poor condition. They felt that the site is an eyesore which could be used for new development or greenspace, which would be better than leaving it as it is.
- The bus service in this area of the town is poor – one bus an hour.
- In terms of new housing, the view was that if the flats (due to be demolished?) close to the Police Station were better linked to the town centre that the area could be suitable for some homes (flats, maisonettes) but not houses with gardens, due to the busy roads and location between the retail parks and town centre.

Halifax Group – General Policy Issues

Housing

- General consensus as expressed earlier that new housing should go on previously developed sites within existing areas close to existing facilities and that existing but empty properties should be brought back into use and converted to new uses where possible.
- There was a strong feeling that there should be no development on the edge of areas (“in the middle of nowhere”) unless a full range of services are also provided. The example of Fountainhead village was given – the promised services such as a bus service and childcare provision have not been provided and there is a real concern that this could happen again in the current economic climate unless safeguards are in place.

Employment

- The Council is proposing to focus office provision on Halifax town centre – this received a mixed response. People felt that office space needed to be provided throughout Calderdale to provide job opportunities close to where people live. Whilst people accept that town centres need people working there to be successful, they believe the main focus should remain retail, with a wider range of shops. There were concerns expressed about the facilities being provided in the new Broad Street scheme which is now focusing on a hotel and bowling alley rather than new shops. There was also a view that more could be made of the Piece Hall in terms of events, which are very successful. People currently prefer to shop in Huddersfield or Bradford.

Transport

- Brighouse has a new bus station which was described as horrible.
- It was felt that Halifax bus station gives a poor first impression of Halifax when compared with Dewsbury or Huddersfield.
- People in Illingworth and Pellon reported a poor or no bus service after 6pm which makes them feel isolated and unable to access facilities in Halifax and other areas in the evenings.
- The train services and train station are felt to be good.
- There was support for limiting access to the town centre for traffic and short stay parking. Park and ride was supported.
- Cycling facilities would be supported (cycle lanes etc) but they were not valued as highly as other facilities in Mixenden where a new health centre remained their top priority.

- Bus stops were felt to be badly designed - too narrow, leaving little passing room for prams etc) and badly located - too many outside the bus station meaning you have to walk some distance to get another bus).

Climate change

- There was support for new development near to existing facilities and homes to reduce the need to travel.
- People supported the principle of “eco homes” and for solar panels and photovoltaics on houses to reduce energy consumption and bills.
- The perception was that wind turbines are not very efficient but micro generators were viewed as ok and people generally did not object to seeing wind turbines at a distance but would not like see them close by.

Green infrastructure

- People were keen that the value of various greenspaces to local people be established in some way so that a list of underused/ unvalued spaces could be produced and these could then be re-used or new ones could be provided where they are needed. One example given was the creation of parking lay-bys on road with wide grass verges to help resolve parking issues.

Built Environment

- One view expressed was that if old buildings are not economic to repair and re-use (even listed buildings) they should be knocked down to make room for something else. People felt that some buildings are listed for reasons they don't agree with when they are not seen as important locally.
- In terms of design, people agreed that there was room for all design approaches – modern, traditional as long as designs were sensitive, when needed. The Piece Hall was given as an example, where people think the building is an important part of the town's history but would be happy to see some sensitive development if it made it more successful.

Design of New Houses

- Accessible homes which can adapt as your needs change were valued. Liveability was valued above just size – how a home functions and can adapt over time.
- It was felt that market housing is generally poor in this respect and the adoption of local design standards was supported with the same standards applying to all homes.

Car parking

- The lack of car parking in new housing development was raised as an issue because of the knock-on effects on surrounding streets.
- In terms of offices, people agreed that all day parking in town centre offices should be discouraged to encourage people to use public transport or bikes. More parking was felt to be necessary in out of centre office locations as there was generally no other way to get there and it did not generally cause a problem in the surrounding area.
- Short stay car parking was preferred to raising parking charges which people felt impacted on the shops and visitors too much.

Group 2

Non-Halifax Group – Location Specific Issues

- A series of general points were highlighted at the beginning of the meeting which were of importance to the whole Calderdale area. The issue which caused the most problems for people was that of infrastructure funding. It was argued that there are already problems with schools, hospitals, doctor's surgeries and the road network without the added pressure from increasing numbers of dwellings in the area. It was suggested that by increasing industry in the area, the already saturated highway network would be unable to cope with the accompanying heavy goods vehicles. This was a major problem in Brighouse where industrial land is proposed. It was suggested that the M62 already runs at over capacity and would not stretch to allow for further expansion.
- The lack of GP surgeries was a general problem across all areas of Calderdale and the poor public transport services that served them were also problematic.
- The lack of marketing surrounding the Core Strategy across Calderdale was also a key issue for members of the group.

Brighouse

- The plans for job creation in the Cooper Bridge area (Kirklees) around the M62 motorway was received with mixed feelings.
- The increase in office development was seen to be pointless as many office complexes built in the past decade remained unoccupied to this day. Protest from local residents in the Clifton area have helped to overturn planning applications in the area in the past and it was suggested that this could prevent proposed areas from developing the way the plan suggests.
- The issue of infrastructure following future development in the area was highlighted. It was suggested that there was already a shortage of infrastructure in the area and that the shortage should be addressed prior to the proposed development in the area. Highways, schools and health services were seen to be areas in need of investment. The local villages in the area were thought to be dormitory villages for residents who chose to commute to Leeds and Manchester and this was something the residents would like to address from an early stage as it was seen to take money out of the local economy.
- Brighouse town centre was suggested to be under major threat from large supermarkets in the town such as Tesco. The non-food areas within the Tesco store (i.e. clothes, and hardware etc) have priced local shop keepers out of the area. It was a worry of residents in the area that these stores had been allowed to expand even though the local council tried to stop them. The Tesco petrol station in the town was seen to be a particularly good example of how large companies can cause problems in a local community with traffic jams caused from people queuing to use the station resulting in the police having to attend.
- The Right to Buy scheme had caused problems for social housing in the area and it was suggested that focus should be put on creating "first time buyers" houses to allow young people onto the housing ladder. It was suggested that people were buying the affordable housing and selling them on for profit, leaving people who really need them no better off. Sub-post offices were also brought up as an issue in the area and it was suggested that local councils should buy the post offices and open them under the ownership of the local council.

Southowram

- Southowram has had major traffic problems for some time and the plans would simply exacerbate the problem it was argued. The main road from Brighouse is a problem and heavy goods vehicles using the roads to the nearby mineral extraction quarries in the area were seen to be a major cause of these problems. The mineral extraction map was shown to the representatives and they accepted that the extraction was a necessity and future expansion of quarries in the area should be met with suitable transport infrastructure improvements. More two bedroom houses at affordable process were required in the area and it was suggested that no single bedroom houses should be built.

Elland

- A new petrol station in Elland would be useful it was argued and this would in turn be beneficial to business in the area. The Victoria Road was seen to pose a major problem due to the 90 degree corner and buses stopping on it. This prevented HGVs from passing along the road and caused traffic jams. This was seen to be an issue which could be corrected in the plan. People cutting through the village from Halifax to the M62 caused major problems at rush hour.
- The figures in the proposals document were seen to be problematic.. Large amounts of mill conversions have saturated the market for luxury flats and more two or more bedroom houses with gardens are required in the area.

Sowerby Bridge

- Access to and from the railway station is a key issue for the residents. The lack of shops in the town centre is also an issue as most shops are currently held by charities and betting companies. The new road suggested by architects Horden & Russell (?) are considered a great plan according to local residents and it is suggested that the ideas are taken on board by the council. Some small retail premises along the edge of the canal were suggested as beneficial to business in the area. Night time drinking culture was proving to be problematic in the area and longer opening hours have been seen to exacerbate the problem.
- The local schools were discussed and it was highlighted that increasing numbers of children were attending the village schools and making it difficult for local children to gain places.

Non-Halifax Group – General Policy Issues

Housing

- Other than in north Halifax there is a major shortage in social housing and housing for young families. It was suggested that being more reflective of local market conditions would make affordable housing policy more effective. It was also suggested that the council should be able to suggest what size properties developers should build. Housing for life (Lifetime Homes) was a popular idea for all parties involved and the development of properties which have the potential to house all people regardless of disability or age was seen as a great prospect. The Sheffield Retirement village was seen to be a good example of housing for elderly people by some members while others thought this could lead to social exclusion.
- Sheltered housing with the care of wardens was seen to be crucial for elderly and infirm people and it was suggested that wardens were being phased out by the government. Minor Meadows (?) was seen to be an exquisite example of housing for the elderly and all parties involved suggested they would like to see similar projects across the Calderdale area.

Transport

- It was suggested that Calderdale could make better use of the disused railways to create cycle paths through the area. The national cycle routes were seen to be a good idea and it was suggested they should increase the number of cycling networks in the area.

Sustainability

- The amount of open green space was suggested to be diminishing and this was a worry for local residents. It was suggested that more usable, accessible and maintained open space would be good for the local communities.

Key Points Taken From the Consultation

- The current infrastructure is unsuitable for the population at present and therefore before future developments take place, these problems should be addressed. Key problem areas were over saturated highways, lack of doctor's surgeries, falling numbers of sub-post offices and high demand for places in schools.
- Large supermarkets were seen to provide unfair competition to local shops across Calderdale creating a series of poor town centres.
- While the numbers of proposed dwellings were difficult to conceive, at the current moment due to the poor market conditions it was generally accepted that the numbers of proposed dwelling, jobs and other development was a necessity with the increasing population.
- All future housing should be "housing for life" and focus should be put on creating affordable houses with two or more bedrooms and a garden.

Refined Issues and Options Young Inspectors and Schools Consultation Notes: February/March 2011

INTRODUCTION

As part of the consultation the Development Strategy Team worked closely with Children and Young Peoples Participation Team to try and get the views of young people into the Core Strategy. This involved a letter to all 104 schools within Calderdale, including the three private schools, together with follow-up phone calls, visits to schools and some young people attending the workshops. The Calderdale Young Inspectors also contributed to the consultation by setting up a Facebook page, meeting and talking with other young people as well as a questionnaire to see what young people would like to see in the future.

During the consultation we got views from 9 schools through the school councils which included in excess of 200 young people. In addition 91 young people were involved through the work of the Young Inspectors. The assistance of Children and Young Peoples Participation Team and the Young Inspectors together with the enthusiasm of the schools involved has been invaluable in helping get the views of young people in the consultation.

YOUNG INSPECTORS

A team of 8 Young Inspectors consulted with 91 children and young people through a survey about Halifax Town Centre, asked what people liked and would change about their area on Facebook and also had a discussion amongst the Young Inspectors Team about Halifax.

• SURVEY

The survey was undertaken with 15 different children and young people in McDonalds and Halifax Bus Station. The main themes which came out of the survey were that children and young people generally liked the town centre particularly because of the shops, there were no cars and it was a welcoming place. Most of the children and young people visited Halifax town centre to meet friends and family as well as for the shopping and food outlets. Whilst the town feels safe during the day many thought the town unsafe on an evening.

When asked what they would change about Halifax town centre the 15 children and young people surveyed said they would like a bigger and better range of shops and other town centre uses, more car parking, safer on an evening and generally tidy and free of litter.

Key Points for the Core Strategy to consider:

- Retain current 'feel' of Halifax Town Centre;
- Provide a bigger and better range of shops and other town centre uses;
- Increased car parking;
- The night-time economy and how to make the town feel safer

- **FACEBOOK PAGES**

The young inspectors went on to their Facebook and asked their fellow peers what they liked about their area and what they would like to see change in their area in 20 years time. Altogether views from 60 children and young people were received from across Calderdale.

The things the children and young people currently liked were very varied but the main types of things included; shops and food outlets, leisure facilities such as football fields and the new cinema being built, churches, the town hall, Calderdale College, the woods and river, housing, bus station and libraries.

The children and young people wanted to see a lot of changes in the future the main themes included; an improved bus station, more jobs opportunities, an improved range of shops and town centre uses, more sports and leisure facilities including improved play areas, improvements to the environment including more open spaces, nature reserves and trees, friendlier areas and to keep the library. There were conflicting views about housing with some wanting more and others less.

Key Points for the Core Strategy to consider:

- Need to protect and enhance the environment;
- Provide a bigger and better range of shops and other town centre uses;
- More opportunities for leisure and recreation;
- Providing more job opportunities;

- **YOUNG INSPECTORS DISCUSSION**

The inspectors had a discussion amongst themselves as young people living in Calderdale. These are the findings about Halifax town centre from the 16 who took part. The group liked the shops, food outlets and leisure opportunities available in the town centre they also liked the train station and cultural things to see and do such as the Piece Hall. However they also thought there weren't enough activities and shops for teenagers, that parking was not free, there weren't enough jobs in the town centre, the town was not safe and they thought it was messy in the market.

The types of things the young inspectors wanted to see in 20 years time were very varied. Some of the main types of changes they wanted to see were; more open spaces and better pedestrian areas, more services and activities for young people and families, better places to eat, a safer, cleaner town centre with less anti-social behaviour and more police, more jobs, more car parking and more overnight accommodation.

Key Points for the Core Strategy to consider:

- Need to enhance and increase open spaces and pedestrian areas in the town centre;
- Provide a bigger and better range of town centre uses and activities;
- More car parking;
- Provide more job opportunities;
- More overnight accommodation.

SCHOOLS CONSULTATION

All schools across Calderdale were invited to take part in the consultation. In total 9 different schools decided they would like to be involved. Whilst the consultation was tailored for each individual school it was generally undertaken with the School Council who often then took this to the rest of the school for discussion. The majority of the schools consultation was undertaken by the Children and Young Peoples Participation Team who provided excellent support both to the Development Strategy Team and the schools involved.

The main comments from the different schools engaged are set out below;

PARKINSON LANE COMMUNITY PRIMARY SCHOOL, HALIFAX

Twelve members of the School Council held a discussion with an officer from the Development Strategy Team about what they wanted to see in 20 years time. Some of the suggestions included;

- Bigger houses that are good quality.
- More jobs and career opportunities.
- Outstanding schools in our area which need some financial reward/backing to maintain standards.
- Shopping complex, supermarkets/clothing.
- A safer environment - robberies – more police available.
- More museums and educational places.
- More plants, trees, nature and walking areas
- Less takeaways – will impact on healthy wellbeing and litter.
- Adventure facilities.
- More youth clubs.
- Building multi-purpose religious studies buildings.
- Better/more efficient public transport.
- Better road safety measures in place/cycling lanes.

Key Points for the Core Strategy to consider:

- Need to improve housing stock
- Provide more jobs in the area
- Improve shops
- To encourage the use of religious and community buildings for multiple purposes
- Better public transport
- Improved and increased green areas including walking areas
- More facilities/ activities for children and young people

LING BOB J&I SCHOOL, PELLON

The School Council discussed the consultation and then went back to their classes to ask them what they liked about their area, what they didn't like about the area, what they thought the area needed in the future and if they thought there was anywhere where new buildings or parks should be built.

Reponses were received from 5 classes including over 120 pupils ranging in age from 6 to 11. The comments indicate the pupils like living in the area and enjoy the open spaces and countryside.

However they have concerns about anti-social behaviour and would like to see more playgrounds and activities for young people. The main comments were;

- They liked the people in the area, living near the school, local shops, the moors and open spaces.
- They didn't like litter and dog mess, the lack of play areas and anti-social behaviour.
- They wanted to have more parks, playgrounds and indoor games areas, more jobs, youth clubs, bins, police presence, universities and shops
- They thought new shops, play areas (indoor and outdoor) could be built near the school.

Key Points for the Core Strategy to consider:

- The need to protect parks, play areas, countryside and shops in the area;
- Provide more and improved play areas;
- Provide more leisure opportunities for young people

WHITEHILL COMMUNITY TRUST SCHOOL, ILLINGWORTH

Eleven pupils from the School Council were asked to look at a map of the area around the school and consider what they liked about the area and what they would like to change. From the comments it is clear that the pupils like living in the area and value their local environment. However they have concerns over crime, litter and anti-social behaviour and would like to see all of these improved together with more open spaces and activities for young people.

The things they liked included; school playground, local pubs, park, sids sweet shop, friends, family and neighbours, buses, Halifax in general, school, post office, the view and lots of green areas.

The things they wanted to see change included; less crime, less litter, less anti-social behaviour, a swimming pool, more green spaces and parks, recycling, more doctors and dentists, more jobs, help for the elderly, more car parks, safer roads.

Key Points for the Core Strategy to consider:

- The need to protect parks, play areas, countryside and shops in the area;
- Provide more and improved safe play areas;
- Provide more leisure opportunities for young people
- Provide more jobs in the area
- More services such as doctors and dentists

HOLYWELL GREEN PRIMARY SCHOOL

Seven pupils from the School Council were asked to look at a map of the area around their school and consider what they liked about the area and what they would like to change. The pupils liked the friendliness of the area as well as the views and setting and wanted to keep much of the area as it is although they did want some more shops.

The things they liked included; Their house, friends, park, school, fields and views, safe and a good fish and chip shop. The things they wanted to see change included; cleaner, more shops, bus station, hospital and less houses.

Key Points for the Core Strategy to consider:

- The need to protect the countryside;
- Provide more and improved services and facilities including shops
- Improved public transport

Ten pupils from the School Council were asked to look at a map of the area around their school and consider what they liked about the area and what they would like to change. The pupils liked the area with comments about it being in the 'middle of cool cities' and good parks. However they did want changes including more activities for young people and more shops.

The things they liked included; its location between cities, countryside, park and friends and family. The things they wanted to see change included; cheaper transport, market open more often, a cinema, a new school, more services (doctors/hospitals), skate board park, more shops and cycle park/tracks.

Key Points for the Core Strategy to consider:

- Improved public transport;
- The need to protect the countryside;
- Improved leisure and cultural activities for young people such as a cinema, skate park
- More services such as doctors/ hospital
- More shops

SCOUT ROAD PRIMARY SCHOOL, MYTHOLMROYD

A total of 28 pupils were asked to look at a map of the area around their school and consider what they liked about the area and what they would like to change. The comments indicate that they like being close to the countryside but also appreciate the shops and services in Mytholmroyd. They wanted to see more shops and things for young people to do.

The things they liked included; the shops, playing fields and park, it's a clean place to live, the countryside and views, library, clubs and activities and being around friends and family. The things they wanted to see change included; more vegetable growing (similar to Incredible Edible Todmorden), more wildlife, more shops, more activities for young people.

Key Points for the Core Strategy to consider:

- The need to protect the countryside and wildlife;
- Improved activities for young people
- Protect existing services
- Better opportunities to grow food

HIPPERHOLME & LIGHTCLIFFE HIGH SCHOOL AND SPORTS COLLEGE RASTRICK HIGH SCHOOL

The student leadership group from Rastrick High School discussed the things they liked about Brighouse and Rastrick and what they would like to see changed. Many of the comments related directly to the school but it is clear from the comments the students are proud of their area and school but want to see it improve.

Some of the things they wanted changing about the area were; improvements to the school, more bins and shops, better facilities such as a sports centre, play area or cinema and a better bus station in Brighouse.

Key Points for the Core Strategy to consider:

- Improved facilities including a sports centre/cinema/ play area
- More shops
- Better bus station in Brighouse

RIVERSIDE JUNIOR SCHOOL, HEBDEN BRIDGE

The School Council discussed the changes they would like to see in Hebden Bridge over the next 15 or 25 years. Years 3 and 4 wanted to see a swimming pool/leisure centre built, less litter, more responsible dog owners, a solution to the massive car parking problems, a wider range of shops including a sports shop, music shop, affordable children's clothes. They also wanted more planted pots and hanging baskets, pedestrianised Holme Street, Hebden Bridge in Britain in Bloom and better behaved and responsible young people.

Year 6 wanted to see a toddler gym, bigger 3D multi screen cinema, fountains in the pedestrianised areas, mini golf in the park, more community police and CCTV, a fire station and old buildings renovated.

Key Points for the Core Strategy to consider:

- The need to encourage renovation of old buildings
- A wider variety of shops in Hebden Bridge
- Dealing with Hebden Bridge car parking issues
- More pedestrianisation of Hebden Bridge town centre
- More and improved leisure facilities for all ages

Your Area, Your Plan

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

Core Strategy Preferred Options

Autumn 2012

Summary document



We all have different ideas about what type of place we want to live in and how we should deal with the pressure for new development. Although our ideas are different, most of us share common goals of wanting our own home, having a job and being able to enjoy our towns and countryside.

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This booklet briefly describes the Council's favoured approach to dealing with our future development needs. We explain how much land will be required to create the new jobs and homes we need, and show you where we think they could be located.

Why do we need a plan?

If we don't plan for the homes and jobs we need, and where we should make land available, we face the risk of uncontrolled development happening throughout the district. This means in the future, when people apply for planning permission in areas we want to protect, it may be difficult to turn down these applications.

What we've done so far

Two periods of consultation have already taken place. These consultations looked at different options for locating new development within Calderdale. During the consultations you told us;

- To use previously developed (brownfield) land wherever possible;
- That our larger towns should take most growth;
- To locate development where it will do most good;
- To protect the character of our towns and villages;
- Development must be supported by new schools, roads and facilities as required.

What happens next?

This is not our final plan so there are still opportunities for changes. It is therefore really important you tell us your views. The final plan will be available for consultation next year. Following this final consultation it will be submitted to the Planning Inspectorate for consideration who will decide whether the plan can be adopted by the Council.

Land for jobs

By 2029 we anticipate a need for approximately 9,000 new jobs. This is because there is an increasing population; we want to help more people into work, and changes to the retirement age. The economy of Calderdale is changing with fewer people working in factories and more working in offices and from home. To make room for these new jobs and help out existing companies we need to make land available. Between now and 2029 we will need to make room for nearly 100,000m² of office space and 215,000m² of space for industry and warehousing.

Where do we make the land available?

The highest rates of job growth are predicted to be in office based jobs but other types of jobs such as manufacturing will also need land to accommodate new working practices. Employers tell us they want flat sites near major road and rail links therefore we are looking to make room for most of the new jobs in Halifax, Brighouse and Elland.

Land for homes

We will need 16,800 new homes before 2029. This is because our population is growing, people are living longer and more people live on their own. This means up to 2029 the amount of houses will grow on average by 800 each year.

Many of the homes we require are already planned; some already benefit from planning permission and others are already being built so the new plan doesn't need to find land for these. The number of 'already planned' homes is approximately 6,300 meaning the new plan only needs to find land for a further 10,500 homes.

Where do we make the land available?

We know you want us to use brownfield land where possible. We are still looking for new sites and opportunities but so far we have identified enough brownfield land for around 4,200 homes. This is about 40% of what we need.

You wanted us to focus growth on our main towns to make sure new homes are located near shops, services, jobs and public transport. Therefore the highest levels of development have been directed towards Halifax followed by Brighouse and Elland. Unfortunately we are unlikely to find enough brownfield land in these areas for all the homes we need therefore we also need to look at other sites including some within the Green Belt. We will only consider these areas where there is a good reason to do so. This could be because the land is closely related to job growth, it is close to facilities and services or it is linked to regeneration.

Infrastructure

The levels of growth proposed will have an impact upon our schools, roads, health centres and leisure facilities. To overcome these issues and improve our existing provision we are planning to support a wide range of new services and facilities including schools, transport improvements and health services as appropriate.

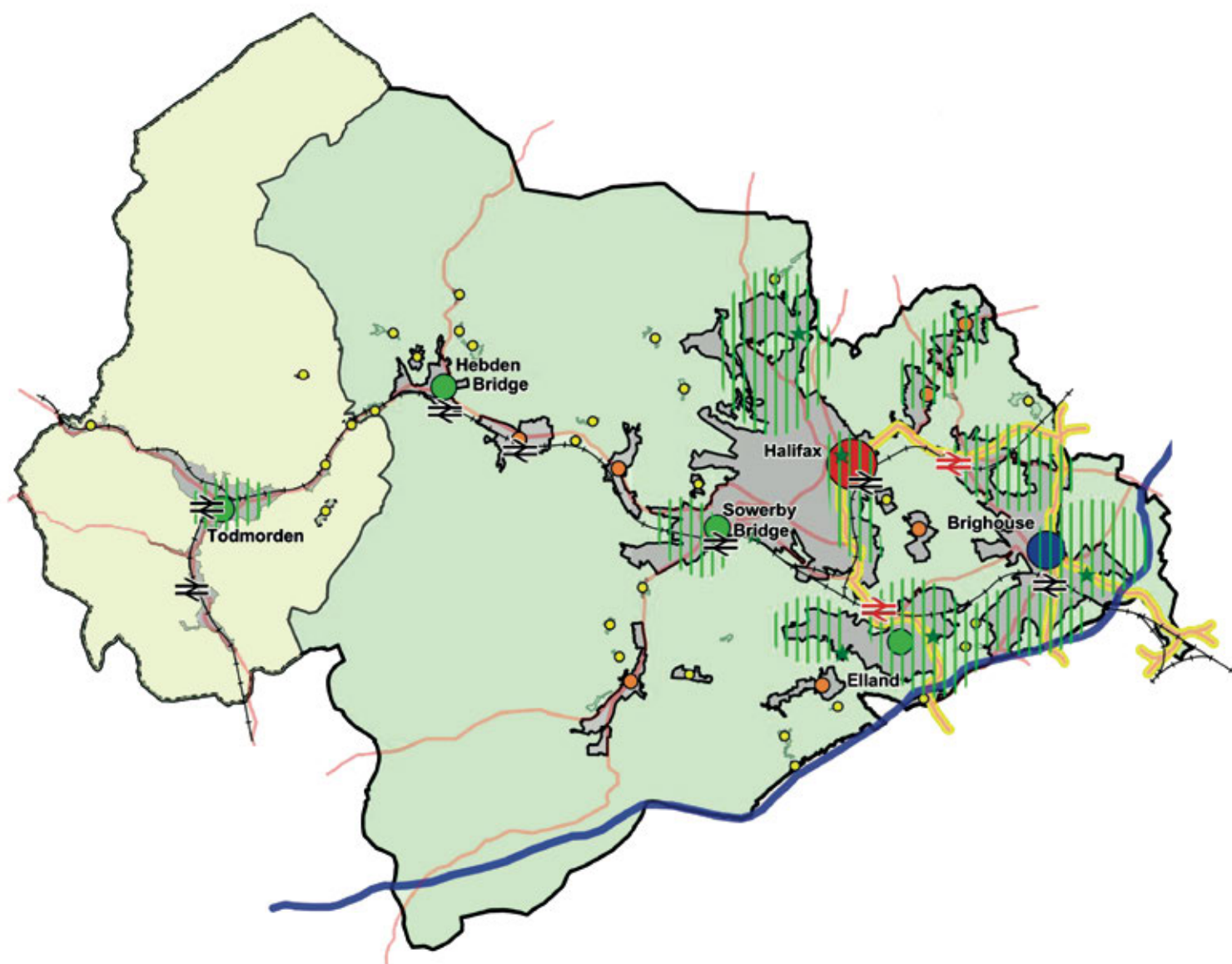
The Council are putting together an Infrastructure Delivery Plan which is assisting the development of the Local Plan.

Other policies

The plan is about much more than jobs and homes. It also includes policies on climate change, transport, historic and natural environment, design, green belt, minerals and waste. More details can be found on these and other issues in the full consultation document on the Council's website www.calderdale.gov.uk



Key Diagram



Map Key

Settlement Hierarchy

-  Sub-regional town
-  Principal Town
-  Local Town
-  Local Centre
-  Local Centre

Land types

-  Calderdale boundary
-  Green belt
-  Area around Todmorden

Potential allocations by settlement

-  Potential growth area
-  Employment growth
-  Housing (Max no. of units)
-  Industry & Warehousing (sq m floorspace)
-  Office (sq m floorspace)

Landmarks

-  Urban area
-  M62 motorway
-  Major road
-  Local road investment corridor
-  River
-  Rail station
-  Rail station (proposed)

Where will the development be focused?

Explanation of the Key Diagram

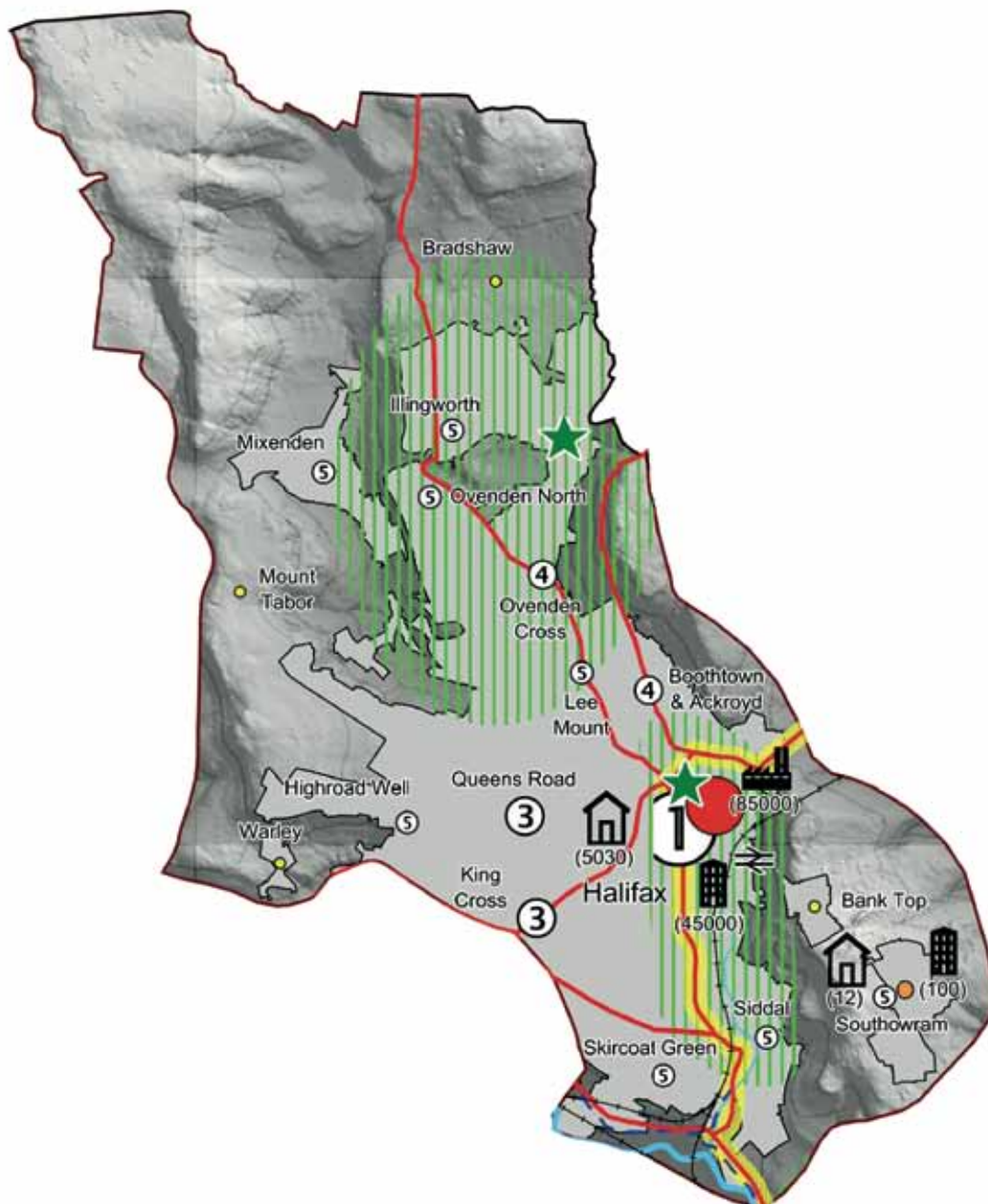
The Key Diagram shows where the majority of growth could go. Halifax (including Sowerby Bridge), Brighouse and Elland are the main focus for growth and associated infrastructure provision. Eastern Calderdale's proximity to the M62 would be used to encourage business growth. The settlements in western Calderdale would receive limited growth with the exception of Todmorden, where development can help revitalise the town.

Key diagram terms:

- Settlement Hierarchy - Indication of the importance of a settlement in terms of the services and facilities provided
- Potential Growth Area - These areas are not definitive boundaries but provide an indication of the main areas of search for new growth. Within these areas the growth will be housing led but dependent upon the size and location of individual developments they will include supporting uses including open space, schools, shops, community and health facilities and, in some cases, employment
- Employment Growth - The main areas of search for new employment growth
- Local road investment corridor - The main focus for improvement of the local road network.

Calderdale is a diverse place, comprising many different people and communities, all with different needs and aspirations. Similarly, the places within Calderdale are equally diverse, often reflective of the different people living there. The plan recognises and indicates the different roles each area will have in reacting to the growth required. The remainder of this summary document looks at each area in turn.





Map Key

Settlement Hierarchy

-  Sub-regional town
-  Principal Town
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-  Local Centre
-  Local Centre

Retail Hierarchy

-  Strategic Town Centre
-  Town Centre
-  District Centre
-  Local Centre
-  Neighbourhood Centre

Potential allocations by settlement

-  Potential growth area
-  Employment growth
-  Housing (Max no. of units)
-  Industry & Warehousing (sq m floorspace)
-  Office (sq m floorspace)

Landmarks

-  Urban area
-  M62 motorway
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What does this mean for the Halifax area?

The Halifax area contains the largest town in Calderdale and has the most jobs, homes, shops and services. The area also contains a number of smaller towns and villages set within the countryside surrounding the main town. It is proposed that Halifax keeps and strengthens its role as the main town by providing the most land for new homes and jobs. This will be complimented by improvements to the town centre as well as road and rail networks.

Proposed Development

The following amounts of development are proposed within the area by 2029:

- Approximately 5,030 new homes in Halifax
- Around 2,800 office jobs (45,000m²) and 1,250 industry and warehousing jobs (85,000m²) in Halifax
- Regeneration of North and West Central Halifax
- Small amounts of development in Southowram
- Limited development elsewhere.

Proposals for the Area

Within and around Halifax town centre growth will be focused upon improving the town centre. The improvements will include; an expanded cultural quarter around the Piece Hall, new offices; new retail opportunities, and potential regeneration for residential or mixed use schemes. Within North Halifax growth would be housing led which would be used to facilitate significant regeneration opportunities allowing a greater mix of housing types and tenures, including larger properties, and the full range of supporting uses such as schools, open spaces and transport improvements. To compliment the housing over 60,000m² of potential employment floorspace will be provided, which could bring up to 1,000 full time equivalent jobs.

The amount of growth proposed within the Halifax area would inevitably put pressure upon services and existing Green Belt boundaries. To account for any loss of Green Belt all sites will need to provide access to services, facilities, public transport and open spaces. Larger sites will be required to include the full range of supporting uses including open space, schools, shops, community and health facilities and, in some cases, employment.





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Potential allocations by settlement

-  Potential growth area
-  Employment growth
-  Housing (Max no. of units)
-  Industry & Warehousing (sq m floorspace)
-  Office (sq m floorspace)

Landmarks

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Brighouse Area

What does this mean for Brighouse including Rastrick and Hipperholme

This area contains the second most significant town after Halifax providing a high proportion of the homes, jobs, services and facilities found within the district. Outside the main urban area of Brighouse (including Bailiff Bridge, Hipperholme, Hove Edge, Lightcliffe and Rastrick) the only other settlement of any size is Norwood Green. Given its existing role the wider Brighouse area is expected to accommodate a significant proportion of the district's housing and employment needs supported by good quality services and facilities.

Proposed Development

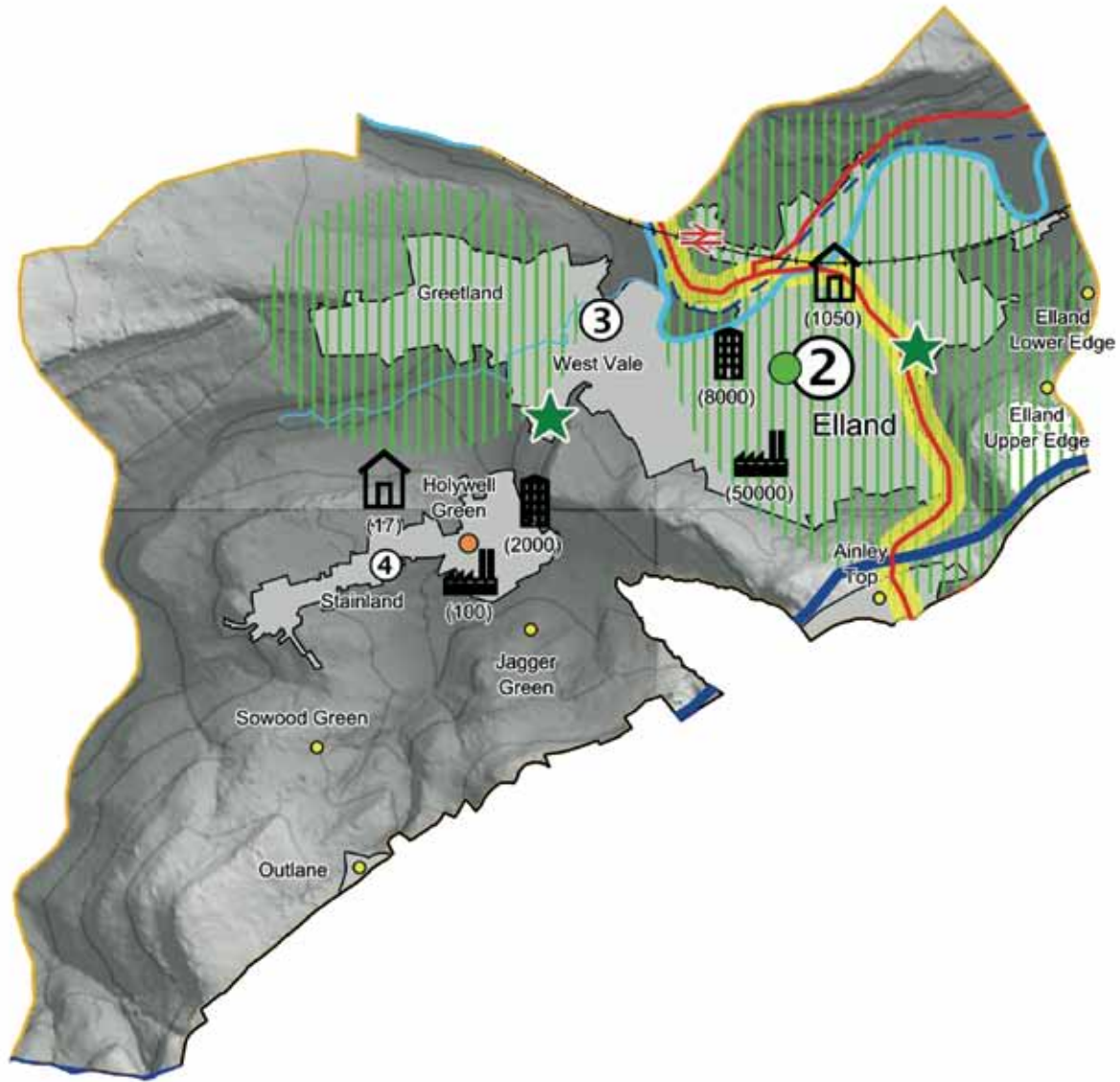
The following amounts of development are proposed within the area by 2029:

- Approximately 2,100 new dwellings
- Around 2,190 office jobs (35,000m²) and 600 industry and warehousing jobs (40,000m²) in Brighouse
- Improvements to shopping in Brighouse town centre
- Protection of heritage assets such as Kirklees Park
- Limited development outside of Brighouse (including Bailiff Bridge, Hipperholme, Hove Edge, Lightcliffe and Rastrick).

Proposals for the Area

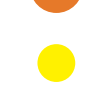
The potential growth areas will require some land currently in the Green Belt and put pressure on existing services and facilities. Depending on the size of new housing developments they will include the full range of supporting uses including open space, schools, shops, community and health facilities. Similarly the employment growth locations may include expansion of the existing urban area based around existing employment locations such as Armytage Road in Brighouse. Dependent on the outcomes of transport studies being undertaken within this and the surrounding area improvements to transport may also take place during the plan period.



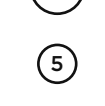


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Potential allocations by settlement

-  Potential growth area
-  Employment growth
-  Housing (Max no. of units)
-  Industry & Warehousing (sq m floorspace)
-  Office (sq m floorspace)

Landmarks

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Elland Area

What does this mean for Elland including Greetland and Stainland?

The main town in this area is Elland (including West Vale and Greetland), historically an important employment centre. A period of decline is currently being reversed by the Lowfields Business Park. Further employment growth is planned in order to take advantage of proximity to the M62. Reflecting its status as a local town Elland is also expected to meet a corresponding proportion of housing growth. There are a number of smaller settlements within this area including Holywell Green and Stainland where only limited development will take place.

Proposed Development

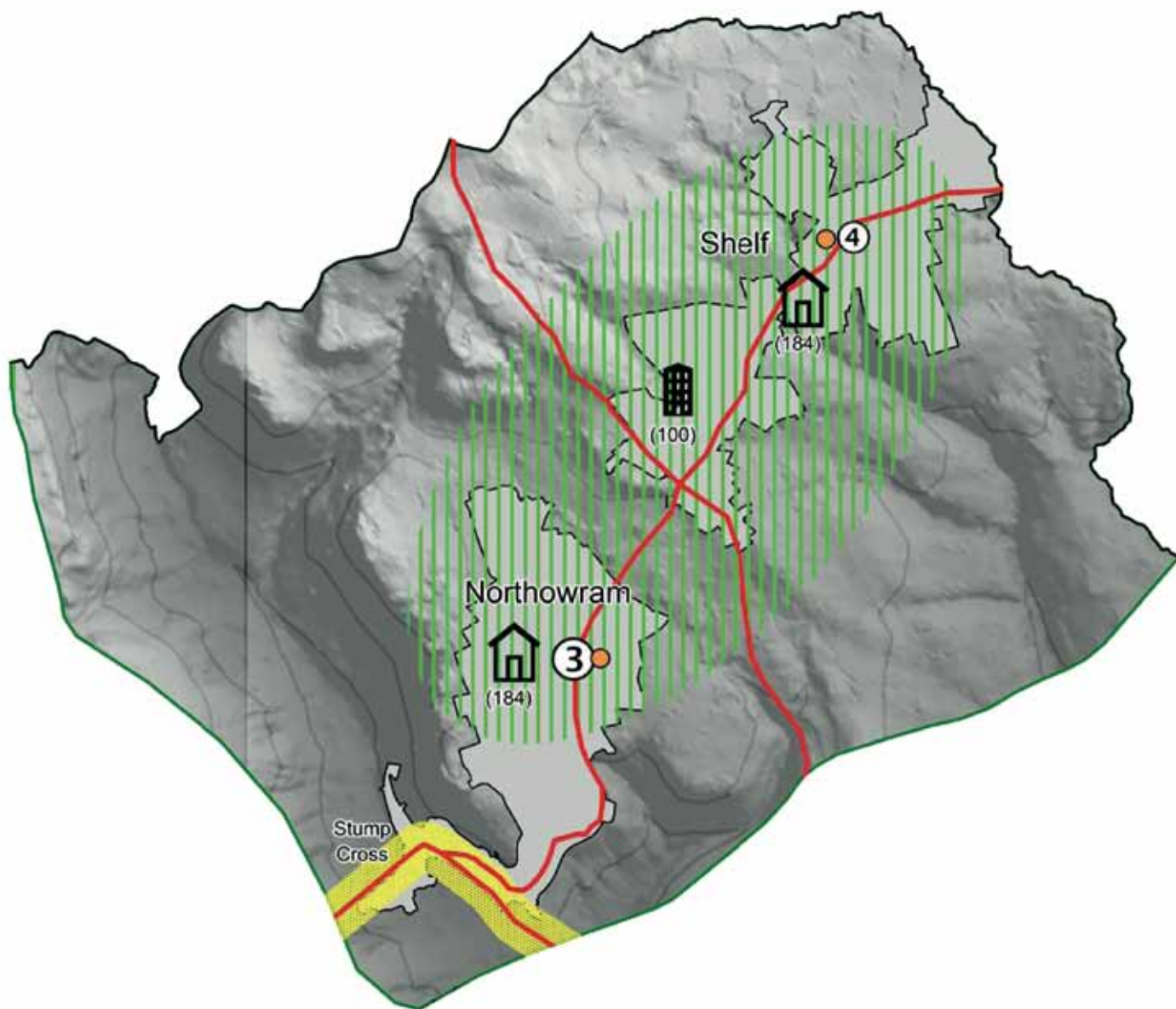
The following amounts of development are proposed within the area by 2029:

- Approximately 1,050 new dwellings in Elland (including Greetland and West Vale)
- Around 630 office jobs (8000m²) and 750 industry and warehousing jobs (50,000m²) in Elland
- Improvements to shopping in Elland
- Limited development outside of Elland (including West Vale and Greetland).

Proposals for the Area

The potential growth areas will require some land currently in the Green Belt and put pressure on existing services and facilities. Depending on the size of new housing developments they will include the full range of supporting uses including open space, schools, shops, community and health facilities. Similarly the employment growth locations may include expansion of the existing urban area based around existing employment locations such as Lowfields and Ainleys Industrial Estate. Dependent on the outcomes of transport studies being undertaken within this and the surrounding area improvements to transport may also take place during the Plan period including a new rail station in Elland.





Map Key

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Retail Hierarchy

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Potential allocations by settlement

-  Potential growth area
-  Employment growth
-  Housing (Max no. of units)
-  Industry & Warehousing (sq m floorspace)
-  Office (sq m floorspace)

Landmarks

-  Urban area
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Northowram and Shelf Area

What does this mean for Northowram and Shelf?

Both settlements are expected to meet a proportion of the overall housing growth for the district, and whilst there are limited employment development opportunities, redevelopment of the Clough Mills site offers potential to create local jobs; elsewhere support will be given to small scale office and light industry development and extensions to existing industrial and warehousing premises. Limited new retail development will be supported to maintain and strengthen the Local Centre role that both villages have.

Proposed Development

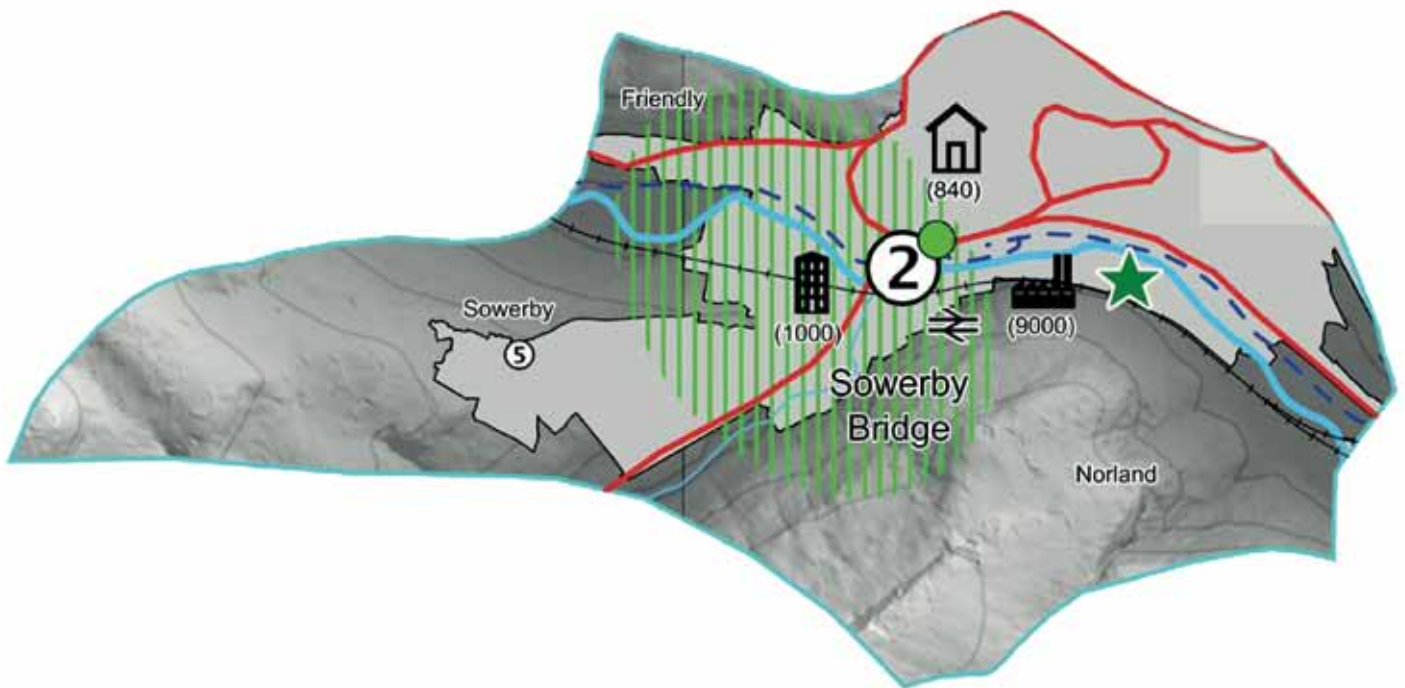
The following amounts of development are proposed in the area by 2029:

- Approximately 185 new homes in each settlement
- Small scale office and light industry development
- Development of the Clough Mills site
- Small scale extensions to existing industrial and warehousing premises
- Support for development that helps maintain and strengthen retail in the village centres.

Proposals for the Area

The potential growth areas will require some land currently in the Green Belt and put pressure on existing services and facilities. Depending on the size of these new housing developments they will include the full range of supporting uses including open space, schools, shops, community and health facilities.





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-  Neighbourhood Centre

Potential allocations by settlement

-  Potential growth area
-  Employment growth
-  Housing (Max no. of units)
-  Industry & Warehousing (sq m floorspace)
-  Office (sq m floorspace)

Landmarks

-  Urban area
-  M62 motorway
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-  Rail station (proposed)

Sowerby Bridge Area

What does this mean for Sowerby Bridge?

Reflecting its role as a Local Town, Sowerby Bridge is expected to accommodate a corresponding proportion of the overall housing growth in the district. There will be a focus on town centre brownfield sites for office and light industry development, particularly in the Holmes Road area, although the identified industrial and warehousing development requirements are likely to be on the edge of the town centre. Improving the links between the town centre and the railway station is seen as key to maintaining and enhancing the town centre. There is also a limited potential to create tourism based jobs in and around the town. The area includes the settlements of Sowerby village, Friendly, and Norland where only limited development is expected.

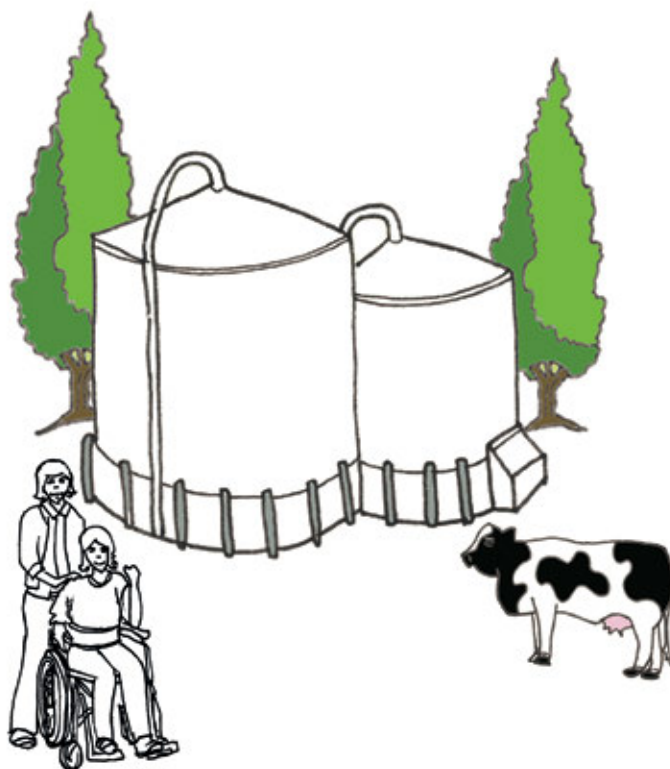
Proposed Development

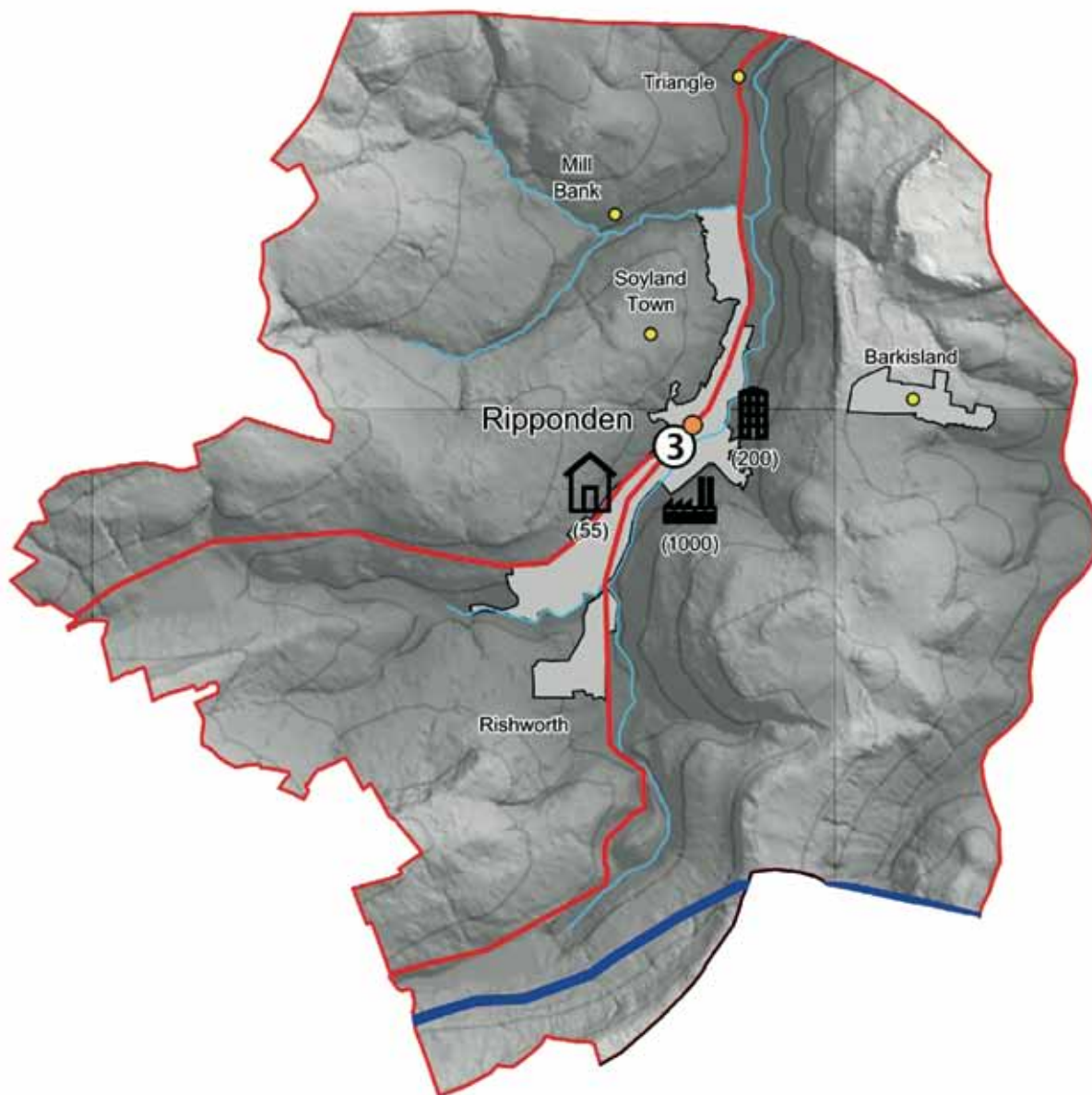
The following amounts of development are proposed in the area by 2029:

- Land will be allocated for approximately 840 new dwellings
- New small scale office development (1,000m²) creating up to 60 jobs and 130 industry and warehousing jobs (9,000m²)
- Between 250m² and 400m² of comparison goods retail floorspace.

Proposals for the Area

The potential growth areas will require some land currently in the Green Belt and put pressure on existing services and facilities. Depending on the size of new housing developments they will include the full range of supporting uses including open space, schools, shops, community and health facilities.





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Retail Hierarchy

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Potential allocations by settlement

-  Potential growth area
-  Employment growth
-  Housing (Max no. of units)
-  Industry & Warehousing (sq m floorspace)
-  Office (sq m floorspace)

Landmarks

-  Urban area
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-  Rail station (proposed)

Ryburn Valley Area

What does this mean for Ryburn Valley?

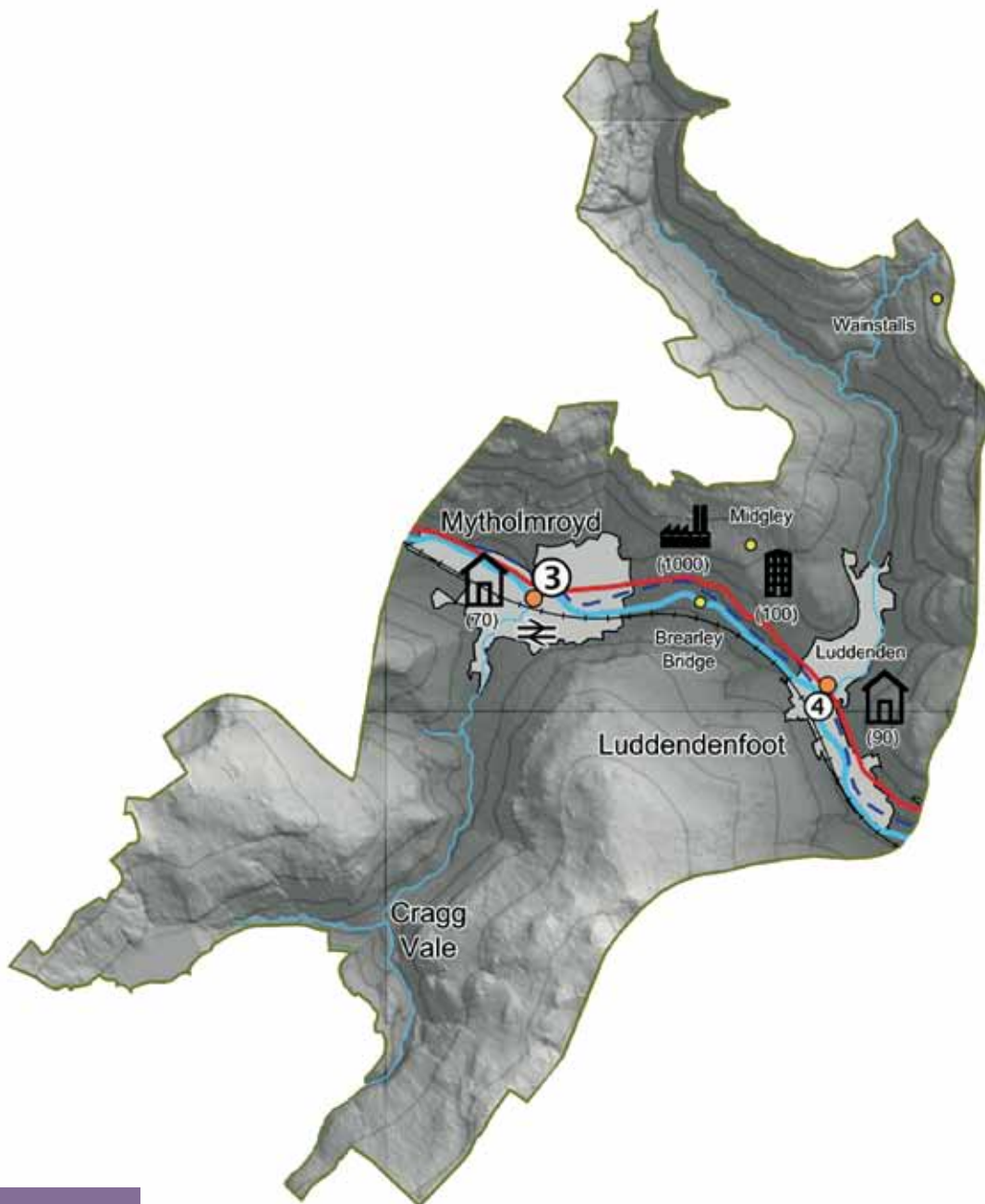
The Ryburn Valley is a predominantly rural area of around 8,500 residents incorporating Ripponden, Rishworth, Barkisland, Soyland, Mill Bank and Triangle. Ripponden is the primary settlement in the valley and it is proposed to retain this role within the Calderdale Settlement Hierarchy and provide locally generated needs for new housing, employment and services only.

Proposed Development

The following amounts of development are proposed within the area by 2029:

- Land allocations for around 50 new dwellings in Ripponden/Rishworth
- New jobs in offices and industry/warehousing
- Strengthening of Ripponden district centre
- Limited development elsewhere.





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Potential allocations by settlement

-  Potential growth area
-  Employment growth
-  Housing (Max no. of units)
-  Industry & Warehousing (sq m floorspace)
-  Office (sq m floorspace)

Landmarks

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Luddenden Dean, Mytholmroyd and Cragg Vale Area

What does this mean for Luddenden Dean, Mytholmroyd and Cragg Vale?

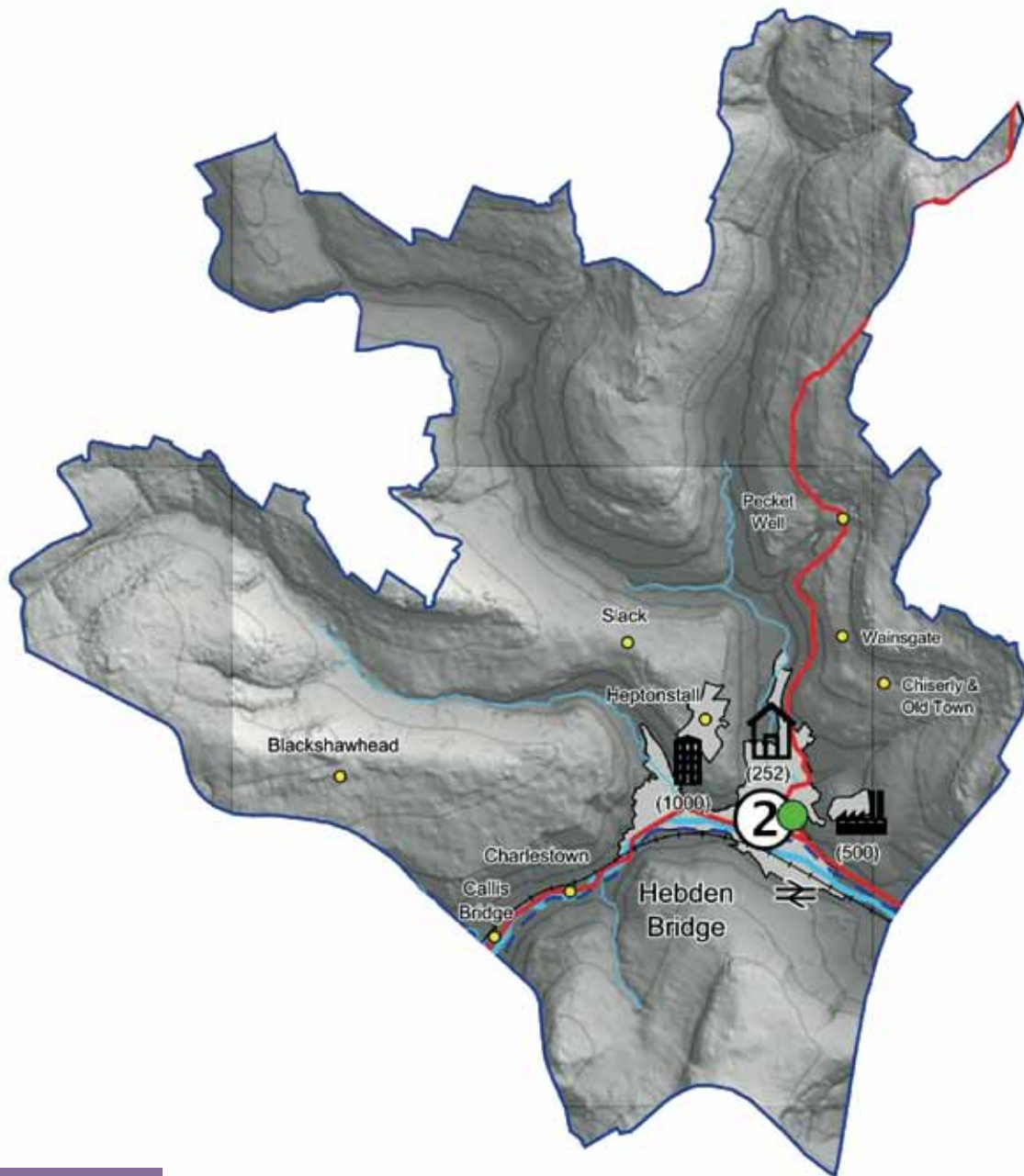
The Luddenden Dean, Mytholmroyd and Cragg Vale area is a predominantly rural area of around 9,500 residents incorporating Mytholmroyd, Luddenden/foot, Midgley, Brearley Bridge, Wainstalls and Cragg Vale. Mytholmroyd and Luddenden/foot are the primary settlements in the area and it is proposed to retain their role within the Calderdale Settlement Hierarchy as local centres, providing locally generated needs for housing, employment and services only.

Proposed Development

The following amounts of development are proposed within the area by 2029:

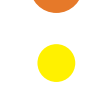
- Land allocations for around 70 new dwellings in Mytholmroyd and 90 in Luddenden/foot
- Up to 160 new jobs mostly with industry and warehousing (1000m²)
- Strengthening of both Mytholmroyd district centre and Luddenden/foot local centre
- Limited development elsewhere.



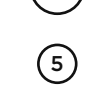


Map Key

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Retail Hierarchy

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Potential allocations by settlement

-  Potential growth area
-  Employment growth
-  Housing (Max no. of units)
-  Industry & Warehousing (sq m floorspace)
-  Office (sq m floorspace)

Landmarks

-  Urban area
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Hebden Bridge Area

What does this mean for Hebden Bridge?

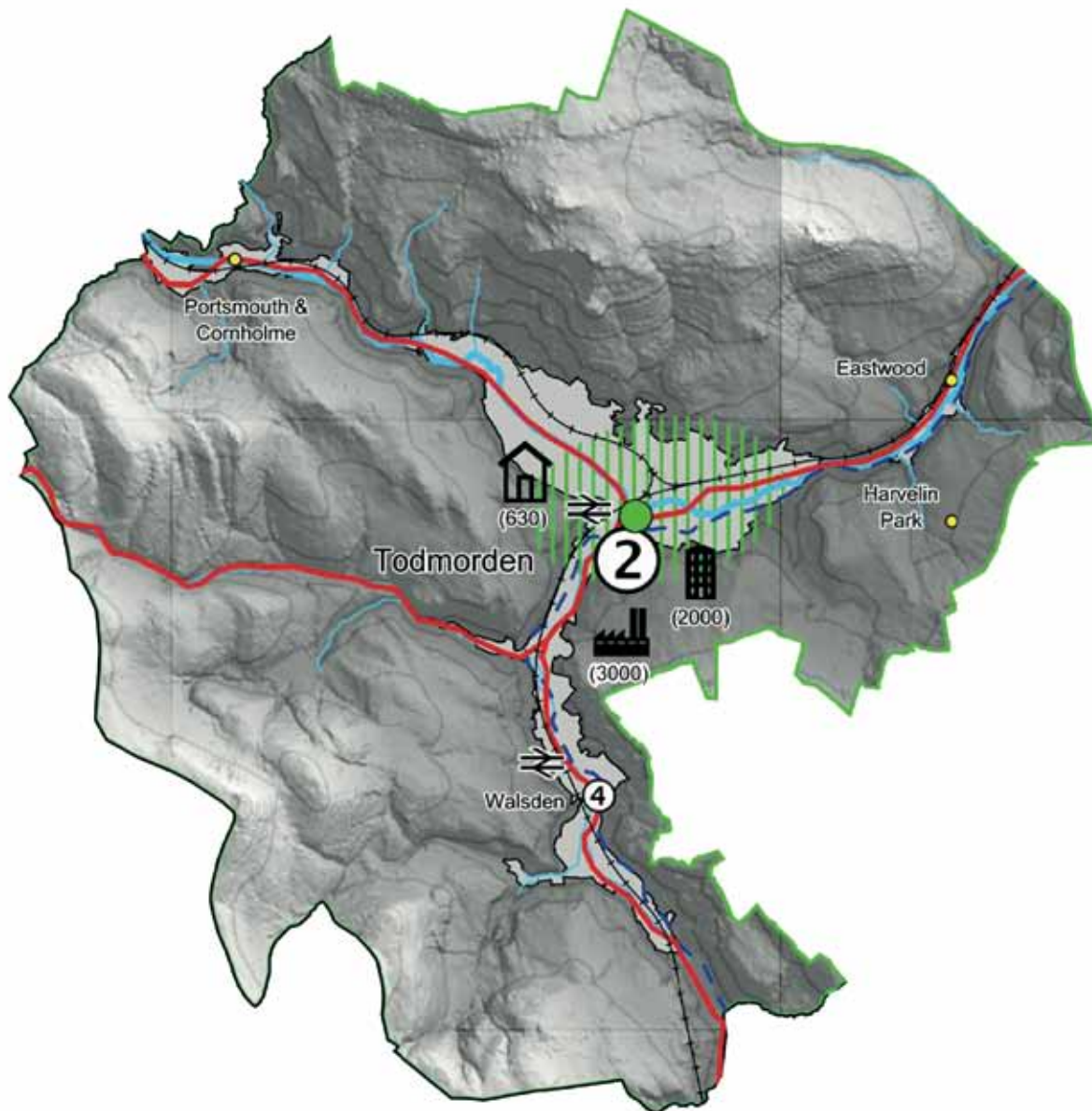
The Calderdale Settlement Hierarchy identifies Hebden Bridge as a local town, meeting needs for housing, employment and services generated locally and by surrounding lower order settlements. There are eight neighbourhood/small rural centres identified within the Settlement Hierarchy located within the area; Heptonstall, Pecket Well, Chiserley and Old Town, Charlestown, Callis Bridge, Slack and Blackshawhead. Only limited development is expected in these villages.

Proposed Development

The following amounts of development are proposed within the area by 2029:

- Land allocations for around 252 new dwellings
- New small scale office development (1,000m²) creating up to 60 jobs and small increases in industry and warehousing (500m²)
- Improvements to shopping in Hebden Bridge
- Limited development elsewhere.





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Potential allocations by settlement

-  Potential growth area
-  Employment growth
-  Housing (Max no. of units)
-  Industry & Warehousing (sq m floorspace)
-  Office (sq m floorspace)

Landmarks

-  Urban area
-  M62 motorway
-  Major road
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-  River
-  Rail station
-  Rail station (proposed)

What does this mean for Todmorden?

The Calderdale Settlement Hierarchy identifies Todmorden (including Walsden) as a local town, meeting needs for housing, employment and services generated locally and by surrounding lower order settlements. There are three neighbourhood/small rural centres identified within the Settlement Hierarchy located within the area; Portsmouth and Cornholme, Eastwood and Harvelin Park where only limited development is expected.

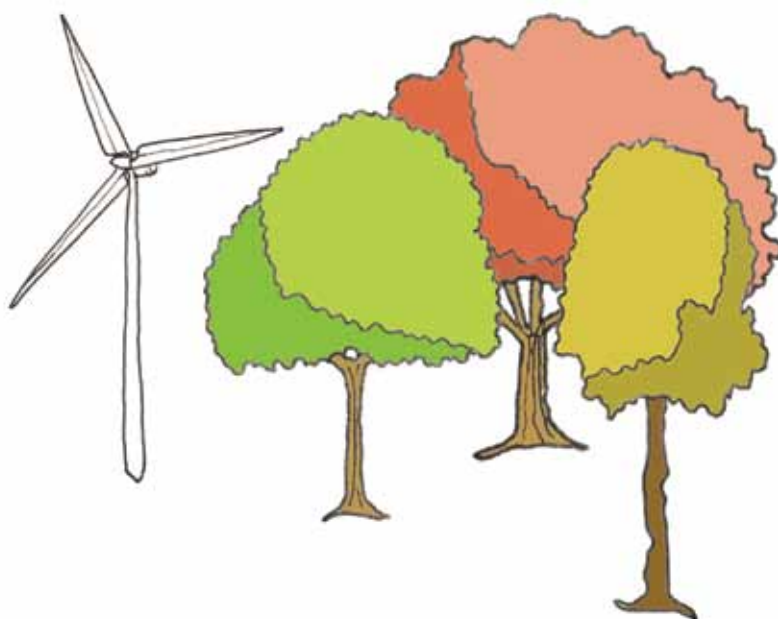
Proposed Development

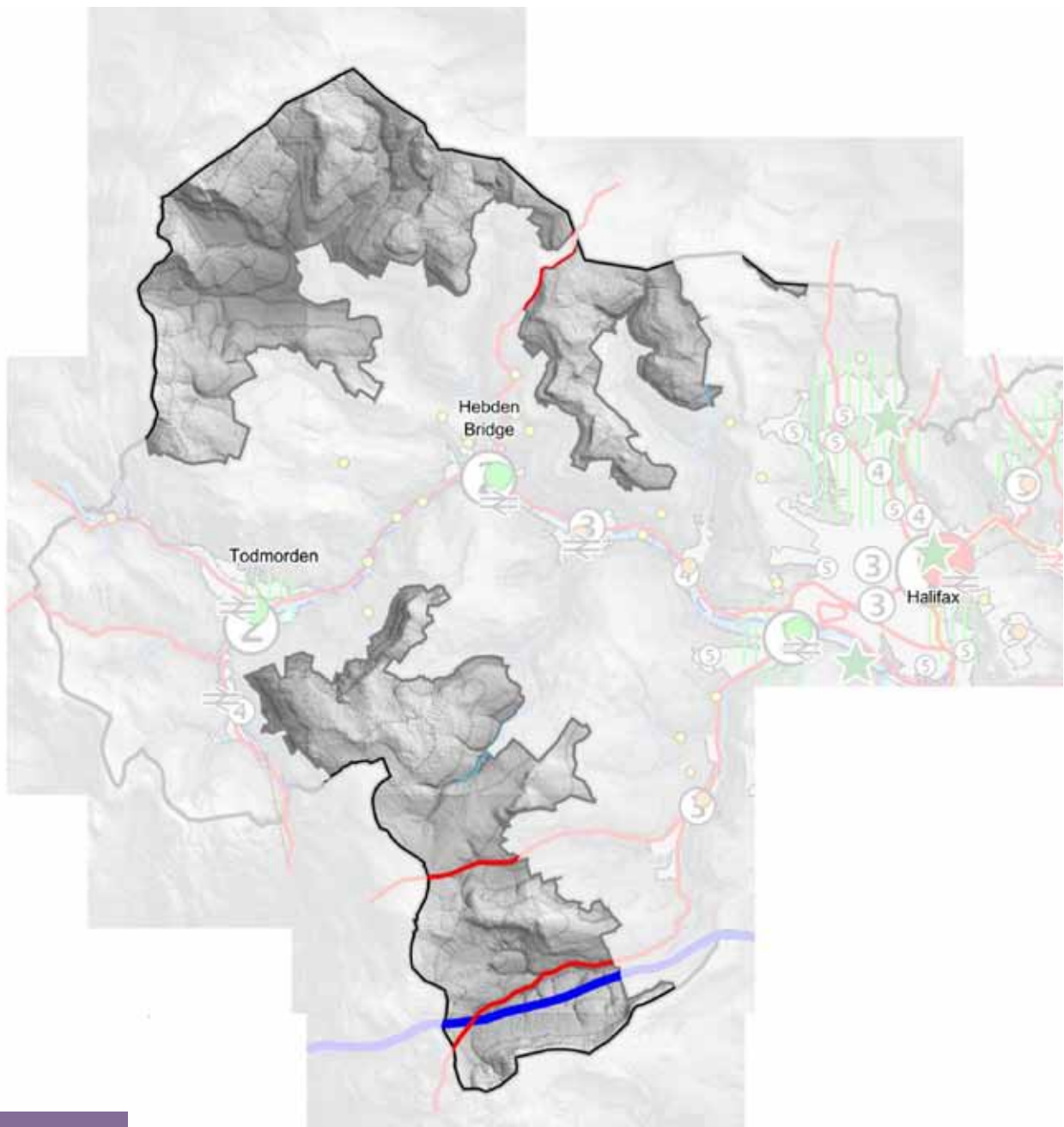
The following amounts of development are proposed within the area by 2029:

- Land allocations for around 630 new dwellings
- New office development (2,000m²) creating up to 130 jobs and increases in industry and warehousing (3000m²) creating around 40 jobs
- Improvements to shopping in Todmorden
- Expansion of Todmorden's wider service role
- Re-opening of the Todmorden Curve, improving rail services
- Limited development elsewhere.

Proposals for the Area

The potential growth areas will require some land currently in the Area Around Todmorden and put pressure on existing services and facilities. Within these areas the growth will be housing led but dependent upon the size and location of individual developments will include the full range of supporting uses including open space, schools, shops, community and health facilities, and in some cases, employment.





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Potential allocations by settlement

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-  Housing (Max no. of units)
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Landmarks

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The Moors Area

What does this mean for the Moors?

The Moors area forms part of a much wider area which benefits from European protection due to its importance as a habitat for breeding birds. The area is also very important in terms of climate change as it holds and captures a lot of carbon dioxide, regulates water quality and water flow. There are very few people living in the area and because of its international importance no growth is proposed.

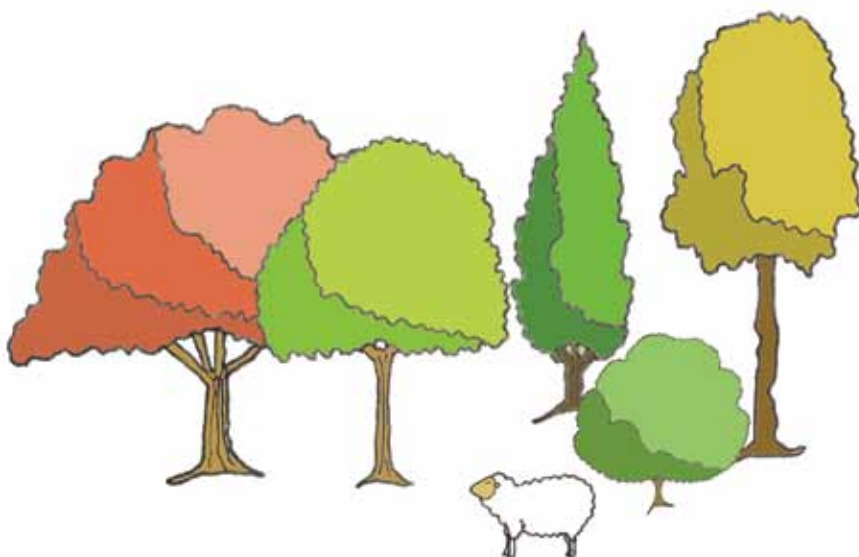
Proposed Development

Development within the vicinity of the moors will be limited to small scale development which has either a positive or neutral impact upon the Moors habitat and its associated wildlife.

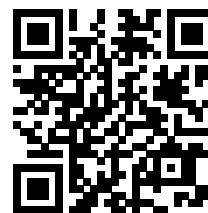
The Moors area could provide an economic boost to surrounding towns and villages. Some parts of the moors could be used to encourage tourism for walking, cycling and bird watching which would benefit nearby towns and villages. It is important that such activities do not damage the moors habitat as some areas are already slowly becoming more damaged.

Proposals for the Area

The Council has limited opportunities to deliver improvements to the Moors area therefore the enhancement of the habitat will require partnership working with other agencies, local communities, developers and the co operation of landowners to ensure actions are taken. Pennine Prospects are currently co-ordinating a wide range of regenerative projects in the Moors. The Council will continue to seek to work with Pennine Prospects and other bodies, including the South Pennines Local Nature Partnership, to enhance the moorlands and promote sustainable managed tourism of this important resource.



Tell us your views and help to shape the future of your area.



From **12pm 19th October 2012 to 5pm 14th December 2012** we want as many people as possible to tell us what they think about our approach to allocating land for development in Calderdale. Additionally the plan will contain lots of other policies which are equally important.

To view the full consultation document please visit the Councils website www.calderdale.gov.uk or your local library, customer first office or planning services reception during normal opening hours.

If you would like this information in another format or language please call **0845 245 6000**.

How do I comment?

You can tell us your thoughts by:

Going on-line:

<http://calderdale.objective.co.uk/portal/>

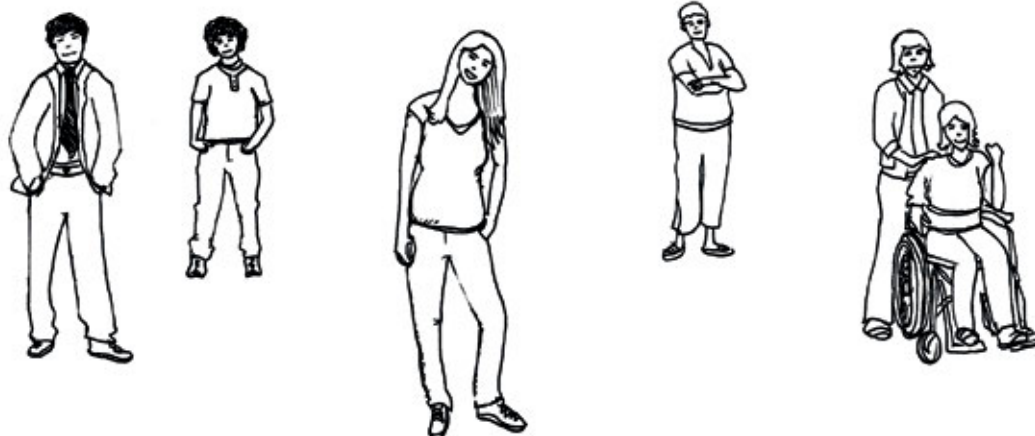
Emailing:

spatial.planning@calderdale.gov.uk

Writing to:

Local Plan Consultation, Planning and Highways Service, Northgate House, Halifax, HX1 1UN

Alternatively you can come and talk to us at events across Calderdale. The times and dates will be advertised locally and posted on our website www.calderdale.gov.uk



APPENDIX 7

CALDERDALE LOCAL DEVELOPMENT FRAMEWORK

LAND ALLOCATIONS AND DESIGNATIONS PLAN

EARLY ENGAGEMENT WORKSHOPS 2014

COMMENTS MADE

Early Engagement Workshops

Calderdale Local Plan Land Allocations and Designations

This workshop is one of ten across Calderdale in February and March about Part 2 of the Local Plan. At this early stage the Council is keen to understand what site allocations and designations local people think should be included in the Plan. There will be the opportunity to suggest possible new sites and comment on potential sites which have already been put forward.

The event begins at 7pm and will start with a short introductory presentation explaining the purpose of the workshop. The focus of the evening will be discussion in small groups around plans of the local areas. Participants will be able to record their views and comments on maps and in writing.

The main sources of information that will be presented as starting points for discussion are **the Strategic Housing Land Availability Assessment** and the **Employment Land Review**. The sites included in these documents have been put forward as suggestions, and details can be viewed on the Council's website under the heading **Local Plan**

The Preferred Options version of the Core Strategy was published in Autumn 2012 and the proposed distribution of new growth in the District was presented in the summary document. This showed that land for the provision of new dwellings may need to be allocated, although the number may change as more up to date information and data becomes available.

At this stage there are no proposed sites, and we are seeking your views on which land should be included on a list of possible sites which can be considered further.

A summary of the comments and suggestions made at each workshop will be produced after the series of events has taken place.

Calderdale Local Plan

The **LOCAL PLAN** for Calderdale will comprise two parts:

Part 1 : the **CORE STRATEGY** provides the broad strategic vision and policy context for future growth, including the overall development needs for each local area. The document will be published for consultation in the Autumn, before submission to the Secretary of State

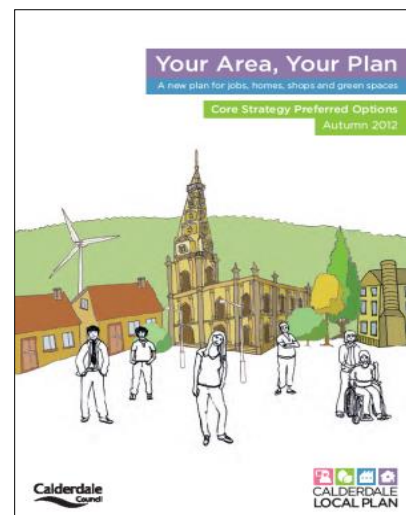
Part 2 : the **LAND ALLOCATIONS AND DESIGNATIONS PLAN** will

- allocate land to meet the overall aims of the Core Strategy, (e.g. for housing, employment, retailing, community uses and facilities)

and provide the detailed proposals maps of land designations to which policy applies by showing, for instance, the detailed Green Belt boundary and environmental designations (protected open spaces, protected environmental areas)

- replace the Unitary Development Plan proposals map

Part 2 will be published after adoption of the Core Strategy, and this is likely to be in 2016



CALDERDALE LDF : LAND ALLOCATIONS AND DESIGNATIONS PLAN (LADPlan) General Workshop Comments				
Address	Comment	Proposal	Notes	Shlaa
Birkby Lane, Bailiff Bridge	New site - disused railway embankment behind Clifton Mills area Bailiff Bridge suggestion for retirement bungalows as close access of amenities. Joint boundary with Bradford Council area.		Land to west of Bobbin Close , Balliff Bridge	
Land at Woodhouse Lane, Brighouse	New site off Huddersfield Road. Given that no (or few) residents of Rastrick would wish for new build in there vicinity (back-yard) but also taking into account that a new junction on the M62 is planned on land at Toothill new housing and shops and schools could be built off Woodhouse Lane on land now designated as Woodhouse Farm. I cannot imagine that the local residents would welcome such a proposal, however this proposal would reduce impact on town centre and give easy access to M62.		Boudary not drawn. Dot on land to west of Shlaa 02484. land to rear of Woodhouse Lane, and north Shepherds Thorn Lane	
The Gatehouse, Huddersfield Road, Brighouse	Land adjacent to Woodhouse and Bradley Park Dike - extend and use the land for housing.		as above but possibly larger site, including Woodhouse Farm	
Land and Buildings at Boothroyd School, Boothroyd Lane, Rastrick, Brighouse	Extend the land to the right of 00710. So next to the railway etc. and less impact on residents. Opposite school in Rastrick e.g. 125, 115, 110, 100		Boundary not drawn, but dots appear to include all land between Boothroyd school and Rastrick High school, including part of the playing fields	
Unable to attribute comment to site.	Not bad situation but traffic still goes through Brighouse to get to M62.		as above	

St Giles Road, Lightcliffe, Brighouse	Old tip land not used possible build land.		Location unclear - dots on map are on the golf course	
Bramble Inn (Holly Bank Road/Field Lane)	Bramble Inn (Holly Bank Road/Field Lane) site ripe for development. Pub was never a great success and has been closed for many years now.			
Scotty Bank/Bramston Street	Robertshaws Electricals' foot of Scotty Bank/Bramston Street demolished years ago and infrastructure renewed but site remains vacant.		Corner Bramston Street/ Thornhill Road. Previous planning perm lapsed??	
Field Lane Estate, Rastrick. Sherburn Road, Burnsall Road, Arncliffe Crescent, Malham Road, Rastrick	Field Lane Estate, Rastrick. Sherburn Road, Burnsall Road, Arncliffe Crescent, Malham Road had blocks of flats (low rise) (and medium). Several blocks of flats were demolished after a vote by the local tenants that they could be demolished only to be replaced by 2 bedroomed houses and bungalows. (ALL THE UTILITIES ARE STILL IN THE GROUND) why have these not be re-built? Have these not been replaced, particularly Sherburn Road flats with a view to allowing access to 00710 Land for development? The estate roads are built only for residential traffic and designated bus routes? NOT FORGETTING we have an infants and nursery school in the middle of the estate (Field Lane Community Primary School).		Sites not identified on map. Sherburn Road - between 92 and 144? Burnsall Road between 55 and 105? Land bounded by Malham Road/ Malham Ave/ Highfield Road	
Land east of Crawstone Knowl, Rochdale Road, Greetland	Good site for development(owner wishes to sell - never granted planning permission)		Possibly Shlaa 00219. 0.313ha 10 dwells	219
Land at site of Greetland staton	Greetland station and car park		shlaa 02434 site of sidings is filtered CFS submission for industrial/commercial	2434

Empty Shops, Southgate Elland	Convert empty shops into town houses			
Land to rear of Rosemount Ave, Huddersfield Rd	Include as extension to housing on Huddersfield Road or to employment land ELR131		Currently open space (laid out as part of Pennine housing devt and new industry/warehous	
South Lane, Elland	Old Chemical Works (demolished) unattractive site that needs redevelopment - probably costly due to contamination. Can land around also be developed?			
Riverside Park, Century Road	Do many people use this park? Could this land be allocated and funding invested in other green space in Elland or to create a more central park.			
Wistons Lane	Complete regeneration of land around new Morrisons but respect setting of Town Centre Conservation Area and setting of Parish Church.			
Moor Hey Lane, Elland Upper Edge	Rounding off' Elland Upper Edge potential.			Shlaa sites 00632,02472
Elland Edge quarry (Part) Elland Lower Edge	Similar ribbon development to Lower Edge between existing settlement.			
	Maintain amenity/greenspace open space farming - separation of settlements.			
New Hall Farm, Appleyard Farm	Perimeter development of lower slopes around sustainable settlement - served by existing infrastructure.			
	Maintains an edge to Elland			
Huddersfield Road (Employment Site EM46 - plus additional buldings)	Sustainable marginal land with existing perimeter of services, infrastructure.			

Land at Shaw Lane and Lower Edge Elland	Why is the value as development of this area for all types of commercial, residential and amenity space not promoted.			
Morrisons, Car Park, Elland	Open wasted space all around the Morrison's site - put a deck over the car park and low grade space to give regeneration and residential development.			
Land to northeast of Burwood Way, Holywell Green	In light of the council's granting of planning permission for a slaughterhouse, this land adjacent should be considered for industrial/housing development. Good access roads, sewers and services.			
ClockFace Quarry	What about looking at old quarry sites e.g. Clock Face at Ringstone? Good, unusual sites with real character. You could start a national trend.			
Land at Bowers Mill, Branch Road,	Although 01929 seems a bizarre choice on a bad corner and steep hill, down at Bowers Mill (off Branch Road, Barkisland) there appears to be room for housing similar to Berry Mill at the far end of Stainland Dean.		Boundary not plotted	
Land at Bowers Mill, Branch Road,	Better site as opposed to 01929 better roads and better employment opportunities.			

1) If it is proposed that any land in our ward be released for development as part of the LADS the first priority should be on existing brownfield sites within the existing built up areas (it is understood that the sites of Horsfall's Mill on Stainland and Saddleworth Roads and the former Sheard's Mill on Rochdale Road [inter alia] could fall within this category.)	Email 15 March 14 We, Greetland and Stainland ward Liberal Democrats, refer to the e-mail sent to you on 11th December 2012 as part of the public consultation in connection with the Core Strategy (part1 of the Local Plan), a further copy of which is now sent to you as an attachment to this e-mail, and would re-iterate the remarks made in that earlier e-mail. We now send this present e-mail as part of the public engagement process in connection with the Land Allocations and Designations planning document (LADS) (part 2 of the Local Plan). We do not propose to discuss in detail any individual site which appears as a possible development site in the SHLAA but would make the following points:-			LP1088? LP0963?

4) In strategic terms, if land has to be made available for development it would be better to concentrate it in the areas adjacent to the centre of West Vale, where amenities and good transport links exist, rather than further out, where they do not. (We have previously indicated, in our earlier e-mail, that we consider that there should be no further development on the land on the south side [i.e. the Black Brook side] of Saddleworth Road between Saddleworth Road and the Black Brook going in the direction of Barkisland beyond the Sunnybank School annexe and have also indicated the desirability of devising a system of phasing so that any green belt land that has to be offered for development should be made available only after development on brownfield and non-green belt sites.)	Email 15 March 14 We, Greetland and Stainland ward Liberal Democrats, refer to the e-mail sent to you on 11th December 2012 as part of the public consultation in connection with the Core Strategy (part1 of the Local Plan), a further copy of which is now sent to you as an attachment to this e-mail, and would re-iterate the remarks made in that earlier e-mail. We now send this present e-mail as part of the public engagement process in connection with the Land Allocations and Designations planning document (LADS) (part 2 of the Local Plan). We do not propose to discuss in detail any individual site which appears as a possible development site in the SHLAA but would make the following points:-			

On Beestonley Lane, there are a couple of old, derelict houses, further up from one suggestion on the maps. I'm not sure if they are owned by anyone, but these could easily be changed into some form of housing.	email 3 March 2014 Geoffrey Thompson. My Mum and I attended the Elland meeting at the Waintwright Hall with our friend. Since the meeting, a couple of things have come to mind which may be useful with regards to land allocations.		site not identified	
West End Golf Club, Paddock Lane, Halifax	West End Golf Club - new site right hand corner may be surplus to Golf Club's (we have heard this) requirements - could be suitable for housing.			
	West End Golf Club - new site to sell off trapezoid area of land (holes 17 & 18) (<i>shown on comments sheet</i>) and club to move this part of the course to area beyond Rushton Hill and Shacks House. Contact West End Golf Club secretary.			
Land adjacent to Spring Hall athletics track	The site at the top side of the athletics track at Spring Hall (formerly tennis courts) is redundant and semi derelict. It could be used for a row of terrace houses, possibly 12 or 14 old persons bungalows.		boundary not marked	
Clover Hill Road and Savile Park Gardens	Further to the west of site 00060 is almost a further 0.80 acres on which is a house. (<i>See diagram on comment sheet</i>)			
Playing fields at former Ridings School, Nursery lane	Old Ovenden School playing fields Ovenden HX2 8DA Valuable green space in densely populated area. Needs protecting from development. PROTECT		object	

Laurel Crescent Bowling Club, Club Lane	Laurel Crescent and bowling club. Established in 1920's deserves conservation status and protection and surrounding green land 'common land'. Old tennis court area. PROTECT.		object	
Land adjacent to Grange Farm, Ingham Lane	Land above new Grange Farm, Ingham could be included as residential with potential for Green Belt line to be re-drawn at Cock Hill Gate house.			
Former St Catherine 's School, Holdsworth Road	St. Catherines site. Potential large development.			
Former Fountainhead Brewery	Wheatley Valley on old brewery site - we feel would be a possible site to look at in the future.		shlaa	
Land at Hambleton Drive, Mixenden	Also the area around Hambleton Drive and the Balkrams in the Mixenden area which have had houses demolished in the last 10 years.			
Mixenden Road	District hub health facility, library etc. Needs developing.		community	
Land off Cousin Lane, Ovenden	If more houses being built this may result in need for more schools - this site near Deanfield and St. Malachy's may be suitable.		education	LP1311
Listers Road, Halifax	Listers Road. Green Belt opposite industrial sites. Does not seem to serve a purpose. Should be included in the industrial allocation opposite. Suitable for B1 or B8 use.			
Land to south of Back Sload Farm, Balram Edge	Why not develop land south of Back Sload Farm which has better access onto Pellon Lane?			

Tow Path from Halifax to Todmorden.	Develop into a combined pedestrian and cycle path. Because the route is flat this would attract both new and existing cyclists. Think of the reduction in pollution and congestion on the A646 and the health value with the spin off in terms of reduced pressure on local NHS.	foot/cycle path		
Land to the east of Acres Lane, Heptonstall	This land is available for development owner present and is happy to put it forward, could be leisure or housing. Same positives as 1 and 2. (01896).			
Land adjacent to Stone Slack, Smithwell Lane, Slack	No. Nos. Between Draper Corner and Stone Slack - small housing i.e. 3/4 good access and was previously on SHLAA - prime development infill			
Taylor Farm Nursery, Smithwell Lane, Slack	Taylor Farm nursery 6/8 houses. Good access for small development. Already previously used a nursery - infill - owner present.			
Land at Old Mill Ridge, Chiserley	Open spaces left when Britannia built the estate. Old Mill Ridge			
Land at Old Mill Ridge, Chiserley	Open spaces left when Britannia built the estate. Old Mill Ridge			
Land at Old Mill Ridge, Chiserly	Open spaces left when Britannia built the estate. Old Mill Ridge			
Former Dyeworks, Midgehole Road, Midgehole	Former dye works Midge Hole.			
	Dyeworks Midgehole Works			
	Crimsworth Dye works - brownfield site in Midgehole that would suit housing alongside road			
	Lots of potential for use water power. Could be energy for dwellings workshops - businesses.			
Site of Woodman Inn, Halifax Road, Todmorden	Woodman Inn site(amend Green Belt boundary) x5+			LP0197

cannot identify on map	Woodman Inn - eyesore			LP
	Woodman Inn - eyesore and being sat on a perfect brownfield site for development.			
	Good site, near railway, good road access, room to create parking. Already old building and car park on it. Wouldn't be overshadowing opposing buildings any more than what is already there.		cannot identify on map	
Land to west of Ingham Well Farm, Edge Lane, Coldern	Dug out site/planning lapsed x2			
Land to east of Highgate, Edge Lane, Colden	Ex chicken sheds x2			
Land to west of Davey Lane, Blackshawhead	Brownfield ex chicken sheds x12 houses			
Site of market/car park at Valley Road/ St Georges St, Hebden Bridge	Town centre/Market site Car Park and old fire station site. Underground car parking with residential above. X20+			LP0922
	Longerterm use of telephone exchange site in Hangingroyd Lane? Taller houses to match other side of road.			LP0922
Junction of Market Street/ Heptonstall Road, Hebden Bridge	Brownfield but access issues x6			
Land to east of Dodd Naze estate, Wadsworth Lane , Hebden Bridge	Extend Dodd Naze +20			overlaps LP0926, LP1273
Former Walkleys Clogs, Burnley Road, Mytholmroyd	Walkleys Clogs			LP0139
Land at Victoria Road, Hebden Bridge	Evaluate for longterm use of end of Victoria Road.			

	End of Victoria Road, Hebden Bridge - some unused industrial units? Need to make more of some of these brownfield sites.			LP1502
Stubbing Holme Road, Hebden Bridge	Future use of soapyard/factory on Stubbing Holme Road.			
Land at junction of Heptonstall Road and Bridge Lane, Hebden Bridge	High Street (between Heptonstall Road and Bridge Lane)			
	Brownfield but access issues x6			
	High Street (between Heptonstall Road and Bridge Lane) as well as a small area below Bridge Lane and above river. Freeing up small plots in town.			
	Really bad place to build. No parking and valuable green area.			
	Bridge Lanes - North Side			
Quarries off New Road, Hebden Bridge	Quarries in woods by Weasel Hall would be invisible from rest of valley. No affect on visual amenity. Infrastructure needed road water electric etc. suitable for affordable self build, 2 sets of 5 dwellings.			
<i>Site Unclear.</i> Indicated on map as Land opposite Moorland View, Billy Lane, Chiserley	Walker Lane, Old Town site of derelict former agricultural buildings. Part of former Acre Mill site opposite former Automobilia building which is now flats. Billy Lane, Old Town		Prob 2 sites plotted Billy Lane	
Land at Callis Bridges, off Halifax Road	Callis cottages site - scruffy brownfield site alongside canal over Callis Bridge.		Locations?	
Land to the west Heptonstall Road, Hebden Bridge	Buttress Brink and up the top of the Buttress below Heptonstall Road; difficult access but scruffy land close to town centre.			

Land to the west Heptonstall Road, Hebden Bridge	Scruffy but agree. Development here best low-impact. Earth sheltered etc.			
Land to south Heptonstall Road, and north Melbourne Street, Hebden Bridge	Below Heptonstall Road. Dangerous place for access Heptonstall Road. Planning refused previously as ground unstable. Shame for loose trees and nice footpath. Also the Buttress is nice characterful aspect of Hebden - linking for Heptonstall			
Land between Hangingroyd Close and Old Gate. Hebden Bridge	Buttress Brink.			
Unidentifiable location, Valley Road, Hebden Bridge	Valley Road			
Land to the south of Bridge Lanes, adjacent to Calder Place, Hebden Bridge	End of Bridge Lanes South Side			
Hebden Bridge Rail Station car park	Car park to be extended to Primrose Terrace	car parking		overlaps LP0674
Unidentifiable location	Up Heptonstall Road, north and south sides - huge area with access on both sides.			
Possibly garage site adjacent to St Thomas 'Church' off Palace House Road, Hebden Bridge	Fair Field			
Land to east of Fairfield, between Wood Top Road and Palace House Road, Hebden Bridge	Opposite signal box, east side of Fair Field.			
Unidentifiable location - Commercial Street, Hebden Bridge - Possibly adjacent to Osborne Place,	Next to Royd? House Commercial Street. Access to road from Stubbing School			

Land to north Walker Lane, adjacent to Rockland House, Chiserley	Sloping site on Walker Lane to the south of Summerfield. Ideal for eco development.			LP0873
Land to south Wadsworth Lane, adj High Royd Farm, High Royd, Hebden Bridge	Similar site to 8 High Royd Farm, Wadsworth Lane with road access to two sides			
Land to south Wadsworth Road, adj Burley Court, Hebden Bridge	Small site on Wadsworth Lane with old garages adjacent to No. 12 Burley Court			
Far Nook Nook, Nook Lane, Chiserley	Far Nook. Long overdue for renovation and building			
Stubbing Holme Road, Hebden Bridge	Designate at each end of Stubbing Holme Road for Open Space	open space		LP0181
Land adj to Fox and Goose, Heptonstall Road, Hebden Bridge	To add to your maps. I drove past some old vacant lots just above the Fox and Goose on Heptonstall Road in Hebden Bridge.			
Former Walkleys clogs	Walkleys Clogs - Apartments,	residential	shlaa 01071	1071
	Old Clog Factory	not specified		
	I consider that there are many opportunities to develop empty and derelict buildings and sites before developing any greenfield sites for housing or employment. In particular along the Calder valley nearby the following need proactive work and conversion; the former Walkleys Cloggs building	not specified		
Junction of Grosvenor Place (former Coach and Horses), Burnley Road, Luddenden Foot	land adjacent to 00578. Luddendenfoot. Old pub	not specified	shlaa 02147	2147

	Possible new sites we wondered if the former Coach and Horses Inn and Car Park at the junction of Luddenden Lane/A646 would be a viable option. I believe it has recently been up for auction, but empty for probably 10 years or more. I consider that there are many opportunities to develop empty and derelict buildings and sites before developing any greenfield sites for housing or employment. In particular along the Calder valley nearby the following need proactive work and conversion; former Coach and Horses at Luddenden Foot			
Land between Ewood Hall and A646	Possible site for new Calder High School.	education		
George Street, Mytholmroyd	Small industrial units in amongst increasing housing usage. Flatten and make all residential.			
Land north of railway tracks; west of Mytholmroyd Station	Parking to improve use of station.	station car park		
Land south of A646 at Hawksclough	Council depot. B & E flowing with 00502 and 00501 near rail station			
Heights Design Co. Wainstalls	We feel it is important that the site marked A, Heights Design Co. Wainstalls, remain as an employment site only and not under any circumstances be allowed to become a residential site.	Employment		
North of Stones Farm to the wind turbines at Knoll Hill	We feel strongly that the protected moorland area to the north of Stones Farm to the wind turbines at Knoll Hill remains a protected area.		Protect	

White Lion, Mytholmroyd	I consider that there are many opportunities to develop empty and derelict buildings and sites before developing any greenfield sites for housing or employment. In particular along the Calder valley nearby the following need proactive work and conversion; White Lion	redevelop for residential		
Mytholmroyd Station	I consider that there are many opportunities to develop empty and derelict buildings and sites before developing any greenfield sites for housing or employment. In particular along the Calder valley nearby the following need proactive work and conversion; Mytholmroyd Station			
possibly site of the Woodman Inn, Halifax Road, Todmorden	I consider that there are many opportunities to develop empty and derelict buildings and sites before developing any greenfield sites for housing or employment. In particular along the Calder valley nearby the following need proactive work and conversion; empty pub outside Hebden towards Eastwood		see above	
Former Grove Inn, Burnley Road, Luddenden Foot	Former Grove Inn - I consider that there are many opportunities to develop empty and derelict buildings and sites before developing any greenfield sites for housing or employment. In particular along the Calder valley nearby the following need proactive work and conversion; former Grove Inn		E - 402829 N - 426042	
Alexandra Mill Mytholmroyd	why is the development that is in progress at Alexandra Mill Mytholmroyd which I believe is to provide 10 dwellings not included in the local plan?			
Hanging Stones Lane, Ripponden	Dismantled railway - Should become ...		location and suggestion unclear	

Land to the NW Union Street, Triangle	Preferable to 01925. Access closer to Sowerby Bridge.		E - 404362 N - 422379	LP1456
Nathan Lane, Mill Bank	Nathan Lane, Mill Bank. Locally sustainable site.			LP1375 or LP0226
Nathan Lane, Mill Bank	Nathan Lane, Mill Bank. Windfall site within village envelope, residential garden. Within 400 m of PT; school; park. Fronts public highway. Private ownership, available. Slope,		possibly shlaa 00565 filtered < 0.1ha	
Junction of Back Wharf Street and St Ann's Squ	Car Park at Old Cawsey Potential site to be developed (used as fairground)		Shlaa 00099 Long term site area 0.241ha	99
Land adjacent to Spring Bank Mill , west Watson Mill Lane, Sowerby Bridge	Develop for industrial area	Industry		LP0279?
Hollins Mill Lane	To be developed for offices - new library	Offices, Library	lower end	
south of West Street	Area to the south of West Street could be a possible brownfield site for housing	Housing	site not marked and location unclear. No apparent vacant land, so likely currently in industrial land use	

Station Road, Sowerby Bridge	Was there planning permission for houses on Station Road leading up to the station? This would be a good site.		Ref. No: 03/02136/CON Status: Refuse; Ref. No: 03/02137/LBC Status: Refuse Listed Building Consent; Ref. No: 04/01388/LBC Status: Refuse Listed Building Consent; Ref. No: 04/01349/CON Status: Refuse; Ref. No: 06/02491/CON Status: Withdrawn; Ref. No: 08/00143/LBC Status: Grant Listed Building Consent; Ref. No: 08/00144/FUL Status: Refuse; Ref. No: 09/00737/FUL Status: Permit; Ref. No: 09/00744/LBC Status: Grant Listed Building Consent; Ref. No: 12/00869/REN Status: Permit; Ref. No: 12/00874/REN Status: Grant Listed Building Consent	LP0874
Holmes Road, Sowerby Bridge	Vacant site on Holmes Road (was old hut used by Calderdale Gardeners to sell seeds).		Boundaries not indicated on plan. Possibly land adj to rail station, to north of track	within LP1208

Junction Rochdale Road/Hollins Road, Walsden	Hollins Mill at junction of Rochdale Road and Hollins Road is in derelict condition. Could be used for either employment or housing.		part of Shlaa 00439 filtered site, recorded as occupied industrial in 2009	439
Blind Lane Junction with Burnley Road Todmorden	Free car park area on old built site hardly used. Could be suitable for a number of houses (Blind Lane)		E - 303476 N - 424676	LP 1264
Clough Mill, off Burnley Road, Walsden	Possible site for 2 houses. Is brownfield and within urban boundary. Primary housing on existing UDP (Clough Mill)		location unclear. Greenfield site marked on map to north of Clough Mill but unsure location of vacant land	
Scaitcliffe Hall, Off Burnley Road, Todmorden	Scaitcliffe Hall now empty and unused could be developed. Perhaps by McCarthy & Stone if they still want to come to Todmorden.			
	Scaitcliffe Hall and grounds.			
North of Alma Road, Walsden	Brownfield sites suitable for housing development.	Housing	Part of Shlaa 01796 site of former Hope Mills Held in abeyance - lapsed pp	1796
	Potential rebuild site for Walsden St Peters.	Education		
	Derelict mill site - potential new employment (offices?)	employment		
South of Alma Road, Walsden	Brownfield sites suitable for housing development.	Housing	shlaa 02123 Alma Mill, Held in abeyance - lapsed pp	2123
	Potential rebuild site for Walsden St Peters.	Education		
	Derelict mill site - potential new employment (offices?)	employment		

Two sites identified on map	Old mill - brownfield site BMX track		Two sites have been identified on the map under this reference (ie H). Likely that ' old mill' refers to the sites off Pudsey Road, land between Woodbine Terrace and Ackroyd Street 2) Land to south Burnley Road Shlaa 00465. HIA not currently suitable for housing, rec retention of Open space and	
Off Pudsey Road, to north of Woodbine Terrace, Cornholme	Old Ribbon Work, Todmorden Door & Window - Brownfield			
	Old Ribbon Work, Todmorden Door & Window - Brownfield		E - 390828, N- 426475	
Sour Hall, Parkin Lane	Opposite Sourhall Court and Sourhall Car Park		E- 391827, N - 424702	
St Aiden's Mill, Bacup Road, Gauxholme	St. Aidens - convent to workshop/office			
West Street/Albert Street Todmorden	Mixed use at Adam Royd			LP0649
Hare & Hounds Car Park, Burnley Rd	Hare & Hounds car park - Housing			LP0650
Site of Fire Station, Stansfield Road, Todmorden	Relocate Fire Station - Ambulance Station on to site adjacent to Health Centre and free up existing site for mixed use development.			mixed use
North side Halifax Road/Jnc Cinder Hill Road	Council owned land could be suited for small scale affordable housing via community land trust.			
Carrhouse Lane,	To rear of Shakespeare Ave reasonable access -			

Todmorden	farmland.			
Stony Royd Lane, Playing Fields (Part)	Potential part housing development part playing field Open Space.			LP14+64
Crossley Street, Todmorden	Off Longfield flat area of infill land.			
Scaitcliffe Hall, Off Burnley Road, Todmorden	Apartment development/mixed use offices? Develop car park retaining landscaped grounds			
Adj Gauxholme Viaduct	Gauxholme- Gouldon's Garden Centre			
Birks Avenue, Walsden	Bakos - owned by Peter Rigg - derelict underused brownfield site.			
Triangle at Hall Royd Junction	Is it possible to consider the 18acre triangular site between the railway lines would need a new bridge or possibly tunnel to open up for access. Centrally located flat land (brownfield site) free from flooding			
Land to South West of 02431	Flat land above 02431 suitable for housing.			
North of Henshaw Road, Walsden	Adjoining 00569 potential (land to north of Henshaw Road, Walsden			LP1006
Adj 129 Hollins Road, Walsden	Small development land adjacent to 129 Hollins Road, Walsden.			LP1005
Site of former Crossley Mill Hollins Road, Walsden	Crossley Mill - disused.			LP0194

Bradshaw

Meeting with residents April 2014

Summary of Comments

General

1. Comments were made by eight tables using flip chart paper and maps.
2. Comments and views expressed were generally mixed, and no strong pattern emerged of support for particular sites.
3. There was some support for development within the village centre, around the school and to the south, thus linking to fairly recent developments, but also some opposition.
4. Several additional sites were suggested by individual tables, and these include some within the village and on the edge, but also others that are some distance outside the built up area
5. Some annotations were unclear as to the views that applied, on two tables in particular. It could be that further sites have been suggested.

Summary of Comments			
Location	Shlaa ref.	Number of comments	Summary
Land to east of Bradshaw Lane/Riley Lane, opposite junction with Pavement Lane	n/a	4 tables	Four tables opposed to development. Other table queried whether planning permission had been granted. NOTE: Planning permission for 16 dwellings refused May 2014 (Green belt and Highways issues) OPPOSED
Land at Ingham Lane Farm, Ingham Lane	02433	5 tables	Two tables supported this site, wholly or in part, stating good access and some brownfield land as reasons. Three tables were opposed, citing green belt land and denigration of views. MIXED VIEWS
Land bounded by Ingham Lane and Ingham Close	00292, 00673, 00734, 00735, 02185	4 tables	Three tables supported development stating it was a viable extension of existing development, an existing eyesore, services are already provided, and site could include parking for school. One table opposed MIXED VIEWS
Sports field adjacent to bowling green on Bradshaw Lane	00516 Filtered	2 tables	MIXED VIEWS
Land to north of Bradshaw Tavern, Bradshaw Road	n/a	2 tables	Described as an eyesore. SUPPORTED
Riley Lane	00801	2 tables	Comments from both tables supported development, looking at parts of the site.
Land at Whitehouse Farm, Holdsworth Lane	0740, 01506	2 tables	MIXED VIEWS
Land at Illingworth Road/Green Lane	01882	1 table	Supported
Land bounded by Field Head Lane and Peel Lane	00556	1 table	Supported
Bradshaw Lane – Land between Southlands Farm and Lynton Grove	n/a	1 table	Suggested

Land to north of Scole Croft	n/a	1 table	Suggested
Land at Laurel Bank Nursing Home, Holdsworth Road	n/a	1 table	Suggested
Ingham Lane/Cow Hill Gate	n/a	1 table	Suggested - good access
Land to west of Cow Hill Gate Lane	n/a	1 table	Suggested -good build
Sites to west of Keighley Road/Causeway Foot • Adj to Dalacroft • North of Causeway Foot inn • South of Ogden Hall • Opp. Junction with Coal Lane	n/a	1 table	Suggested
General Comments on sites			
Old Vicarage, Riley Lane	n/a	3 tables	Queries as to whether anything is happening, or ay planning permission. Described as an empty property needing attention,
General areas suggested for development			
St Catherine's School,		2 tables	Perhaps develop accommodation for the elderly
Abbey Park		2 table	
Windy Bank at Holmfield		1 table	
Field opposite Morrisons		1 table	
General areas that should not be developed			
Bradshaw village centre		1 table	No more houses alongside the road through village
All sites from junction of Illingworth Road and Riley Lane, to top of Bradshaw Lane		1 table	No development
Riley Lane		1 table	No development
General Comments			
	No point in designating land as Green belt as, when it suits the government developers can build where they like		

Existing Site Number	Address	Event	Comment
00100	Unable to attribute comment to site.	Central Methodist Church	Not bad situation but traffic still goes through Brighouse to get to M62.
00115	Unable to attribute comment to site.	Central Methodist Church	Not bad situation but traffic still goes through Brighouse to get to M62.
00125	Unable to attribute comment to site.	Central Methodist Church	Not bad situation but traffic still goes through Brighouse to get to M62.
00294	Land to rear of 103-117, Lower Edge Road, Lower Edge, Elland	Mulberry Suite	No - do not support
00295	49, Brookfoot Lane, Brighouse	Mulberry Suite	Yes - support
00299	Land adjacent to Kershaws Garden Centre, Halifax Road, Brighouse	Mulberry Suite	No - do not support
00299	Land adjacent to Kershaws Garden Centre, Halifax Road, Brighouse	Mulberry Suite	No use for agriculture and not a natural boundary to Green Belt. Infrastructure bus routes etc. all in place.
00299	Land adjacent to Kershaws Garden Centre, Halifax Road, Brighouse	Central Methodist Church	Hove Edge/Hipperholme corridor. Transportation requirements need to be addressed for the whole corridor before any approvals are given for developments, at the same time.
00303	Rear of Blakeboroughs Athletic FC, off St. Giles Road, Brighouse	Mulberry Suite	No - do not support
00303	Rear of Blakeboroughs Athletic FC, off St. Giles Road, Brighouse	Central Methodist Church	Wildlife : part of football field, access down existing bridleway. Infrastructure overloaded.
00303	Rear of Blakeboroughs Athletic FC, off St. Giles Road, Brighouse	Central Methodist Church	Greenfield
00304	Brow Mills Industrial Estate, Brighouse Road, Brighouse	Mulberry Suite	Yes - support
00306	Denehurst Garage, St. Giles Road, Lightcliffe, Brighouse	Mulberry Suite	Yes - support
00308	Land at St Giles Road, Lightcliffe, Brighouse	Mulberry Suite	No - do not support
00308	Land at St Giles Road, Lightcliffe, Brighouse	Central Methodist Church	Field within open space with horse grazing and stables. greenfield.

Existing Site Number	Address	Event	Comment
00310	Land adjacent Crosslee PLC, Brighouse Road, Brighouse	Mulberry Suite	No - do not support
00322	Site of Former Pond Quarry, Lightcliffe Road, Brighouse	Mulberry Suite	
00322	Site of Former Pond Quarry, Lightcliffe Road, Brighouse	Mulberry Suite	This is the site of quarry which would require 40,000 lorry loads of fill to make it viable. In this built up area this is not acceptable.
00323	Land Adjacent 12, Cawcliffe Road, Brighouse	Mulberry Suite	Yes - support
00323	Land Adjacent 12, Cawcliffe Road, Brighouse	Mulberry Suite	The Model Railway site is a going concern and is an asset to the area. This should remain as it is.
00324	Land adjacent St. Andrews C of E School, Blackburn Road, Brighouse	Mulberry Suite	No - do not support
00324	Land adjacent St. Andrews C of E School, Blackburn Road, Brighouse	Mulberry Suite	This site is in the centre of school grounds.
00330	Land off Elland Road, Brookfoot, Brighouse	Mulberry Suite	This site requires removal as an industrial unit has been built on the site.
00330	Land off Elland Road, Brookfoot, Brighouse	Mulberry Suite	Yes - support
00336	Land at junction of, Ogden Lane & Toothill Bank, Brighouse	Mulberry Suite	In Green Belt and good potential.
00336	Land at junction of, Ogden Lane & Toothill Bank, Brighouse	Mulberry Suite	This area is clay base, nobody should allow building rubbish houses on this spoiling amenities for sport area. It is busy and the traffic would be dangerous to pedestrians as it is at a fork in the road.
00336	Land at junction of, Ogden Lane & Toothill Bank, Brighouse	Mulberry Suite	As no employment sites are respected (see Crosslee) the only sensible place to put houses is near the motorway i.e. Rastrick and Clifton and Elland or at the very least at the motorway side of Brighouse; also this would allow us to 'co-operate' with Kirklees in a mini-conurbation with associated infrastructure. It would also add weight to the Junction 24A proposal. Building one big site rather than peppering the whole area is a much better approach so build houses.
00338	Land at, Bowling Avenue/Scholey Avenue, Brighouse	Mulberry Suite	Bowling Alley, Scholey Road.

Existing Site Number	Address	Event	Comment
00342	Land to the South of Southages Quarry & to the West of Toothill Lane, Toothill Bank, Brighouse	Mulberry Suite	As no employment sites are respected (see Crosslee) the only sensible place to put houses is near the motorway i.e. Rastrick and Clifton and Elland or at the very least at the motorway side of Brighouse; also this would allow us to 'co-operate' with Kirklees in a mini-conurbation with associated infrastructure. It would also add weight to the Junction 24A proposal. Building one big site rather than peppering the whole area is a much better approach so build houses.
00344	Land to the south of Clough Lane and to the rear of New Hey Road, New Hey Road, Brighouse	Mulberry Suite	No - do not support
00344	Land to the south of Clough Lane and to the rear of New Hey Road, New Hey Road, Brighouse	Mulberry Suite	As no employment sites are respected (see Crosslee) the only sensible place to put houses is near the motorway i.e. Rastrick and Clifton and Elland or at the very least at the motorway side of Brighouse; also this would allow us to 'co-operate' with Kirklees in a mini-conurbation with associated infrastructure. It would also add weight to the Junction 24A proposal. Building one big site rather than peppering the whole area is a much better approach so build houses.
00352	Land adjacent Thornhills Lane, Brighouse	Mulberry Suite	1. There should be no loss of Green Belt land around Clifton. 2. Any development on any areas of Green Belt in Clifton jeopardises the whole of the Clifton Green Belt. 3. Any development in Clifton has adverse effects on the road network in Brighouse - which is already unable to cope with current traffic levels. 4. Any roadworks/hold ups on the M62 always impacts on the Clifton area and Brighouse area as a whole. 5. Any improvement of the transport infrastructure could not cope with any planned development of this area. 6. There is a site submission for Thornhills Lane (<i>Comment Redacted</i>). As listed above there should be no loss of Green Belt land around Clifton. 7. It is impossible to develop Jay House Lane it is already a dangerous route from Bradford Road to Highmoor Lane. 8. The area around Thornhills Lane is surrounded by mining shafts - any development could make the area very dangerous/unsafe.
00352	Land adjacent Thornhills Lane, Brighouse	Mulberry Suite	Excellent site within walking distance of Town Centre easily developable and deliverable. Should be allocated ASAP. Infrastructure in place.
00352	Land adjacent Thornhills Lane, Brighouse	Mulberry Suite	Housing development of 500+ houses will destroy the visual amenity of the area and will affect the Calderdale Way and the ancient railway man's path alongside the former Clifton Road Station. The Clifton Colliery tramway will also be affected this dates from the 14th century.

Existing Site Number	Address	Event	Comment
00352	Land adjacent Thornhills Lane, Brighouse	Mulberry Suite	Land adjacent to Thornhills Lane. This site is particularly unsuitable for development. The area already suffers from terrible traffic congestion and the area is well used for leisure activities and the Calderdale Way passes through. It would also ruin the beauty of the area and harm biodiversity. Run off could also create flooding.
00352	Land adjacent Thornhills Lane, Brighouse	Mulberry Suite	Impact on greenfield site, and negative impact to local infrastructure - not able to cope with increased traffic levels - risk to road safety caused by significant increase in traffic on Clifton Common (already gets congested, particularly at school times) Thornhills Lane and Jay House Lane not adequate to cope with such an increase in traffic volumes that this would lead to. Impact on infrastructure schools and services. Concern sprawl on greenbelt land results in Clifton losing community degraded/lost as housing runs into surrounding Brighouse area. Access to proposed housing not safe.
00352	Land adjacent Thornhills Lane, Brighouse	Mulberry Suite	Victoria Avenue, Clifton, green field/belt, local developer fenced with 6ft fence, fly tipping apparently. Not proven. Bad site for development, clay, hills terrible place to put a housing development.
00352	Land adjacent Thornhills Lane, Brighouse	Mulberry Suite	As no employment sites are respected (see Crosslee) the only sensible place to put houses is near the motorway i.e. Rastrick and Clifton and Elland or at the very least at the motorway side of Brighouse; also this would allow us to 'co-operate' with Kirklees in a mini-conurbation with associated infrastructure. It would also add weight to the Junction 24A proposal. Building one big site rather than peppering the whole area is a much better approach so build houses.
00352	Land adjacent Thornhills Lane, Brighouse	Central Methodist Church	Thornhills Lane - there is currently a one-lane historic lane so no access for the new homes.
00352	Land adjacent Thornhills Lane, Brighouse	Central Methodist Church	Thornhills Lane has insufficient access. Could access be given from the bottom of Clifton Common (opposite the sandwich shop) instead.
00352	Land adjacent Thornhills Lane, Brighouse	Central Methodist Church	260 homes would equate to approx. 260 x 2 cars using Thornhills Lane a few times a day. So maybe 260 x 2 cars x 2 journeys each a day = 1040 cars a day using the lane. The existing infrastructure is inadequate. Thornhills Lane (the point that joins on to Clifton Common is narrow and unable to support the increase in traffic)
00352	Land adjacent Thornhills Lane, Brighouse	Central Methodist Church	Definitely not suitable for employment/industrial use due to lack of roads.
00352	Land adjacent Thornhills Lane, Brighouse	Central Methodist Church	00352 and 00554 (Thornhills Lane) are on either side of a historic, ancient lane and hedgerows. It is part of the Calderdale Way. Historic features should not be removed.

Existing Site Number	Address	Event	Comment
00352	Land adjacent Thornhills Lane, Brighouse	Central Methodist Church	On Thornhills Lane fields there are curlews and hares. There is a duty to protect the environment.
00352	Land adjacent Thornhills Lane, Brighouse	Central Methodist Church	Mining zone - is building feasible on top of coal mining tunnels.
00352	Land adjacent Thornhills Lane, Brighouse	Central Methodist Church	Residents of Brighouse use the Thornhills Lane area for recreation - cycling, walking, horse-riding. We need to retain some green spaces for the health and well-being of citizens.
00359	Land adjacent Whinney Hill Park, Whinney Hill, Brighouse	Mulberry Suite	Yes - support
00389	Mytholm Works, Halifax Old Road, Brighouse	Mulberry Suite	Mytholm Works, Halifax Old Road, Hipperholme. Support for housing. Close to bus stops. Brownfield site. Site ready. Existing valid Planning Permission on part of site. Offer to include the parcel of land for re-opening foot bridge to the proposed reopening of Hipperholme railway station adjacent (00390)
00389	Mytholm Works, Halifax Old Road, Brighouse	Mulberry Suite	Yes - support
00389	Mytholm Works, Halifax Old Road, Brighouse	Central Methodist Church	Infrastructure overloaded.
00390	Land at Station Road, Brighouse	Mulberry Suite	Land at Station Road, Hipperholme. Support this for re-opening of Hipperholme railway station.
00390	Land at Station Road, Brighouse	Mulberry Suite	Yes - support. Station only
00394	Former Brickworks Monoplas, Badger Lane, Brighouse	Mulberry Suite	Yes - support
00399	Land to rear of The Grove, Brighouse	Central Methodist Church	Access off Bramley Lane and The Grove?? Infrastructure and central traffic lights overloaded
00532	Unable to attribute comment to site.	Central Methodist Church	Too much traffic in Brighouse already, no viable way to build by-pass without making worse for many years.
00539	Crosslee PLC, St Giles Road, Lightcliffe, Brighouse	Mulberry Suite	No - do not support
00541	Land at Station Road, Brighouse	Mulberry Suite	Yes - support

Existing Site Number	Address	Event	Comment
00554	Thornhills Lane, Brighouse	Mulberry Suite	1. There should be no loss of Green Belt land around Clifton. 2. Any development on any areas of Green Belt in Clifton jeopardises the whole of the Clifton Green Belt. 3. Any development in Clifton has adverse effects on the road network in Brighouse - which is already unable to cope with current traffic levels. 4. Any roadworks/hold ups on the M62 always impacts on the Clifton area and Brighouse area as a whole. 5. Any improvement of the transport infrastructure could not cope with any planned development of this area. 6. There is a site submission for Thornhills Lane (<i>Comment Redacted</i>). As listed above there should be no loss of Green Belt land around Clifton. 7. It is impossible to develop Jay House Lane it is already a dangerous route from Bradford Road to Highmoor Lane. 8. The area around Thornhills Lane is surrounded by mining shafts - any development could make the area very dangerous/unsafe.
00554	Thornhills Lane, Brighouse	Mulberry Suite	Housing development of 500+ houses will destroy the visual amenity of the area and will affect the Calderdale Way and the ancient railway man's path alongside the former Clifton Road Station. The Clifton Colliery tramway will also be affected this dates from the 14th century.
00554	Thornhills Lane, Brighouse	Mulberry Suite	Thornhills Lane. This site is particularly unsuitable for development. Building in this Green Belt would destroy hedgerows and damage a beautiful area. It would also damage views from existing homes and make traffic queues even worse. There isn't the traffic infrastructure to sustain it.
00554	Thornhills Lane, Brighouse	Mulberry Suite	Concerns about road safety - impact on traffic increasing on Clifton Common, Thornhills Road and Jay House Lane not suitable to support increased traffic. Impact on greenfield site, transport and local infrastructure (schools/services)
00554	Thornhills Lane, Brighouse	Mulberry Suite	Embankment spoiled by 6ft industrial fence, trees uprooted, mines underneath. Loss of public right of way.
00554	Thornhills Lane, Brighouse	Mulberry Suite	As no employment sites are respected (see Crosslee) the only sensible place to put houses is near the motorway i.e. Rastrick and Clifton and Elland or at the very least at the motorway side of Brighouse; also this would allow us to 'co-operate' with Kirklees in a mini-conurbation with associated infrastructure. It would also add weight to the Junction 24A proposal. Building one big site rather than peppering the whole area is a much better approach so build houses.
00554	Thornhills Lane, Brighouse	Central Methodist Church	Thornhills Lane - there is currently a one-lane historic lane so no access for the new homes.
00554	Thornhills Lane, Brighouse	Central Methodist Church	Definitely not suitable for employment/industrial use due to lack of roads.

Existing Site Number	Address	Event	Comment
00554	Thornhills Lane, Brighouse	Central Methodist Church	00352 and 00554 (Thornhills Lane) are on either side of a historic, ancient lane and hedgerows. It is part of the Calderdale Way. Historic features should not be removed.
00554	Thornhills Lane, Brighouse	Central Methodist Church	On Thornhills Lane fields there are curlews and hares. There is a duty to protect the environment.
00554	Thornhills Lane, Brighouse	Central Methodist Church	Residents of Brighouse use the Thornhills Lane area for recreation - cycling, walking, horse-riding. We need to retain some green spaces for the health and well-being of citizens.
00554	Thornhills Lane, Brighouse	Central Methodist Church	Too much traffic in Brighouse already, no viable way to build by-pass without making worse for many years.
00558	Land between Healey Wood Rd, and Scholey Rd, Brighouse	Mulberry Suite	Sports facilities will be lost also park for children.
00605	Land off Halifax Road, Lightcliffe, Brighouse	Mulberry Suite	No - do not support
00606	Land to the East of Bradford Road, West of Woolrow Lane, Bailiff Bridge, Brighouse	Mulberry Suite	No - do not support
00611	Land off St Giles Road, Lightcliffe, Brighouse	Mulberry Suite	Yes - support
00634	Land adjacent to Kershaws garden centre, Halifax Road, Brighouse	Mulberry Suite	No - do not support
00637	Land at Station Road, Brighouse	Mulberry Suite	Land abutting Old Hipperholme railway station. Support for land if required for use to re-open Hipperholme railway station.
00637	Land at Station Road, Brighouse	Mulberry Suite	Yes - support
00646	Land at 164 Huddersfield Road and Toothill Lane, Rastrick, Brighouse	Mulberry Suite	The Gatehouse, Huddersfield Road - 48 Houses This sites is on a very dangerous road junction and on Green Belt land. This site should be kept with the greenbelt and undeveloped, deep the allocation. Traffic in flows along Huddersfield Road into Brighouse at peak times will be increased. Increased risks to accidents for pedestrians and cars crossing the Woodhouse Lane junction. Traffic flows to the scout camp at Bradley Wood would be impeded with additional housing. The density of houses, dwellings per hectare, is also a problem 36 per hectare on site UNACCEPTABLE AND QUESTIONS NEEDED ON SUSTAINABILITY. Retain site as Green Belt.
00646	Land at 164 Huddersfield Road and Toothill Lane, Rastrick, Brighouse	Mulberry Suite	Dangerous junction, limited capability for road improvements. Against development

Existing Site Number	Address	Event	Comment
00646	Land at 164 Huddersfield Road and Toothill Lane, Rastrick, Brighouse	Mulberry Suite	Problematic for doctors surgery
00646	Land at 164 Huddersfield Road and Toothill Lane, Rastrick, Brighouse	Mulberry Suite	As no employment sites are respected (see Crosslee) the only sensible place to put houses is near the motorway i.e. Rastrick and Clifton and Elland or at the very least at the motorway side of Brighouse; also this would allow us to 'co-operate' with Kirklees in a mini-conurbation with associated infrastructure. It would also add weight to the Junction 24A proposal. Building one big site rather than peppering the whole area is a much better approach so build houses.
00659	Badger Lane, Brighouse	Mulberry Suite	No - do not support
00659	Badger Lane, Brighouse	Central Methodist Church	Infrastructure overloaded.
00662	Land adjacent, Langlea Terrace, Brighouse	Mulberry Suite	Yes - support
00682	Land adjacent, Langlea Terrace, Brighouse	Mulberry Suite	No - do not support
00682	Land North of Dewsbury Road, West of New Hey Road & Land off Lower Edge Rd, Brighouse	Mulberry Suite	Preferred area for house building because of minimal impact of increased numbers of houses and traffic onto B6114. Resulting traffic numbers greater than if land used for industry but further away from existing housing stock in Rastrick. There's sufficient area on this site for schools shops along with new build for another Upper Rastrick and fulfil our quota. Allocate industrial units to brownfield areas.
00682	Land North of Dewsbury Road, West of New Hey Road & Land off Lower Edge Rd, Brighouse	Central Methodist Church	Land north of Dewsbury Road Rastrick. Part of this is recreational area (cricket ground/informal play/dog walkers/etc.) and it highly desirable that it stays so (no alternative). The westerly edge of this site is part of the green edge between Rastrick and Elland and should be protected as such.
00684	Hoyle House Farm (STATION SITE 1), Smith House Lane, Brighouse	Mulberry Suite	No - do not support
00684	Hoyle House Farm (STATION SITE 1), Smith House Lane, Brighouse	Mulberry Suite	Have been purchased in the last two years to specifically remove them from building use.
00684	Hoyle House Farm (STATION SITE 1), Smith House Lane, Brighouse	Central Methodist Church	Land bought by adjoining owners to <u>stop</u> development. Infrastructure overloaded
00685	Hoyle House Farm (STATION SITE 2), Smith House Lane, Brighouse	Mulberry Suite	No - do not support
00685	Hoyle House Farm (STATION SITE 2), Smith House Lane, Brighouse	Central Methodist Church	Land bought by adjoining owners to <u>stop</u> development. Infrastructure overloaded

Existing Site Number	Address	Event	Comment
00686	Hoyle House Farm (SITE1), Smith House Lane, Brighouse	Mulberry Suite	Join with 00688 and extend total area bounded by Coach Road/ Catherine Slack/Stoney Lane and Cliffe Hill Primary School. This would provide an access road to the back of Hipperhome and Lightcliffe High School to provide car park for Sports Centre thereby removing congestion in Stoney Lane making a much safer environment around the schools. The land cannot be maintained with agricultural use and will rapidly become derelict due to any lack of investment.
00686	Hoyle House Farm (SITE1), Smith House Lane, Brighouse	Mulberry Suite	Yes - support
00688	Hoyle House Farm (SITE 3), Smith House Lane, Brighouse	Mulberry Suite	Join with 00686 and extend total area bounded by Coach Road/ Catherine Slack/Stoney Lane and Cliffe Hill Primary School. This would provide an access road to the back of Hipperhome and Lightcliffe High School to provide car park for Sports Centre thereby removing congestion in Stoney Lane making a much safer environment around the schools. The land cannot be maintained with agricultural use and will rapidly become derelict due to any lack of investment.
00688	Hoyle House Farm (SITE 3), Smith House Lane, Brighouse	Mulberry Suite	Yes - support
00710	Land and Buildings at Boothroyd School, Rastrick, Brighouse	Mulberry Suite	No - do not support
00710	Land and Buildings at Boothroyd School, Rastrick, Brighouse	Mulberry Suite	Keep for greenspace amenities for school & community land off Boothroyd Lane, Rastrick 3992 houses. Houses would obliterate ancient footpath from Lillands - Lower Edge and would surround the William Henry Smith School. Both issues would be to the detriment of the school and the local leisure amenities and the character of the land.
00710	Land and Buildings at Boothroyd School, Rastrick, Brighouse	Central Methodist Church	Not bad situation but traffic still goes through Brighouse to get to M62.
00710	Land and Buildings at Boothroyd School, Rastrick, Brighouse	Central Methodist Church	If this site were developed it would require more leisure facilities for the whole Field Lane Estate. Presumably sewage, water etc. would also require insertion. Traffic issues at entrance/exit to estate and within the estate too.
00717	Land at Lees Lane and Whitehall Road, Brighouse	Mulberry Suite	No - do not support
00717	Land at Lees Lane and Whitehall Road, Brighouse	Central Methodist Church	Rooks Lane - Farmland in isolation outside settlement. *Existing infrastructure overloaded now.
00738	Land adjacent to Boggart Lane, Northedge Park, Brighouse	Central Methodist Church	Access off Bramley Lane and The Grove?? Infrastructure and central traffic lights overloaded

Existing Site Number	Address	Event	Comment
00748	Land at Break Neck, Brighouse	Mulberry Suite	yes -support
00792	Land to the East of Groveville, Brighouse	Mulberry Suite	Yes - support
00792	Land to the East of Groveville, Brighouse	Central Methodist Church	Access off Bramley Lane and The Grove?? Infrastructure and central traffic lights overloaded
00808	End of Wilton Street, Brookfoot, Brighouse	Mulberry Suite	the development of 85 houses will cause traffic congestion on Halifax Road. Access to Elland Road will create additional road traffic problems.
00808	End of Wilton Street, Brookfoot, Brighouse		Land at Wilton Street - can it be built on?
00830	Site of Former Southedge Quarry, Brighouse Road, Brighouse	Mulberry Suite	This site should not have housing as a Government Paper issued in 2009 stated this former quarry was not/and must not be used for housing. Only to be used as employment (
00830	Site of Former Southedge Quarry, Brighouse Road, Brighouse	Mulberry Suite	Impractical - quarries and - poor access
01356	Kershaw Garden Centre, Halifax Road, Brighouse	Mulberry Suite	No - do not support
01356	Kershaw Garden Centre, Halifax Road, Brighouse	Central Methodist Church	Hove Edge/Hipperholme corridor. Transportation requirements need to be addressed for the whole corridor before any approvals are given for developments, at the same time.
01477	Scrap Yard at Southedge and Southedge Cottage, Brighouse Road, Brighouse	Mulberry Suite	Yes - support
01478	Land rear of Clifton Mills, Bradford Road, Brighouse	Mulberry Suite	Yes - support
01479	Cranbrook Mill, Station Road, Norwood Green	Mulberry Suite	Yes - support
01481	Land adjacent 229 Wakefield Road, Lightcliffe, Brighouse	Mulberry Suite	Yes - support
01869	Firth's Carpets, 432 Bradford Road, Brighouse	Mulberry Suite	Yes - support
01889	Woodhead, Denholme Gate Road, Brighouse	Mulberry Suite	?
01889	Woodhead, Denholme Gate Road, Brighouse		Access problems on outside of settlement.
01931	Lightcliffe Works, Halifax Road, Brighouse	Mulberry Suite	Yes - support

Existing Site Number	Address	Event	Comment
01938	Thornills Farm, 328 Thornhills Lane, Brighouse	Mulberry Suite	1. There should be no loss of Green Belt land around Clifton. 2. Any development on any areas of Green Belt in Clifton jeopardises the whole of the Clifton Green Belt. 3. Any development in Clifton has adverse effects on the road network in Brighouse - which is already unable to cope with current traffic levels. 4. Any roadworks/hold ups on the M62 always impacts on the Clifton area and Brighouse area as a whole. 5. Any improvement of the transport infrastructure could not cope with any planned development of this area. 6. There is a site submission for Thornhills Lane (<i>Comments redacted</i>). As listed above there should be no loss of greenbelt land around Clifton. 7. It is impossible to develop Jay House Lane it is already a dangerous route from Bradford Road to Highmoor Lane. 8. The area around Thornhills Lane is surrounded by mining shafts - any development could make the area very dangerous/unsafe.
01938	Thornills Farm, 328 Thornhills Lane, Brighouse	Mulberry Suite	Difficulty of access to and from Thornhill Beck Lane and Thornhills Lane.
01938	Thornills Farm, 328 Thornhills Lane, Brighouse	Mulberry Suite	Thornhills Farm, 328 Thornhills Lane. This site is unsuitable for development due to poor access and would have a seriously negative impact on the area's beauty and nature.
02073	Grounds of Manor House Nursing Home, Brighouse	Mulberry Suite	Yes - support
02160	Land off, Toothill Bank, Brighouse	Mulberry Suite	Amenity area for sports and football serving most of Rastrick. Keep for green space amenities for school and community.
02160	Land off, Toothill Bank, Brighouse	Mulberry Suite	As no employment sites are respected (see Crosslee) the only sensible place to put houses is near the motorway i.e. Rastrick and Clifton and Elland or at the very least at the motorway side of Brighouse; also this would allow us to 'co-operate' with Kirklees in a mini-conurbation with associated infrastructure. It would also add weight to the Junction 24A proposal. Building one big site rather than peppering the whole area is a much better approach so build houses.
02178	Land off, Wakefield Road, Brighouse	Mulberry Suite	No - do not support
02178	Land off, Wakefield Road, Brighouse	Central Methodist Church	Land bought by adjoining owners to <u>stop</u> development. Infrastructure overloaded
02275	Crow Nest Park Golf Club, Brighouse	Mulberry Suite	No - do not support
02275	Crow Nest Park Golf Club, Brighouse	Central Methodist Church	Wildlife : part of football field, access down existing bridleway. Infrastructure overloaded.

Existing Site Number	Address	Event	Comment
02275	Crow Nest Park Golf Club, Brighouse	Central Methodist Church	Greenfield site - leave alone.
02448	Land to the South, Whitehall Road, Brighouse	Mulberry Suite	No - do not support
02448	Land to the South, Whitehall Road, Brighouse	Central Methodist Church	Rooks Lane - Farmland in isolation outside settlement. *Existing infrastructure overloaded now.
02452		Mulberry Suite	I feel this land should be retained for housing development. Close proximity to schools, railway, shops etc. - would make a perfect development site for families. Please consider for approval for 11 town houses.
02453	Rear of Calder Industrial Estate, Bradford Road, Brighouse	Mulberry Suite	No - do not support
02453	Rear of Calder Industrial Estate, Bradford Road, Brighouse	Mulberry Suite	Fields adjacent to Bradford Road. 150 houses already built adjacent to this site. Building more houses on green fields. Bailiff Bridge is already overcrowded there has been 600 houses built since the year 2000.
02462	Former Hill Crest Quarry, Halifax Road, Brighouse	Mulberry Suite	Yes - support
02462	Former Hill Crest Quarry, Halifax Road, Brighouse	Mulberry Suite	No use for agriculture and not a natural boundary to green belt. Infrastructure bus routes etc. all in place.
02462	Former Hill Crest Quarry, Halifax Road, Brighouse	Central Methodist Church	Hove Edge/Hipperholme corridor. Transportation requirements need to be addressed for the whole corridor before any approvals are given for developments, at the same time.
02467	Land at, Thornhills Lane, Brighouse	Mulberry Suite	1. There should be no loss of Green Belt land around Clifton. 2. Any development on any areas of Green Belt in Clifton jeopardises the whole of the Clifton Green Belt. 3. Any development in Clifton has adverse effects on the road network in Brighouse - which is already unable to cope with current traffic levels. 4. Any roadworks/hold ups on the M62 always impacts on the Clifton area and Brighouse area as a whole. 5. Any improvement of the transport infrastructure could not cope with any planned development of this area. 6. There is a site submission for Thornhills Lane (<i>Comments redacted</i>). As listed above there should be no loss of Green Belt land around Clifton. 7. It is impossible to develop Jay House Lane it is already a dangerous route from Bradford Road to Highmoor Lane. 8. The area around Thornhills Lane is surrounded by mining shafts - any development could make the area very dangerous/unsafe.

Existing Site Number	Address	Event	Comment
02467	Land at, Thornhills Lane, Brighouse	Mulberry Suite	Housing development of 500+ houses will destroy the visual amenity of the area and will affect the Calderdale Way and the ancient railway man's path alongside the former Clifton Road Station. The Clifton Colliery tramway will also be affected this dates from the 14th century.
02467	Land at, Thornhills Lane, Brighouse	Mulberry Suite	Land at Thornhills Lane. This site is particularly unsuitable for development due to poor access and being greenbelt land that is well used for recreation. The road network would not support further development and it would allow sprawl into this area.
02467	Land at, Thornhills Lane, Brighouse	Mulberry Suite	Impact on greenfield site, transport and local infrastructure (schools/services)
02467	Land at, Thornhills Lane, Brighouse	Mulberry Suite	Density of allocations/dwellings per hectare unacceptable.
02467	Land at, Thornhills Lane, Brighouse	Mulberry Suite	Embankment spoiled by 6ft industrial fence, trees uprooted, mines underneath. Loss of public right of way.
02467	Land at, Thornhills Lane, Brighouse	Central Methodist Church	Definitely not suitable for employment/industrial use due to lack of roads.
02467	Land at, Thornhills Lane, Brighouse	Central Methodist Church	00352 and 00554 (Thornhills Lane) are on either side of a historic, ancient lane and hedgerows. It is part of the Calderdale Way. Historic features should not be removed.
02467	Land at, Thornhills Lane, Brighouse	Central Methodist Church	On Thornhills Lane fields there are curlews and hares. There is a duty to protect the environment.
02468	Land at, Thornhills Lane, Brighouse	Mulberry Suite	1. There should be no loss of greenbelt land around Clifton. 2. Any development on any areas of greenbelt in Clifton jeopardises the whole of the Clifton greenbelt. 3. Any development in Clifton has adverse effects on the road network in Brighouse - which is already unable to cope with current traffic levels. 4. Any roadworks/hold ups on the M62 always impacts on the Clifton area and Brighouse area as a whole. 5. Any improvement of the transport infrastructure could not cope with any planned development of this area. 6. There is a site submission for Thornhills Lane. As listed above there should be no loss of greenbelt land around Clifton. 7. It is impossible to develop Jay House Lane it is already a dangerous route from Bradford Road to Highmoor Lane. 8. The area around Thornhills Lane is surrounded by mining shafts - any development could make the area very dangerous/unsafe.

Existing Site Number	Address	Event	Comment
02468	Land at, Thornhills Lane, Brighouse	Mulberry Suite	Housing development of 500+ houses will destroy the visual amenity of the area and will affect the Calderdale Way and the ancient railway man's path alongside the former Clifton Road Station. The Clifton Colliery tramway will also be affected this dates from the 14th century.
02468	Land at, Thornhills Lane, Brighouse	Mulberry Suite	Land at Thornhills Lane. This site is particularly unsuitable for development due to poor access and would seriously impact on the natural beauty of the area. It is an area well used for leisure and recreation and as such a valuable resource in its own right.
02468	Land at, Thornhills Lane, Brighouse	Mulberry Suite	Impact on greenfield site, transport and local infrastructure (schools/services)
02468	Land at, Thornhills Lane, Brighouse	Mulberry Suite	Embankment spoiled by 6ft industrial fence, trees uprooted, mines underneath. Loss of public right of way.
02468	Land at, Thornhills Lane, Brighouse	Central Methodist Church	Definitely not suitable for employment/industrial use due to lack of roads.
02468	Land at, Thornhills Lane, Brighouse	Central Methodist Church	00352 and 00554 (Thornhills Lane) are on either side of a historic, ancient lane and hedgerows. It is part of the Calderdale Way. Historic features should not be removed.
02468	Land at, Thornhills Lane, Brighouse	Central Methodist Church	On Thornhills Lane fields there are curlews and hares. There is a duty to protect the environment.
02484	The Gatehouse, Huddersfield Road, Brighouse	Mulberry Suite	The Gatehouse, Huddersfield Road - 48 Houses This sites is on a very dangerous road junction and on GreenBbelt land. This site should be kept with the Green Belt and undeveloped, deep the allocation. Traffic in flows along Huddersfield Road into Brighouse at peak times will be increased. Increased risks to accidents for pedestrians and cars crossing the Woodhouse Lane junction. Traffic flows to the scout camp at Bradley Wood would be impeded with additional housing. The density of houses, dwellings per hectare, is also a problem 36 per hectare on site UNACCEPTABLE AND QUESTIONS NEEDED ON SUSTAINABILITY. Retain site as Green Belt.
02484	The Gatehouse, Huddersfield Road, Brighouse	Mulberry Suite	Access issues, impact on Green Belt.
02484	The Gatehouse, Huddersfield Road, Brighouse	Mulberry Suite	Problematic for doctors surgery

Existing Site Number	Address	Event	Comment
02484	The Gatehouse, Huddersfield Road, Brighouse	Mulberry Suite	As no employment sites are respected (see Crosslee) the only sensible place to put houses is near the motorway i.e. Rastrick and Clifton and Elland or at the very least at the motorway side of Brighouse; also this would allow us to 'co-operate' with Kirklees in a mini-conurbation with associated infrastructure. It would also add weight to the Junction 24A proposal. Building one big site rather than peppering the whole area is a much better approach so build houses.
02497	Bramley Lane, Brighouse	Central Methodist Church	Access off Bramley Lane and The Grove?? Infrastructure and central traffic lights overloaded
02548	Land off, Leeds and Whitehall Road, Brighouse	Mulberry Suite	Housing development will affect the line of the Calderdale Way and the Brighouse Boundary Walk.
02548	Land off, Leeds and Whitehall Road, Brighouse	Mulberry Suite	Offers potential for building if local road network improved.
02548	Land off, Leeds and Whitehall Road, Brighouse	Mulberry Suite	No - do not support
02548	Land off, Leeds and Whitehall Road, Brighouse	Mulberry Suite	Till Car Lane NO NO NO Flooding could be a massive problem with streams in the valleys. Bailiff Bridge could become a flooded area. 150+ houses already have been built in this valley.
02548	Land off, Leeds and Whitehall Road, Brighouse	Mulberry Suite	Is new but would if developed put nearly as much additional extra traffic on a road that is already over capacity roads.
02548	Land off, Leeds and Whitehall Road, Brighouse	Central Methodist Church	Suggest utilisation of this space as gives direct access to A58 and then direct to M62/M602 so reduced traffic congestion and closer to major conurbation and source of employment in Leeds.
02548	Land off, Leeds and Whitehall Road, Brighouse	Central Methodist Church	Good access to M62 via Whitehall Road. Build railway station, as Leeds will continue to be the biggest employment area.
02548	Land off, Leeds and Whitehall Road, Brighouse	Central Methodist Church	Rooks Lane - Farmland in isolation outside settlement. *Existing infrastructure overloaded now.
06682		Mulberry Suite	As no employment sites are respected (see Crosslee) the only sensible place to put houses is near the motorway i.e. Rastrick and Clifton and Elland or at the very least at the motorway side of Brighouse; also this would allow us to 'co-operate' with Kirklees in a mini-conurbation with associated infrastructure. It would also add weight to the Junction 24A proposal. Building one big site rather than peppering the whole area is a much better approach so build houses.

Existing Site Number	Address	Event	Comment
ELR101	Birds Royd Lane, Brighouse	Mulberry Suite	As no employment sites are respected (see Crosslee) the only sensible place to put houses is near the motorway i.e. Rastrick and Clifton and Elland or at the very least at the motorway side of Brighouse; also this would allow us to 'co-operate' with Kirklees in a mini-conurbation with associated infrastructure. It would also add weight to the Junction 24A proposal. Building one big site rather than peppering the whole area is a much better approach so build houses.
ELR107	Wakefield Road, Clifton	Mulberry Suite	Wakefield Road Clifton. This site is particularly unsuitable for development as it bridges the Green Belt gap between Clifton and Brighouse. It would also spoil the views of current residents and people living in Brighouse who look up upon a greenfield site.
ELR107	Wakefield Road, Clifton	Mulberry Suite	Access and congestion impact make this site unsustainable.
ELR107	Wakefield Road, Clifton	Mulberry Suite	As no employment sites are respected (see Crosslee) the only sensible place to put houses is near the motorway i.e. Rastrick and Clifton and Elland or at the very least at the motorway side of Brighouse; also this would allow us to 'co-operate' with Kirklees in a mini-conurbation with associated infrastructure. It would also add weight to the Junction 24A proposal. Building one big site rather than peppering the whole area is a much better approach so build houses.
ELR107	Wakefield Road, Clifton	Central Methodist Church	There are unusually insufficient car park spaces allocated to office parks. There would be a high number of cars parking in the streets of Clifton and causing traffic problems.
	Thornhills Lane, Brighouse	Mulberry Suite	There is a site submission for Thornhills Lane (Comments redacted). As listed above there should be no loss of Green Belt land around Clifton.
	Birkby Lane, Bailiff Bridge	Mulberry Suite	New site - disused railway embankment behind Clifton Mills area ● Bailiff Bridge suggestion for retirement bungalows as close access of amenities. Joint boundary with Bradford Council area.
General Comment		Mulberry Suite	A large No of sites are speculative and topography and or access, road congestion rule out many sites.
General Comment		Mulberry Suite	Unfortunately the plans are out of date and we need to see something more accurate and more advanced views from the Local Government and Central Government. What does not seem to be taken account in some cases is where land is unsuitable because of flooding and steep unsuitable sites. It is no use putting planning on land which is uneconomical to develop.

Existing Site Number	Address	Event	Comment
General Comment		Mulberry Suite	My concern is not with where houses are built my concern is with how local infrastructure will be effected in specific relation to Health Service and schools. It always occurs that housing sites never think if the impact the new families will have leading to resentment and problems for people. Although other funding could come in to support the extra service requirements and services it rarely gets spent as it continues to plug other problems across the borough.
General Comment		Mulberry Suite	Another concern is building on the flood plains (as seen recently) large areas that soak up large amounts of water avoiding flooding locally.
	Land at Woodhouse Lane, Brighouse	Mulberry Suite	New site off Huddersfield Road. Given that no (or few) residents of Rastrick would wish for new build in there vicinity (back-yard) but also taking into account that a new junction on the M62 is planned on land at Toothill new housing and shops and schools could be built off Woodhouse Lane on land now designated as Woodhouse Farm. I cannot imagine that the local residents would welcome such a proposal, however this proposal would reduce impact on town centre and give easy access to M62.
General Comment		Mulberry Suite	Why/How is Primary Housing Land re allocated as Open Space.
General Comment		Central Methodist Church	Brownfield sites and vacant sites should all be exhausted before greenfield sites. This would give approx. 1500 homes based on the land put forward so far.
General Comment	Clifton	Central Methodist Church	Clifton sites. Transport infrastructure is inadequate to support the increased number of homes/employment/offices/units.
General Comment		Central Methodist Church	10,000 homes needed. Rather than 2,100 in Brighouse area split them equally over the 10 area of Calderdale e.g. 1,000 in each area.
General Comment		Central Methodist Church	Suggest that invite transport representative to future events.
Next to 00710	Land and Buildings at Boothroyd School, Rastrick, Brighouse	Central Methodist Church	Extend the land to the right of 00710. So next to the railway etc. and less impact on residents. Opposite school in Rastrick e.g. 125, 115, 110, 100
Next to 02484	The Gatehouse, Huddersfield Road, Brighouse	Central Methodist Church	Land adjacent to Woodhouse and Bradley Park Dike - extend and use the land for housing.
Next to 00308	St Giles Road, Lightcliffe, Brighouse	Central Methodist Church	Old tip land not used possible build land.
General Comment		Central Methodist Church	Until you solve Hipperholme crossroads and Brighouse traffic, there is no transport capacity in this area. To say otherwise is simply putting your head in the sand.

Existing Site Number	Address	Event	Comment
General Comment		Central Methodist Church	Build on brownfield before you look to build anywhere else as this spreads to additional traffic over a wider area.
Next to 00125	Unable to attribute comment to site.	Central Methodist Church	Not bad situation but traffic still goes through Brighthouse to get to M62.
General Comment		Central Methodist Church	There is a dearth of bungalows in many developments put forward. The building of these would allow older people to release houses that have grown too big for them and make living easier for them.
General Comment		Central Methodist Church	All brownfield sites should be considered before greenfield.
General Comment		Central Methodist Church	I am very concerned that no infrastructure will be in place before any houses are built. Brighthouse and surrounding areas are a bottle neck at peak traffic times. <u>New roads first please.</u>
General Comment		Central Methodist Church	PROPOSAL Most of the new builds seem to be on Green Belt. These are bordered by bridleways/footpaths/byways. How will this impact on the aforementioned trades? We need access to the countryside. Why is it called Green Belt if you can just build on it?
Suggested	Bramble Inn (Holly Bank Road/Field Lane)	Central Methodist Church	Bramble Inn (Holly Bank Road/Field Lane) site ripe for development. Pub was never a great success and has been closed for many years now.
Suggested	Scotty Bank/Bramston Street	Central Methodist Church	Robertshaws Electricals' foot of Scotty Bank/Bramston Street demolished years ago and infrastructure renewed but site remains vacant.
Suggested	Field Lane Estate, Rastrick. Sherburn Road, Burnsall Road, Arncliffe Crescent, Malham Road, Rastrick	Central Methodist Church	Field Lane Estate, Rastrick. Sherburn Road, Burnsall Road, Arncliffe Crescent, Malham Road had blocks of flats (low rise) (and medium). Several blocks of flats were demolished after a vote by the local tenants that they could be demolished only to be replaced by 2 bedroomed houses and bungalows. (ALL THE UTILITIES ARE STILL IN THE GROUND) why have these not be re-built? Have these not been replaced, particularly Sherburn Road flats with a view to allowing access to 00710 Land for development? The estate roads are built only for residential traffic and designated bus routes? NOT FORGETTING we have an infants and nursery school in the middle of the estate (Field Lane Community Primary School).
General Comment	Rastrick, Lillands Lane	Central Methodist Church	Rastrick, Lillands Lane and Railway Line. The land below floods on a regular basis after heavy rain (by pylons)
General Comment	Jumble Dyke	Central Methodist Church	Jumble Dyke. Area subject to floods.
General Comment			As a general principle: omit all greenfield sites.

Existing Site Number	Address	Event	Comment
General Comment			There needs to be adequate provision for wildlife in the area so our children/grandchildren can learn about the natural world and see the same creatures and plants we saw as children. If we do not do this flora and fauna will just be fiction to the children.
Before the event Thornhills Lane, Clifton			I would like to place my objection to the plans for new housing on the Green Belt land on Thornhills Lane. There is absolutely no room for more traffic in that area and also the road Clifton Common which leads into Brighouse town centre is already blocked and congested at rush hour times.
After the event General Comment			I would invite you to explore a possible answer to the horrendous traffic congestions on Stoney Lane caused by Sports Centre and School activities. Drive a road along the south boundary from Stoney Lane along the side of the footpath to loop around Cliffe Hill school boundary to rear of Sports Centre.
After the event General Comment			Please can you find out when the West Yorkshire Passenger Transport are going to start improving the roads around Brighouse, Lightcliffe, Norwood Green, The A58. I do not understand how you can even contemplate building any more house's until the roads are improved. If you build more houses before the roads are improved no one will want to live in the above mentioned areas because they wont be able to get anywhere. A lot of the Green Belt earmarked for future building is next to bridleways and footpaths. I am very concerned how this will affect future use of these tracks. How do I get in touch with the people that are supposed to be improving/upgrading the roads. We need more Greenways for horse riders, cyclists, dog walkers, walkers. If you cover all the green spaces the land will not drain, no matter how good your drains are we need land to absorb the rain. I think every person in Calderdale should know about the Spatial Planning Team and what's intended for Calderdale. Not everyone has internet access. Could you perhaps mailshot everyone.

Existing Site Number	Address	Event	Comment
After the event 00352			Strongly object to the possibility of the following site submissions being included in the Plan, due to the fact that they are situated within the green belt and as such should be protected from development of any kind:- 00352 Land adjacent Thornhills Lane - Medium Term. In addition to my objection, I would like to query Younger Homes' original "Call for Site" Submission Form (Ref: CFS-0038) in the following areas:- Q: Is the site Previously Developed Land? A: Yes I really fail to understand how this could be the case, as all the land in question is within an area of green belt. The only "previous development" they could be referring to is the historical use of the land for mining – which in itself implies that the land could well be considered as unsuitable for potential housing development, due to the existence of old mine workings. Q: What is the current use of the site? A: Vacant This land is currently used for grazing. Q: Please indicate the adjacent uses of the site. A: Residential This response is misleading in the extreme, as housing only exists at one edge of the site, with the remaining 3 edges being bound by: 1) a country lane + grazing land; 2) disused railway line + park woodland; 3) further fields + the old isolation hospital. Q: Please indicate any known constraints to developing the site.
After the event 00554			Strongly object to the possibility of the following site submissions being included in the Plan, due to the fact that they are situated within the Green Belt and as such should be protected from development of any kind:- 00554 Thornhills Lane - Medium Term
After the event 02467			Strongly object to the possibility of the following site submissions being included in the Plan, due to the fact that they are situated within the green belt and as such should be protected from development of any kind:- 02467 Land at Thornhills Lane - Long Term
After the event 02468			Strongly object to the possibility of the following site submissions being included in the Plan, due to the fact that they are situated within the green belt and as such should be protected from development of any kind:-02468 - Land at Thornhills Lane - Long Term
After the event 01938			Strongly object to the possibility of the following site submissions being included in the Plan, due to the fact that they are situated within the green belt and as such should be protected from development of any kind:- 01938 Thornhills Farm - Held in Abeyance

Existing Site Number	Address	Event	Comment
After the event Clifton			I attended the Brighthouse Workshop on Monday 17th, and it was not until the end that anyone mentioned that we could identify areas of land which we really <u>did not want to see developed</u> - even if they had not already been identified. Thinking on that line, and looking at the maps at the Workshop, the area edged red on the attached plan, superficially, looks as one where housing development might be possible. It would extend the existing Clifton Village to the Golf Course - a "defendable boundary". But, that superficial advantage is not borne out by the facts. I would like to register that this land should not be developed, but should remain Green Belt. My reasons are as follows:
After the event Clifton			1 The land has Historical importance. It is known as "The Acres" in Clifton, a name which it has had for many centuries. Books have been written about it. 2 Archeology. There is the location of the former Clifton Hall, as well traces of medieval strip farming within it. 3 It supports Community uses. The Clifton Rangers football field and the Riding School both perform vital roles within the Village Community. 4 It supports at least 3 businesses - all locally owned. 5 It is riddled with old mine works, both shafts and pits, which make it unsuitable for building on.
After the event Clifton			And, it does also perform a vital Green Belt function. It surrounds the Golf Course, and creates a "fringe" between it and the Village. Golf Courses are not themselves "Green Belt", they are merely a function which is allowed within Green Belt. Without the land in question, with its range of agricultural and community uses, there would be no "fringe" between the Village and the highly managed landscape of the Golf Course. Its loss would severely diminish the whole Green Belt. Also, many Golf Courses are in dire financial trouble at the moment, so there is no guarantee that the land will remain as a Golf Course - it could easily cease to be viable - and then if it was at the edge of the Village, there would be great pressure to include it within the urban area, as it in itself, would not be performing a Green Belt function. So the Village would then extend to the top of Highmoor Lane and the Clifton Green Belt would be no more. So, to avoid any of those possible consequences, I believe the land must remain within Green Belt and undeveloped.

Existing Site Number	Address	Event	Comment
After the event General Comment			Further to the development of the Local Plan and the recent consultations that have been taking place, Shibden and District Bridleways would like to make the following points around any proposed developments. 1) Any potential development near to a bridleway or public right of way that may be used by equestrians, cyclists and walkers should have the safety of these groups taken into account. 2) Increased traffic levels are a great concern in certain areas, particularly on roads away from these developments that may be narrow as they are in a more rural area. 3) Some of the locations proposed would affect current relatively safe areas for equestrians, cyclists and walkers, being in quiet or 'dead end' areas. This means that the roads surrounding them are quieter and less dangerous for these groups to enable them to access the rights of way in these areas.
After the event General Comment			Some of the areas identified are as follows, although this is not an exclusive list: 1) Land off Sowden Lane, Norwood Green – this is adjacent to a public right of way that has currently an application in to have it correctly recorded as a bridleway. 2) Boggart Lane, Hipperholme, off The Grove/Northedge Park – this is adjacent to a public right of way that currently has an application in to have it correctly recorded as a bridleway. 3) Land off Lees Lane, running between Syke Lane and the main A58 at Lightcliffe – this is adjacent to a public bridleway. Although this route ends at a main road, it is often used for people or horses/ponies having their first canter out of an arena, by riding down to the road and cantering back up as it is a very safe environment for this activity, having a gate at the top and clear hedges on either side. 4) Coach Road, Lightcliffe – this is adjacent to a public right of way that has currently an application in to have it correctly recorded as a bridleway. 5) Badger Lane at Sunny Vale – this area is currently an oasis for horse riders, enabling them to access tracks to and from Southowram. It is also a lovely place for wildlife and development of this area would create a lot of noise pollution as well as being detrimental to the environment.

Existing Site Number	Address	Event	Comment
00011	Thrum Hall, Thrum Hall Lane,	Shay	Already a car park built by ASDA on the site.
00021	Land to east of Alexander Terrace, Halifax	3ways	Not for housing - want it to be a sports field run by Himmat youth project.
00060	Allotments Savile Park Gardens, Savile Park, Halifax	Shay	Don't know it personally, but it seems wrong to build on allotment land - perhaps the allotments need advertising.
00060	Allotments Savile Park Gardens, Savile Park, Halifax	Shay	Daisy Bank Allotments. Owner stresses how part of site has been only used for hen huts (1/3). No of allotment known to have been max 14. Vandalism, drugs are issues.
00060	Allotments Savile Park Gardens, Savile Park, Halifax	Shay	This site is adjacent to land to the north of Daisy Bank adjacent to the 'cat steps' which should have been included in the "call for sites".
00095	Former Garden Centre, Binns Hill Lane, Warley	Shay	Former Garden Centre. Binns Hill Lane. No real objection to development.
00119	Adjacent High Ridge, Denfield Lane, Halifax	3ways	Adjacent High Ridge Denfield Lane Hx Greenfield. Outlook across Wheatley Valley to Mount Tabor and South Halifax would be ruined. Bad idea
00131	Mill west of Woodfield Cottages, Old Lane/Stable Lane,	3ways	More suitable for industrial use.
00131	as above	3ways	Old Lane Dye Works. Employment Allocation ?
00136	Halifax Road Studs, Hill Street North/Boothtown Rd, Halifax	3ways	Would support development here.
00136	Halifax Road Studs, Hill Street North/Boothtown Rd, Halifax	3ways	Housing
00140	Land at Canker Lane, Halifax	3ways	Would support development here.
00140	Land at Canker Lane, Halifax	3ways	Housing
00162	Beacon Lodge Quarry, Long Lane, Bank Top	3ways	Good location. Out of sight.
00162	Beacon Lodge Quarry, Long Lane, Bank Top	3ways	Please don't ever consider building on Beacon Hill
00163	Land Off Lilly Lane, Halifax	Shay	Land adjacent to Lilly Lane. This greenfield site could be used - was it kept empty due to <i>(wording not clear)</i>
00182	possibly refers to site 01882- Land Adjacent, Green Lane, Halifax	3ways	All sites north of Holdsworth Road/Riley Lane/Pavement Lane would seriously overload the existing roads if developed.
00197	Land Opposite North Dean Business Park, Stainland Road,	Shay	Flood Plain
00265	Land at Cousin Lane, Halifax	3ways	Land at Cousin Lane. Greenfield - playing field and valuable green space, near to heavily built up Ovenden.
00272	Furness Avenue, Halifax	3ways	Suitable for housing. Need improvement.
00272	Furness Avenue, Halifax	3ways	Suitable for development.
00272	Furness Avenue, Halifax	3ways	Possible elderly residential and/or social housing.

Existing Site Number	Address	Event	Comment
00272	Furness Avenue, Halifax	3ways	Develop existing brownfield sites in the urban areas, especially where properties have been emptied and/or demolished. Before encroaching onto and Green Belt. Such as The Furness Drive, Turner Avenue South area; Abbey Park Estate soon to be demolished; Ovenden Green. The Richmond Road area with the 3 empty tower blocks and land around the Dene Place Estate. The areas for natural extension would be preferred as areas listed:- We feel this area around Furness opposite Morrisons would be ideal for development minimum impact on Green Belt. All infrastructure is already in place i.e. buses, doctors, shop, roads etc.
00272	Furness Avenue, Halifax	3ways	Land on Furness currently leisure/open space - don't build on all of this. Please keep some green spaces.
00273	Turner Avenue South, Halifax	3ways	Suitable for housing. Need improvement.
00273	Turner Avenue South, Halifax	3ways	Suitable for development.
00273	Turner Avenue South, Halifax	3ways	Possible elderly residential and/or social housing.
00273	Turner Avenue South, Halifax	3ways	Develop existing brownfield sites in the urban areas, especially where properties have been emptied and/or demolished. Before encroaching onto and Green Belt. Such as The Furness Drive, Turner Avenue South area; Abbey Park Estate soon to be demolished; Ovenden Green. The Richmond Road area with the 3 empty tower blocks and land around the Dene Place Estate. The areas for natural extension would be preferred as areas listed:- We feel this area around Furness opposite Morrisons would be ideal for development minimum impact on Green Belt. All infrastructure is already in place i.e. buses, doctors, shop, roads etc.
00273	as above	3ways	Land on Furness currently leisure/open space - don't build on all of this. Please keep some green spaces.
00274	Land at, Mixenden Road, Halifax	3ways	Develop existing brownfield sites in the urban areas, especially where properties have been emptied and/or demolished. Before encroaching onto and Green Belt. Such as The Furness Drive, Turner Avenue South area; Abbey Park Estate soon to be demolished; Ovenden Green. The Richmond Road area with the 3 empty tower blocks and land around the Dene Place Estate. The areas for natural extension would be preferred as areas listed:- We feel this area around Furness opposite Morrisons would be ideal for development minimum impact on Green Belt. All infrastructure is already in place i.e. buses, doctors, shop, roads etc.
00288	Site of demolished school, Clough Lane/Brow Bottom Lane,	3ways	Suitable for development.
00288	as above	3ways	Held in abeyance, but could be brought forward.

Existing Site Number	Address	Event	Comment
00290	Land opposite 109-119, Mixenden Road, Halifax	3ways	Favourable.
00371	Land to rear of 1-17 Law Lane, Southowram	Shay	Land donated to Calderdale. Bequeathed with a restrictive covenant for social and recreational use only.
00371	as above	3ways	Good location. Out of site.
00532	Site of Tip, Shroggs Road,	3ways	Should be industry.
00532	as above	3ways	Suitable for development.
00532	as above	3ways	Potential leisure/sports area.
00553	Hopwood Lane/Hanover Street/, King Cross Street, Halifax	3ways	Hopwood Lane - very old buildings worthy of refurbishment and regeneration - feasibility study done 15 years ago for conversion to wine bar etc.
00556	7 Upper Brockholes Farm, Per Lane, Halifax	3ways	Green Belt not for development.
00556	7 Upper Brockholes Farm, Per Lane, Halifax	3ways	Outside urban boundary.
00556	7 Upper Brockholes Farm, Per Lane, Halifax	3ways	Good site. Good access from all sides close to facilities and services.
00556	7 Upper Brockholes Farm, Per Lane, Halifax	3ways	Good access from all locations. Close to facilities and all services e.g. scholls, shops, bus stops. Excellent site to develop on.
00556	7 Upper Brockholes Farm, Per Lane, Halifax	3ways	Excellent site great access from all major roads.
00557	Opposite 61-73 Park Lane, Siddal, Halifax	Shay	Park Lane, Siddal site adjacent noted by red dot should be included within development site. Site is brownfield.
00608	Near Royd Farm, Near Royd,	3ways	Would support development here.
00608	Near Royd Farm, Near Royd,	3ways	Near Royd Farm - Large area of greenfield site.
00608	Near Royd Farm, Near Royd,	3ways	OK for housing but very steep.
00627	Adjacent to High Ridge, Denfield Lane, Halifax	3ways	Adjacent High Ridge Denfield Lane Hx Greenfield. Outlook across Wheatley Valley to Mount Tabor and South Halifax would be ruined. Bad idea
00692	Land between Straight Lane and Crag Lane, Dudley Crescent, Illingworth, Halifax	3ways	Develop existing brownfield sites in the urban areas, especially where properties have been emptied and/or demolished. Before encroaching onto and Green Belt. Such as The Furness Drive, Turner Avenue South area; Abbey Park Estate soon to be demolished; Ovenden Green. The Richmond Road area with the 3 empty tower blocks and land around the Dene Place Estate. The areas for natural extension would be preferred as areas listed:- We feel this area around Furness opposite Morrisons would be ideal for development minimum impact on Green Belt. All infrastructure is already in place i.e. busses, doctors, shop, roads etc.
00701	Land at South of Heathmoor Park Road & North of	3ways	<i>(Flagged but no comments made)</i>

Existing Site Number	Address	Event	Comment
00713	Warley Springs Garage, Burnley Road, Halifax	Shay	Warley Springs Garage. If 02487, 02486, 00713 were all developed it would for a ribbon development (contrary to Council ethos), volume of traffic on Burnley Road is already too high
00740	Land adjoining Whitehouse Farm, Halifax	3ways	Not for development
00740	Land adjoining Whitehouse Farm, Halifax	3ways	Not in favour. Losing separation between Illingworth and Bradshaw.
00740	Land adjoining Whitehouse Farm, Halifax	3ways	Poor access
00742	Land at Green Hill, Warley	Shay	Area of Warley most suitable for development Density should be no more than 30/35 houses to be in keeping with the environment.
00742	Land at Green Hill, Warley	Shay	Land at Green Hill - Warley. Very prominent hill top site development will ruin this landmark. Surrounded by very narrow roads (single track) totally unsuitable for developing.
00742	as above	3ways	Difficulties with access to this site from Winterburn Land and blind access to Greenhill.
00743	Land adjacent to Cliffe Hill Lane, Warley	Shay	Village Cricket Field designated as sport and recreation, it would also spoil the village outlook.
00743	Land at Green Hill, Warley	Shay	Land adjacent to Cliffe Hill. Totally unsuitable for development because of - Access narrow twisting lane - Currently it is existing Cricket Club which is a vital part of the community.
00743	Land at Green Hill, Warley	3ways	Loss of amenity (cricket field) and difficult access adjacent to infant school.
00744	Land at Sidhil, Halifax	3ways	Not in favour. Losing separation between Illingworth and Bradshaw.
00750	Goosegate Farm, Heathy Lane, Halifax	3ways	Favourable.
00759	Land adjacent to Box Tree Mills, Halifax	3ways	All suitable for housing.
00768	Site at the Rear of the Arches, Claremount Road, Halifax	3ways	Not in favour. Would spoil popular local walk.
00783	Land at Lane Head Farm, Roils Head Road, Norton Tower,	Shay	Land at Lane Head Farm, Norton Tower.
00789	Land at Horley Green Farm, Horley Green Road, Halifax	3ways	Not in favour. Encroaches on Shibden Valley.
00801	Land adjacent to St Johns Cross Farm, School Lane, Illingworth,	3ways	Land adjacent to St Johns Cross farm - 'huge' area of greenfield site
00801	Land adjacent to St Johns Cross Farm, School Lane, Illingworth,	3ways	Land adjacent to St Johns Cross Farm. Good site ideal for extension of housing for Halifax
00801	Land adjacent to St Johns Cross Farm, School Lane, Illingworth, Halifax	3ways	Land adjacent to St Johns Cross Farm, School Lane, Illingworth. Consider this to be one of the better sites in the area as it is a continuation of urban sprawl and close to schools and other amenities and good transport links.

Existing Site Number	Address	Event	Comment
00801	Land adjacent to St Johns Cross Farm, School Lane, Illingworth,	3ways	Potential fo include and "round off" eastern boundary of Bradshaw village.
00801	Land adjacent to St Johns Cross Farm, School Lane, Illingworth,	3ways	Not in favour. Losing separation between Illingworth and Bradshaw.
00801	Land adjacent to St Johns Cross Farm, School Lane, Illingworth, Halifax	3ways	All sites north of Holdsworth Road/Riley Lane/Pavement Lane would seriously overload the existing roads if developed.
00801	Land adjacent to St Johns Cross Farm, School Lane, Illingworth,	3ways	Poor access
00803	Land off Hambleton Drive,	3ways	Outside urban boundary.
00831	Land at Bank Top/Common Lane, Bank Top	3ways	Good location. Out of site.
01506	Land At Whitehouse Farm, Holmefield, Halifax	3ways	Not in favour. Losing separation between Illingworth and Bradshaw.
01614	Dudley Estate, Dudley Crescent, Halifax	3ways	Suitable - in need of improvement.
01614	Dudley Estate, Dudley Crescent, Halifax	3ways	Completed. Dudley Estate.
01614	Dudley Estate, Dudley Crescent, Halifax	3ways	Favourable.
01614	Dudley Estate, Dudley Crescent, Halifax	3ways	Develop existing brownfield sites in the urban areas, especially were properties have been emptied and/or demolished. Before encroaching onto and Green Belt. Such as The Furness Drive, Turner Avenue South area; Abbey Park Estate soo to be demolished; Ovenden Green. The Richmond Road area with the 3 empty tower blocks and land around the Dene Place Estate. The areas for natural extension would be preferred as areas listed:- We feel this area around Furness opposite Morrisons would be edeal for development minimum impact on Green Belt. All infrastructure is already in place i.e. busses, doctors, shop, roads etc.
01616	Land at Ovenden Green, Ovenden, Halifax	3ways	Would support.
01616	Dudley Estate, Dudley Crescent, Halifax	3ways	Social housing
01616	Dudley Estate, Dudley Crescent, Halifax	3ways	Suitable for some housing but please leave some green space.
01843	Old Lane Dyeworks, Old Lane, Halifax	3ways	More suitable for industrial use.
01843	Old Lane Dyeworks, Old Lane, Halifax	3ways	Old Lane Dye Works. Employment Allocation ?
01855	Former Fountain Head Brewery, Ovenden Wood Road, Halifax	3ways	Happy for housing to be extended.
01855	Former Fountain Head Brewery, Ovenden Wood Road, Halifax	3ways	All suitable for housing.

Existing Site Number	Address	Event	Comment
01882	Land Adjacent, Green Lane, Halifax	Shay	This proposal would mean a large encroachment into the "Green Lung" separating Illingworth from Bradshaw village
01882	Land Adjacent, Green Lane,	3ways	Not for development
01882	Land Adjacent, Green Lane, Halifax	3ways	Land adjacent to Ingham Lane - we strongly object to this being developed, it is Green Belt.
01882	Land Adjacent, Green Lane,	3ways	Good site.
01883	Land to rear of Green Hall,	3ways	All suitable for housing.
01883	Land to rear of Green Hall, Halifax	3ways	Land rear of Greenhall Wheatley. These boundaries are weak and developments would be advantageous.
01892	Raw Lane / Abbey Park Road,	3ways	Hillside too prominent.
01892	Raw Lane / Abbey Park Road,	3ways	Potential site for development
01892	Raw Lane / Abbey Park Road,	3ways	Favourable.
01892	Raw Lane / Abbey Park Road, Halifax	3ways	Develop existing brownfield sites in the urban areas, especially where properties have been emptied and/or demolished. Before encroaching onto and Green Belt. Such as The Furness Drive, Turner Avenue South area; Abbey Park Estate soon to be demolished; Ovenden Green. The Richmond Road area with the 3 empty tower blocks and land around the Dene Place Estate. The areas for natural extension would be preferred as areas listed:- We feel this area around Furness opposite Morrisons would be ideal for development minimum impact on Green Belt. All infrastructure is already in place i.e. buses, doctors, shop, roads etc.
01911	Land at Stocks Lane, Halifax	Shay	Steep land, out of character with conservation area if developed.
01911	Land at Stocks Lane, Halifax	Shay	Land at Stock Lane Warley. Riddled with springs. 1. Dangerous Junctions - both ends of Windle Royd Junction. 2. Extremely bad drainage includes septic tank drains in from two houses. 3. Many streams/springs in this area. 4. Stock Lane, (adjoins Windle Royd Lane) already dangerous. 5. Warley already identified as wild life barrier between the urban development of Halifax and the Calder Valley. Development will destroy this.
01911	Land at Stocks Lane, Halifax	Shay	Steep land, out of character with conservation area if developed.
01918	Greystones House, Greystones, Halifax	3ways	Not in favour. Would remove a large green space and join up two separate built up areas. Not in urban boundary.
01918	Greystones House, Greystones, Halifax	3ways	All suitable for housing.
02156	Land off Queensbury Road,	3ways	Too prominent
02156	Land off Queensbury Road, Halifax	3ways	Land off Queensbury Road - very close to Green Belt and Queensbury boundary. Will ruin the "moor side" hill side. Bad idea. Flood risk.
02156	Land off Queensbury Road,	3ways	OK for housing but very steep.

Existing Site Number	Address	Event	Comment
02157	Land off Whitehill Road, Keighley Road, Halifax	3ways	Should not be developed. Important open space on main Keighley Road. One of few green spaces. Wildlife corridor. <i>(Further Comment unclear)</i> .
02157	Land off Whitehill Road, Keighley Road, Halifax	3ways	Potential? Longer term.
02157	Land off Whitehill Road, Keighley Road, Halifax	3ways	Favourable for mixed developments.
02157	Land off Whitehill Road, Keighley Road, Halifax	3ways	Develop existing brownfield sites in the urban areas, especially where properties have been emptied and/or demolished. Before encroaching onto and Green Belt. Such as The Furness Drive, Turner Avenue South area; Abbey Park Estate soon to be demolished; Ovenden Green. The Richmond Road area with the 3 empty tower blocks and land around the Dene Place Estate. The areas for natural extension would be preferred as areas listed:- We feel this area around Furness opposite Morrisons would be ideal for development minimum impact on Green Belt. All infrastructure is already in place i.e. busses, doctors, shop, roads etc.
02158	Land off School Lane, Riley Lane, Halifax	Shay	This proposal would mean a large encroachment into the "Green Lung" separating Illingworth from Bradshaw village
02158	Land off School Lane, Riley Lane, Halifax	3ways	Not for development
02158	Land off School Lane, Riley Lane, Halifax	3ways	Land bottom of Riley Lane - we strongly object to this being developed, it is Green Belt.
02158	Land off School Lane, Riley Lane, Halifax	3ways	All sites north of Holdsworth Road/Riley Lane/Pavement Lane would seriously overload the existing roads if developed.
02159	Land off Crag Lane, Halifax	3ways	Not in favour. Would remove a large green space and join up two separate built up areas. Not in urban boundary.
02159	Land off Crag Lane, Halifax	3ways	All suitable for housing.
02166	Land Adjacent Rosemary Cottage, Rosemary Lane, Halifax	Shay	As long as access is not via Rosemary Lane.
02183	Copley Wood, Copley Gate, Halifax	Shay	OK location, but not at that density. Copley Lane and Copley School could not cope.
02183	Copley Wood, Copley Gate,	Shay	Access problematic on Copley Lane.
02185	Land at Ingham Lane and Ingham Close, Bradshaw	Shay	Part waste land/ Part rough grazing land. Ingham Close already gives access to site with all services. Adjacent to Primary School, very close to public transport, local shops/supermarket/doctors surgery etc. within 1-1/2 miles. Privately owned mixed residential development of detached/semi detached family houses and bungalows. This site can be developed in its entirety. In villages such as Bradshaw "pepper potting" allows the village to grow organically without putting too great a strain on local facilities/services.

Existing Site Number	Address	Event	Comment
02185	Land at Ingham Lane and Ingham Close, Bradshaw	3ways	Attractive open countryside. Too far from town centre. Poor road infrastructure.
02185	Land at Ingham Lane and Ingham Close, Bradshaw	3ways	Land at Ingham Lane. Good site which could be extended towards Keighley Road.
02185	Land at Ingham Lane and Ingham Close, Bradshaw	3ways	Land at Ingham Lane. Good site which could be extended towards Keighley Road.
02185	Land at Ingham Lane and Ingham Close, Bradshaw	3ways	This is the ideal site with existing road access via Ingham Close, all mains services and within 1 mile of supermarket shopping, local shops, NHS facilities etc. Land fronting Ingham Lane and Ingham Close could be made available for visitor parking in conjunction with Bradshaw Primary School which will alleviate parents parking on the road. this car parking provision for school within the Development site would be a big asset to the village.
02185	Land at Ingham Lane and Ingham Close, Bradshaw	3ways	Over 40 years ago Bradshaw was a thriving farming community with 5+ dairy herds, busy pubs, a garage and filling station, general store and post office, butchers shop, weekly library in a park with tennis courts and regular bus services. Over the years with downturn in agriculture, dairy has disappeared and since foot and mouth in 2001 the complicated and stringent regulations with regard to keeping any livestock has made it increasingly difficult to make any sort of income from small parcels of land. As agriculture has declined so barns have been converted and infill has taken place but no larger development since Bradshaw Mill site was developed over 40 years ago. the school on the other hand has more than doubled in size as the village no longer has the young people to fill it parents are bringing children from far and wide to fill places. If land on the other side of Ingham Close was developed in sympathy with it's village heritage (rather than high density) and incorporating a car park for the school this would surely be a benefit for the village especially residents close to the school who suffer great inconvenience at school times.
02185	Land at Ingham Lane and Ingham Close, Bradshaw	3ways	Potential for similar bungalow development to match Ingham Close.
02185	Land at Ingham Lane and Ingham Close, Bradshaw	3ways	Outside urban boundary.
02185	Land at Ingham Lane and Ingham Close, Bradshaw	3ways	Land adjacent to Ingham Lane - we strongly object to this being developed, it is Green Belt.
02185	Land at Ingham Lane and Ingham Close, Bradshaw	3ways	Possible to develop for housing as natural extension of Bradshaw.
02185	Land at Ingham Lane and Ingham Close, Bradshaw	3ways	All sites north of Holdsworth Road/Riley Lane/Pavement Lane would seriously overload the existing roads if developed.

Existing Site Number	Address	Event	Comment
02433	Ingham Lane Farm, Ingham Lane, Bradshaw	Shay	A step too far taking development deep into the Green Belt.
02433	Ingham Lane Farm, Ingham Lane, Bradshaw	3ways	Attractive open countryside. Too far from town centre. Poor road infrastructure.
02433	Ingham Lane Farm, Ingham Lane, Bradshaw	3ways	Land at Ingham Farm. Good site for housing.
02433	Ingham Lane Farm, Ingham Lane, Bradshaw	3ways	Land at Ingham Lane Farm. Ideal site for housing.
02433	Ingham Lane Farm, Ingham Lane, Bradshaw	3ways	"Round off" proposal for village envelope.
02433	Ingham Lane Farm, Ingham Lane, Bradshaw	3ways	Extend the school.
02433	Ingham Lane Farm, Ingham Lane, Bradshaw	3ways	Land adjacent to Ingham Lane - we strongly object to this being developed, it is Green Belt.
02433	Ingham Lane Farm, Ingham Lane, Bradshaw	3ways	All sites north of Holdsworth Road/Riley Lane/Pavement Lane would seriously overload the existing roads if developed.
02438	Land at Cockhill, Pavement Lane and Cow Hill Gate Lane, Bradshaw	Shay	Too large a site for residential development and would put a tremendous strain on all existing services and local facilities. The contours of the site also make it highly visible from the surrounding area.
02438	Land at Cockhill, Pavement Lane and Cow Hill Gate Lane,	3ways	Attractive open countryside. Too far from town centre. Poor road infrastructure.
02438	Land at Cockhill, Pavement Lane and Cow Hill Gate Lane,	3ways	Green Belt not for development.
02438	Land at Cockhill, Pavement Lane and Cow Hill Gate Lane,	3ways	Outside urban boundary.
02438	Land at Cockhill, Pavement Lane and Cow Hill Gate Lane,	3ways	Land adjacent to Ingham Lane - we strongly object to this being developed, it is Green Belt.
02438	Land at Cockhill, Pavement Lane and Cow Hill Gate Lane, Bradshaw	3ways	All sites north of Holdsworth Road/Riley Lane/Pavement Lane would seriously overload the existing roads if developed.
02439	Land at Black Castle Farm, Taylor Lane and Green Lane, Bradshaw	Shay	Ridiculous proposal - highly visible and at a height of 1200ft above sea level. No mains services, extremely poor/narrow access roads.
02439	Land at Black Castle Farm, Taylor Lane and Green Lane,	3ways	Land at Black Castle Farm Bradshaw. Large greenfield site bordering Green Belt?
02439	Land at Black Castle Farm, Taylor Lane and Green Lane,	3ways	Contours make this land incapable of any type of development. Good for sheep.
02439	Land at Black Castle Farm, Taylor Lane and Green Lane,	3ways	Black Castle Farm. Green Belt not for development.
02444	White House, Walt Royd, Halifax	3ways	Not in favour. Would remove a large green space and join up two separate built up areas. Not in urban boundary.
02444	White House, Walt Royd, Halifax	3ways	All suitable for housing.
02459	Land adjacent Emstead Works, Old Lane, Halifax	3ways	Industrial

Existing Site Number	Address	Event	Comment
02463	Grantham Works, Grantham Road, Halifax	3ways	Industrial
02466	Land to the East, Horley Green Road, Halifax	3ways	Not in favour. Encroaches on Shibden Valley.
02466	Land to the East, Horley Green Road, Halifax	3ways	Site allocated as medium term in SHLAA. This site is able to be brought forward into the short term.
02471	Ridings Business Park, Hopwood Lane, Halifax	3ways	Employment site sold recently for expansion of local manufacturing business.
02486	Land at Field House Farm, Burnley Road, Sowerby Bridge	Shay	In parts very steep with major water/spring eruption and lack of access at the top. Part of conservation area so density of development totally out of keeping with village.
02486	Land at Field House Farm, Burnley Road, Sowerby Bridge	Shay	Land at Field House Farm, Burnley Road. If 02487, 02486, 00713 were all developed it would for a ribbon development (contrary to Council ethos), volume of traffic on Burnley Road is already too high
02487	Land at Whitty Lane, Halifax	Shay	In parts very steep with major water/spring eruption and lack of access at the top. Part of conservation area so density of development totally out of keeping with village.
02487	Land at Whitty Lane, Halifax	Shay	Land at Whitty Lane. If 02487, 02486, 00713 were all developed it would for a ribbon development (contrary to Council ethos), volume of traffic on Burnley Road is already too high
02488	Land at Windle Royd Lane, Halifax	Shay	Very steep, water logged from springs at Wells at top of Stock Lane. Road currently unsuitable for traffic flow at current level, no footpath. Road cannot be widened at Church area. Density of housing out of keeping with conservation area.
02488	Land at Windle Royd Lane, Halifax	Shay	Land at Windle Royd Lane. Unsuitable for housing because 1. Dangerous Junctions - both ends of Windle Royd Junction. 2. Extremely bad drainage includes septic tank drains in from two houses. 3. Many streams/springs in this area. 4. Stock Lane, (adjoins Windle Royd Lane) already dangerous. 5. Warley already identified as wild life barrier between the urban development of Halifax and the Calder Valley. Development will destroy this. 6. Cannot absorb any increase in traffic. Very close to conservation area.
02488	Land at Windle Royd Lane, Halifax	3ways	Land at Windle Royd Lane. Farm land again! Bad idea. Flood risk?
02488	Land at Windle Royd Lane, Halifax	3ways	Steeply sloping site with poor access for Windle Royd Lane which is steep and narrow with no footpath.
02490	Land at Maltings Road, Halifax	3ways	All suitable for housing.
02491	Holmfield railway line, Holdsworth Road, Halifax	3ways	Is a favoured area for urban regeneration.
02491	Holmfield railway line, Holdsworth Road, Halifax	3ways	More suitable for industry than housing.
02540	Grange Farm, Doctor Hill,	3ways	Suitable for housing development.

Existing Site Number	Address	Event	Comment
02543	Land adjacent to St Johns Cross Farm, Halifax	3ways	Greenfield site very close boundary to Bradshaw? Bad idea. Flood risk.
02543	Land adjacent to St Johns Cross Farm, Halifax	3ways	Land at the side of St Johns Cross. Good site for development and the right area for
02543	Land adjacent to St Johns Cross Farm, Halifax	3ways	A continuation of 00801 (Land adjacent to St Johns Cross Farm) This should also be developed to create an attractive housing estate.
02543	Land adjacent to St Johns Cross Farm, Halifax	3ways	Not in favour. Losing separation between Illingworth and Bradshaw.
02543	Land adjacent to St Johns Cross Farm, Halifax	3ways	All sites north of Holdsworth Road/Riley Lane/Pavement Lane would seriously overload the existing roads if developed.
ELR113	West of Holmfield Ind Estate	3ways	Not in favour. Losing separation between Illingworth and Bradshaw.
ELR114	Shroggs Road Ovenden	3ways	Should be industry.
ELR114	Shroggs Road Ovenden	3ways	Potential leisure/sports area.
ELR116	North of Holmfield Ind Estate	3ways	Could be a good use of land to try and create much needed jobs at the area.
ELR123	Hays Lane Mixenden	3ways	Good for employment
ELR127	West of Boothtown Road	3ways	Yes
ELR127	West of Boothtown Road	3ways	Rawson School, Boothtown - why is this designated for employment as currently only school in Boothtown.
ELR136	Copley Valley, Wakefield Road	3ways	Good site for housing or industry.
ELR136	Copley Valley, Wakefield Road	Shay	flood plain - issues of schools - issues on amenities
Suggested	West End Golf Club, Paddock Lane, Halifax	Shay	West End Golf Club - new site right hand corner may be surplus to Golf Club's (we have heard this) requirements - could be suitable for housing.
Suggested	West End Golf Club, Paddock Lane, Halifax	Shay	West End Golf Club - new site to sell off trapezoid area of land (holes 17 & 18) (<i>shown on comments sheet</i>) and club to move this part of the course to area beyond Rushton Hill and Shacks House. Contact West End Golf Club secretary.
Suggested	Land adjacent to Spring Hall athletics track	Shay	The site at the top side of the athletics track at Spring Hall (formerly tennis courts) is redundant and semi derelict. It could be used for a row of terrace houses, possibly 12 or 14 old persons bungalows.
Suggested	Clover Hill Road and Savile Park Gardens	Shay	Further to the west of site 00060 is almost a further 0.80 acres on which is a house. (<i>See diagram on comment sheet</i>)
Suggested	Playing fields at former Ridings School, Nursery lane	3ways	Old Ovenden School playing fields Ovenden HX2 8DA Valuable green space in densely populated area. Needs protecting from development. PROTECT
Suggested	Laurel Crescent Bowling Club, Club Lane	3ways	Laurel Crescent and bowling club. Established in 1920's deserves conservation status and protection and surrounding green land 'common land'. Old tennis court area. PROTECT.
Suggested	Land adjacent to Grange Farm, Ingham Lane	3ways	Land above new Grange Farm, Ingham could be included as residential with potential for Green Belt line to be re-drawn at Cock Hill Gate house.

Existing Site Number	Address	Event	Comment
Suggested	Former St Catherine 's School, Holdsworth Road	3ways	St. Catherines site. Potential large development.
Suggested	Former Fountainhead Brewery	3ways	Wheatley Valley on old brewery site - we feel would be a possible site to look at in the future.
Suggested	Land at Hambleton Drive, Mixenden	3ways	Also the area around Hambleton Drive and the Balkrams in the Mixenden area which have had houses demolished in the last 10 years.
General comment		3ways	There is also a need for mostly homes/housing for the elderly, ecological and sustainable housing, low cost and social housing
Suggested	Mixenden Road	3ways	District hub health facility, library etc. Needs developing.
Suggested	Land off Cousin Lane, Ovenden	3ways	If more houses being built this may result in need for more schools - this site near Deanfield and St. Malachy's may be suitable.
Suggested	Listers Road, Halifax	3ways	Listers Road. Green Belt opposite industrial sites. Does not seem to serve a purpose. Should be included in the industrial allocation opposite. Suitable for B1 or B8 use.
Suggested	Land to south of Back Sload Farm, Balram Edge	3ways	Why not develop land south of Back Sload Farm which has better access onto Pellon Lane?
General comment		Shay	Warley needs to retain its distinctive character - being seen/recognised as an area of outstanding beauty, history and heritage and environmentally valuable. People love to walk/ to visit Warley just to experience this very thing. Development would lose many natural habitat. For people who live in nearby urban places it is a valuable recreational asset. Just to walk down Stock Lane is much praised. If development takes place then Warley Town School would be completely unsuitable. Warley is in the heart of the Green Belt. The Green Belt was put in place to form a barrier between the urban development and the rest of Calder Valley.

Existing Site Number	Address	Event	Comment
After the Event	General comment	Shay	I expressed concern about the air quality in the Calder Valley in the region around Copley. Since then an idea came to me as I walked along the canal bank by the road to nowhere which has now become one of the satellite parking areas for Lloyds computer complex. At the meeting we had identified a piece of land just north of the Calder & Hebble junction, as being unsuitable for housing because it is in the flood plain. This land is in the fork between the two main roads Aachen Way to Elland and the road to West Vale. Although probably not suited for housing, it occurred to me that this area could be used as a car park to alleviate some of the parking problems associated with the hospital and Lloyds computer centre. Probably this would necessitate shuttle buses. As part of the viability assessment the effect on the pollution would need to be considered. Although this might condemn the proposal it may instead hasten action to address the pollution issue. Clearly this is required anyway, especially as more developments in this part of the valley are planned.
After the Event	General comment	3ways	I would appreciate it if your department / committee will consider my thoughts on the evening and the Local Plan Distribution of Growth and sites. As an ordinary tax paying member of the community, I think it is important to understand, that my views are also representative of many thousands of other North Halifax people, not given the opportunity to share them at the meeting on the 18/3/14?
After the Event	General comment	3ways	I noticed, among other alarming sections in the land allocations document, section 6.55 - 6.56: Distribution of housing allocation which states: " Overall the amount of land required that is currently in the Green Belt could be up to around 213ha depending on, for example, the densities actually achieved ". I would like to know why, when I raised this issue in the room, did the chairperson of this Local Plan meeting, (18/3/14 at Threeways Centre, Ovenden) then state, that no green belt was to be affected? He then actually walked around the tables, telling concerned people that all the plans for development were "inside the green belt boundary". This very unrepresentative of the facts and the above quoted statement. It is also very misleading don't you think?

Existing Site Number	Address	Event	Comment
After the Event	General comment	3ways	Calderdale Council has an obligation, to be completely transparent to the general public. A meeting of a few, strategically selected people - most of which appeared to be pro-Local Plan - that's to say councillors, developers and people wishing to sell their land - is not a fair representation of general public opinion and not representative of the communities who will ultimately be affected long term, by the Local Plan. Everyone has a Right to know. Which is why I suggest leaflets marked 'important' should be posted out to All residents - This is not something that should be done low scale and on the cheap in a small rented room. This is large scale and very important.
After the Event	General comment	3ways	I strongly suggest Calderdale Council tries much harder than it has, to make everyone aware of the very important changes involved within this Local Plan and just how communities and green sites are going to be (or proposed to be) affected. Also importantly in heavily built up areas, the change of use of factory buildings into housing developments. This looks like it will be a massive 'fail' where the ELR is concerned.
After the Event	General comment	3ways	I will be watching very carefully, the progressions of such proposals and land selection and sell -off of "declassified" Green Belt, along with change of uses of land, especially in North Halifax where I live. It is incredibly important, that everyone is aware of what it means to extend areas such as Illingworth into Bradshaw and Bradshaw into Queensbury etc and the social impacts this would inevitably bring - And we all know, what happened to the once quiet nice-place-to-live Queensbury when practically all it's farmlands were bought up and sold off to developers - it became known nationally as 'The Wild West' !

Existing Site Number	Address	Event	Comment
After the Event	General comment	3ways	On an environmental note, sadly, we don't have resident Twites in this part of the S Pennines. North Halifax does however have areas of outstanding natural beauty equally worthy of protection as any of that in the seemingly unfairly and heavily protected, popular 'quirky' Calder Valley. We have Ogden water and Ovenden Moor to name just a couple of course, but then 115m high wind turbines are about replace smaller existing turbines on Ovenden Moor. The odd visiting Twite, the remaining resident Skylarks and farmland birds such as Buzzards and Owls plus numerous species birds, wildlife and also migratory birds around our moors, green fields and precious blanket peat bogs are even more vulnerable than ever and are at an even greater risk. But who cares about them? it's North Halifax - it doesn't really matter. Well, it does, actually. We know, that the loss of such habitats including blanket peat bog destabilizes the ground water levels on a massive scale and this is proven to be linked to flooding and other climate changes. The loss of precious green sites and established trees will have devastating long term affects.
After the Event	General comment	3ways	Calderdale Council Spatial Planning committee members, needs to study - very very carefully, prior to passing any development plans the long term impacts on the social status and wellbeing of areas like North Halifax and its environment, that such proposals under the Local Plan will inevitably bring, to an already very densely populated are of Calderdale. For too long, areas such as Ovenden and Illingworth have been stigmatized as being 'rough' areas to live in. Indeed parts of these areas are 'rough' as far as social and economic issues are concerned. But who's fault is this? When areas are intensely built upon, factories are lost, green spaces are lost, traditional village shops are replaced by betting shops and off licences - the deeper the social problems will run and continue to run for generations. This will not just be a problem for those who live and grow up here - it will be a problem for the whole of Calderdale.
After the Event	General comment	3ways	This is a North and South divide if ever I have seen one. Inflicted social and environmental changes so huge it will serve to inflict further and future damages on a massive long term scale. Regardless of government targets and invisible red tape it is wrong. We do accept that people need somewhere to live. The population of Britain is rising. We accept that it is not just North Halifax who is in line for this intense overpopulation growth plan. But we cannot accept that these proposals are wholly justified.

Existing Site Number	Address	Event	Comment
After the Event	General comment	3ways	Will the Spatial Planning team at Calderdale Council, take full responsibility for the consequences of building on greenbelt and extending the urban sprawl so intensely ? - Higher unemployment, higher crime rates, higher poverty levels, failing schools, higher pollution levels. An increasingly undesirable man-made sprawl. Identities will be lost in time. Villages are becoming a thing of the past. They are not novelty tourist attractions - they are real places with real people. Ovenden once had some of the finest manor houses in the whole of Halifax. Now, it has been turned into one of the poorest places to live in Calderdale. Largely down to poor planning decisions over the years.
After the Event	General comment	3ways	I care very deeply, about what happens to the place where I live and was born. I care about our heritage and I care along with many many others, about it's future. Please, don't allow what little beauty we communities have left, to be lost and completely destroyed.
After the Event	General comment	3ways	North Halifax contrary to popular belief, has some outstanding surrounding countryside and ancient farm lands between the areas of Ovenden, Wheatley, Holmfield, Illingworth and Bradshaw, along the hillside boundaries- or Green Belt - as well as that between Boothtown, Ovenden and Queensbury, Bradford. Allowing such land to be heavily built upon in such a way planned, will bring with it huge environmental problems including flood risk to these proposed sites and the surrounding already populated areas. It is also a further encroachment of the natural boundary between us and another city's boundary. Visually large scale development in North Halifax will completely ruin the remaining natural landscapes and stunning moorside which towers over the North of Halifax. Incidentally, this is Not part of Bradford and never will be. None of this, is Rocket science.

Existing Site Number	Address	Event	Comment
After the Event	General comment		Air quality in the Calder Valley in the region around Copley. An idea came to me as I walked along the canal bank by the 'road to nowhere' which has now become one of the satellite parking areas for Lloyds computer complex. At the meeting, we had identified a piece of land, just north of the Calder- Hebble junction, as being unsuitable for housing because it is in a flood plane (in accordance with the relevant map displayed). This land is in the fork between the two main roads, Arken way to Elland and the road to West Vale. Although probably not suited for housing, it occurred to me that this area could be used as a car park to alleviate some of the parking problems associated with the hospital and Lloyds computer centre. Probably this would necessitate shuttle buses. As part of the viability assessment, the effect on the pollution would need to be considered. Although this might condemn the proposal, it may instead hasten action to address the pollution issue. Clearly this is required anyway, especially as more developments in this part of the valley are planned.

Existing Site Number	Address	Comment
00477	CVS Ltd, Jumble Hole Road, Callis Bridge	Flooding? Not handy for centre or schools - too wet.
00477	CVS Ltd, Jumble Hole Road, Callis Bridge	Jumble Hole Road (33 houses) greenfield poor access - unadopted road? Just off main road not the worst.
00477	CVS Ltd, Jumble Hole Road, Callis Bridge	this would really alter the character of the site. Access could be a problem.
00483	Land off, Halifax Road	Land off Halifax Road - flooding issues but think it would be good.
00483	Land off, Halifax Road	Bad access no flooding
00483	Land off, Halifax Road	Brownfield (14 houses) Access? OK
00483	Land off, Halifax Road	Possible brownfield site, minimal impact; former campsite and thought not to flood.
00483	Land off, Halifax Road	Prone to flooding, but possible site.
00485	Engineering Works (Peter Ward Engineering), King Street, Hebden Bridge	Would have been great but now planning for supermarket.
00485	Engineering Works (Peter Ward Engineering), King Street, Hebden Bridge	already allocated - hotel etc.
00485	Engineering Works (Peter Ward Engineering), King Street, Hebden Bridge	Mytholm Works - got Planning Permission
00485	Engineering Works (Peter Ward Engineering), King Street, Hebden Bridge	Perfect place for housing in Hebden Bridge - brownfield already a scar and large flat land available for building; much more suitable than supermarket. Should be used for housing for local people AND growing food - or the kind of plan Incredible Edible Mytholm didn't submit. Community resources.
00485	Engineering Works (Peter Ward Engineering), King Street, Hebden Bridge	Been approved already for supermarket and hotel.
ELR120 00485	Engineering Works (Peter Ward Engineering), King Street, Hebden Bridge	If developed part of the planning permission should include footpaths on both sides of the A646
00498	Adjacent Crow Nest Bridge, Crow Nest Road, Hebden Bridge	Use as car parking to relieve Hebden Bridge's problems
00498	Adjacent Crow Nest Bridge, Crow Nest Road, Hebden Bridge	Agree but access improvements needed.
00498	Adjacent Crow Nest Bridge, Crow Nest Road, Hebden Bridge	Low lying, wet. Poor access currently
00498	Adjacent Crow Nest Bridge, Crow Nest Road, Hebden Bridge	Crow Nest 20 houses brownfield <u>awful access</u> + floods
00498	Adjacent Crow Nest Bridge, Crow Nest Road, Hebden Bridge	Brownfield, difficult access, hidden from view, possible industrial development.
00498	Adjacent Crow Nest Bridge, Crow Nest Road, Hebden Bridge	Access very poor. Floodplain?

Existing Site Number	Address	Comment
00501	Mayroyd, Burnley Road, Hebden Bridge	Housing access across bridge from Walkleys end. Flooding?
00501	Mayroyd, Burnley Road, Hebden Bridge	This site would join the towns of Hebden & Mytholmroyd - we disagree to join!! Greenbelt. Could shorten site area.
00501	Mayroyd, Burnley Road, Hebden Bridge	scruffy and rough looking; good for development
00501	Mayroyd, Burnley Road, Hebden Bridge	Greenfield, no access, flood plain, would join Hebden Bridge with Mytholmroyd. No
00501	Mayroyd, Burnley Road, Hebden Bridge	No, or very poor access. Floodplain. Contaminated land. Need separation of communities. Better as green space.
00502	Calder Brook, Burnley Road	This site would join the towns of Hebden & Mytholmroyd - we disagree to join!! Greenbelt.
00502	Calder Brook, Burnley Road	scruffy and rough looking; good for development
00502	Calder Brook, Burnley Road	Greenfield, no access, flood plain, would join Hebden Bridge with Mytholmroyd. No. Car Park. Poor access, greenfield. What about Walkleys Mill?
00502	Calder Brook, Burnley Road	Needs to be seen as continuation of 00501. Miserable site, shaded most of the year.
00704	Land to South West of Palace House Road, Palace House Road, Hebden Bridge	Has this been refused for planning? Should be removed off plan!! Meadow land before woods need to retained.
00704	Land to South West of Palace House Road, Palace House Road, Hebden Bridge	North facing, good view, dry, sloping, good for development.
00704	Land to South West of Palace House Road, Palace House Road, Hebden Bridge	Current access very poor. Greenfield. Very prominent site. No
00704	Land to South West of Palace House Road, Palace House Road, Hebden Bridge	Damp dark miserable site.
00708	Callis Mill, Halifax Road	Already a brownfield site good access but flood risk.
00708	Callis Mill, Halifax Road	Great site! Flooding issues. Conversion.
00708	Callis Mill, Halifax Road	No flooding - wide access, good for development and industrial.
00708	Callis Mill, Halifax Road	Callis Mill. Brownfield. Flooding? OK
00708	Callis Mill, Halifax Road	Employment preferred.
00708	Callis Mill, Halifax Road	Callis Mill is a waste of space, little use and so perfect for some sort of development, whether housing or business.
00732	Fete Field, Badger Lane and Old Shaw Lane, Blackshaw Head	No school places for this amount of housing, would double or triple the size of Blackshaw Head: very intrusive. More community facilities for this amount of housing i.e. shop, playground, pub etc.

Existing Site Number	Address	Comment
00732	Fete Field, Badger Lane and Old Shaw Lane, Blackshaw Head	Concern over size of development 108! Would change the character of the settlement....could this be reduced. Suitable for a smaller community development.
00732	Fete Field, Badger Lane and Old Shaw Lane, Blackshaw Head	Too many houses, eyesore would swamp existing population, access.
00732	Fete Field, Badger Lane and Old Shaw Lane, Blackshaw Head	Badger Lane 108 houses too many - density Green Belt. Access. No
00732	Fete Field, Badger Lane and Old Shaw Lane, Blackshaw Head	Fete field part of village, large greenfield that would greatly change character of the area.
00733	Gypsy Flats, Rawtonstall Bank, Colden Road, Hebden Bridge	Impossible access from Mytholm Steeps. Already very congested and dangerous. Site lines from every angle.
00733	Gypsy Flats, Rawtonstall Bank, Colden Road, Hebden Bridge	Area of outstanding beauty very steep site - but a field in the middle. Massive access issues already. Isn't this a nature reserve? Greenfield. -maybe some on the flat field?
00733	Gypsy Flats, Rawtonstall Bank, Colden Road, Hebden Bridge	Access difficult - few houses not 130.
00733	Gypsy Flats, Rawtonstall Bank, Colden Road, Hebden Bridge	130 houses greenfield very steep, awful. No
00733	Gypsy Flats, Rawtonstall Bank, Colden Road, Hebden Bridge	Beautiful woodland, steep hillside - would be criminal to develop this.
00733	Gypsy Flats, Rawtonstall Bank, Colden Road, Hebden Bridge	Beautiful green site. How could you think of building here.
00773	Gypsy Flats, Rawtonstall Bank, Colden Road, Hebden Bridge	Impossible access on a narrow cobbled single track & unpaved. Therefore this land is not suitable to develop.
00773	Gypsy Flats, Rawtonstall Bank, Colden Road, Hebden Bridge	Land adjacent to Towngate. 1. Isn't the northern end in the conservation area? 2. Towngate and Lee Wood Road would present access challenges for vehicles. 3. Although recently extended could the local primary school accommodate the increased number of children. 4. How would safe and appropriate vehicle access be provided into the site?
00773	Gypsy Flats, Rawtonstall Bank, Colden Road, Hebden Bridge	Set back from 'edge' as adjacent development ruined the view.
00773	Gypsy Flats, Rawtonstall Bank, Colden Road, Hebden Bridge	Good meadow land - ecological restraints. Very visible, access?
00773	Gypsy Flats, Rawtonstall Bank, Colden Road, Hebden Bridge	Towngate (70), access poor, Green Belt. No
00773	Gypsy Flats, Rawtonstall Bank, Colden Road, Hebden Bridge	Less visually intrusive on edge of existing built up area, but overall feeling that Heptonstall getting lumbered with a lot of housing on this plan and very little in Hebden Bridge.
00773	Gypsy Flats, Rawtonstall Bank, Colden Road, Hebden Bridge	Why ruin small township of Heptonstall

Existing Site Number	Address	Comment
00821	Parrock Lane and Old Town Mill Lane, Old Town	Subject to visual assessment - looks ok on a plan but beautiful paddock.
00821	Parrock Lane and Old Town Mill Lane, Old Town	Not good - lovely green area - too visible
00821	Parrock Lane and Old Town Mill Lane, Old Town	Old Town. No
00821	Parrock Lane and Old Town Mill Lane, Old Town	not too bad south facing site in partly developed area already
01880 assume	Greenroyd, Thorn Bank, Hebden Bridge	Greenbelt steep and flood risk. No
01880	Greenroyd, Thorn Bank, Hebden Bridge	Unsuitable for development and awkward un-natural extension to the town boundary.
01880	Greenroyd, Thorn Bank, Hebden Bridge	Flood risk! Very steep, poor access, trees? Not suitable
01880	Greenroyd, Thorn Bank, Hebden Bridge	Very steep and flooded very recently. Wooded and inaccessible, very unsuitable.
01880	Greenroyd, Thorn Bank, Hebden Bridge	Ridiculous site - no access at all! Not even in the "Urban Area".
01895 assume	Land at Ogden Delph, Valley View Road, Heptonstall	Trees - could buildings go between?
01895	Land at Ogden Delph, Valley View Road, Heptonstall	Intercept site for parking and green space. Some of this land could be used to widen the road for access to site No. 1 or the road could take a different route across this area.
01895	Land at Ogden Delph, Valley View Road, Heptonstall	Maybe 1/2 the number suggested.
01895	Land at Ogden Delph, Valley View Road, Heptonstall	Car Park?
01895	Land at Ogden Delph, Valley View Road, Heptonstall	Former quarry in trees would have minimal visual impact and already has good access at bottom of Heptonstall.
01896	Acres Lane Grazing Site, Acres Lane	<u>Problems</u> 1. possible contamination as previously used as an asbestos tip - needs testing. 2. Bed rock very close to surface - feasibility study. 3. Sewerage problem - feasibility study needed due to full capacity. <u>Positives</u> Good access, further parking for approx. 40 dwellings max could be catered for on 2 CMBC owned land to alleviate parking <u>problems</u> .
01896	Acres Lane Grazing Site, Acres Lane	Some issues as 00773 - don't build close to the edge.
01896	Acres Lane Grazing Site, Acres Lane	Houses but also allotments/orchards. Asbestos?
01896	Acres Lane Grazing Site, Acres Lane	Co-op field OK Prominent
01896	Acres Lane Grazing Site, Acres Lane	Visually intrusive but further gentrification around other developments. Does this help affordable housing.
01896	Acres Lane Grazing Site, Acres Lane	Very prominent visually.

Existing Site Number	Address	Comment
Suggested	Tow Path from Halifax to Todmorden.	Develop into a combined pedestrian and cycle path. Because the route is flat this would attract both new and existing cyclists. Think of the reduction in pollution and congestion on the A646 and the health value with the spin off in terms of reduced pressure on local NHS.
Suggested	Land to the east of Acres Lane, Heptonstall	This land is available for development owner present and is happy to put it forward, could be leisure or housing. Same positives as 1 and 2. (01896).
Suggested	Land adjacent to Stone Slack, Smithwell Lane, Slack	No. Nos. Between Draper Corner and Stone Slack - small housing i.e. 3/4 good access and was previously on SHLAA - prime development infill
Suggested	Taylor Farm Nursery, Smithwell Lane, Slack	Taylor Farm nursery 6/8 houses. Good access for small development. Already previously used a nursery - infill - owner present.
Suggested	Land at Old Mill Ridge, Chiserley	Open spaces left when Britannia built the estate. Old Mill Ridge
Suggested	Land at Old Mill Ridge, Chiserley	Open spaces left when Britannia built the estate. Old Mill Ridge
Suggested	Land at Old Mill Ridge, Chiserly	Open spaces left when Britannia built the estate. Old Mill Ridge
Suggested	Former Dyeworks, Midgehole Road, Midgehole	Former dye works Midge Hole.
Suggested	Former Dyeworks, Midgehole Road, Midgehole	Dyeworks Midgehole Works
Suggested	Former Dyeworks, Midgehole Road, Midgehole	Crimsworth Dye works - brownfield site in Midgehole that would suit housing alongside road
Suggested	Former Dyeworks, Midgehole Road, Midgehole	Lots of potential for use water power. Could be energy for dwellings workshops - businesses.
Suggested	site of Woodman Inn, Halifax Road, Todmorden	Woodman Inn site(amend Green Belt boundary) x5+
Suggested	site of Woodman Inn, Halifax Road, Todmorden	Woodman Inn - eyesore
Suggested	site of Woodman Inn, Halifax Road, Todmorden	Woodman Inn - eyesore and being sat on a perfect brownfield site for development.
Suggested	site of Woodman Inn, Halifax Road, Todmorden	Good site, near railway, good road access, room to create parking. Already old building and car park on it. Wouldn't be overshadowing opposing buildings any more than what is already there.
Suggested	Land to west of Ingham Well Farm, Edge Lane,Coldern	Dug out site/planning lapsed x2
Suggested	Land to east of Highgate, Edge Lane, Colden	Ex chicken sheds x2
Suggested	Land to west of Davey Lane, Blackshawhead	Brownfield ex chicken sheds x12 houses

Existing Site Number	Address	Comment
Suggested	Site of market/car park at Valley Road/ St	Town centre/Market site Car Park and old fire station site. Underground car parking with residential above. X20+
Suggested	Junction of Market Street/ Heptonstall Ro	Brownfield but access issues x6
Suggested	Land to east of Dodd Naze estate, Wadsworth Lane , Hebden Bridge	Extend Dodd Naze +20
Suggested	Former Walkleys Clogs, Burnley Road, Mytholmroyd	Walkleys Clogs
Suggested	Land at Victoria Road, Hebden Bridge	Evaluate for longterm use of end of Victoria Road.
Suggested	Land at Victoria Road, Hebden Bridge	End of Victoria Road, Hebden Bridge - some unused industrial units? Need to make more of some of these brownfield sites.
Suggested	Hangingroyd Lane, Hebden Bridge	Longerterm use of telephone exchange site in Hangingroyd Lane? Taller houses to match other side of road.
Suggested	Stubbing Holme Road, Hebden Bridge	Future use of soapyard/factory on Stubbing Holme Road.
Suggested	Land at junction of Heptonstall Road and Bridge Lane, Hebden Bridge	High Street (between Heptonstall Road and Bridge Lane)
Suggested	Land between Heptonstall Road and Bridge Lanes, Hebden Bridge	High Street (between Heptonstall Road and Bridge Lane) as well as a small area below Bridge Lane and above river. Freeing up small plots in town.
Suggested	Land between Heptonstall Road and Bridge Lanes, Hebden Bridge	Really bad place to build. No parking and valuable green area.
Suggested	Land between Heptonstall Road and Bridge Lanes, Hebden Bridge	Bridge Lanes - North Side
Suggested	Quarries off New Road, Hebden Bridge	Quarries in woods by Weasel Hall would be invisible from rest of valley. No affect on visual amenity. Infrastructure needed road water electric etc. suitable for affordable self build, 2 sets of 5 dwellings.
Suggested	<i>Site Unclear</i> . Indicated on map as Land opposite Moorland View, Billy Lane, Chiserley	Walker Lane, Old Town site of derelict former agricultural buildings. Part of former Acre Mill site opposite former Automobilia building which is now flats. Billy Lane, Old Town
Suggested	Land at Callis Bridges, off Halifax Road	Callis cottages site - scruffy brownfield site alongside canal over Callis Bridge.
Suggested	Land to the west Heptonstall Road, Hebden Bridge	Buttress Brink and up the top of the Buttress below Heptonstall Road; difficult access but scruffy land close to town centre.
Suggested	Land to the west Heptonstall Road, Hebden Bridge	Scruffy but agree. Development here best low-impact. Earth sheltered etc.
Suggested	Land to south Heptonstall Road, and north Melbourne Street, Hebden Bridge	Below Heptonstall Road. Dangerous place for access Heptonstall Road. Planning refused previously as ground unstable. Shame for loose trees and nice footpath. Also the Buttress is nice characterful aspect of Hebden - linking for Heptonstall

Existing Site Number	Address	Comment
Suggested	Land between Hangingroyd Close and Old Gate. Hebden Bridge	Buttress Brink.
Suggested	Unidentifiable location, Valley Road, Hebden Bridge	Valley Road
Suggested	Land to the south of Bridge Lanes, adjacent to Clader Place, Hebden Bridge	End of Bridge Lanes South Side
Suggested	Hebden Bridge Rail Station car park	Car park to be extended to Primrose Terrace
Suggested	Unidentifiable location	Up Heptonstall Road, north and south sides - huge area with access on both sides.
Suggested	Possibly garage site adjacent to St Thomas 'Church' off Palace House Road, Hebden Bridge	Fair Field
Suggested	Land to east of Fairfield, between Wood Top Road and Palace House Road, Hebden Bridge	Opposite signal box, east side of Fair Field.
Suggested	Unidentifiable location - Commercial Street, Hebden Bridge - Possibly adjacent to Osborne Place,	Next to Royd? House Commercial Street. Access to road from Stubbing School
Suggested	Land to north Walker Lane, adjacent to Rockland House, Chiserley	Sloping site on Walker Lane to the south of Summerfield. Ideal for eco development.
Suggested	Land to south Wadsworth Lane, adj High Royd Farm, High Royd, Hebden Bridge	Similar site to 8 High Royd Farm, Wadsworth Lane with road access to two sides
Suggested	Land to south Wadsworth Road, adj Burley Court, Hebden Bridge	Small site on Wadsworth Lane with old garages adjacent to No. 12 Burley Court
Suggested	Far Nook Nook, Nook Lane, Chiserley	Far Nook. Long overdue for renovation and building
Suggested	StubbingHolme Road, Hebden Bridge	Designate at each end of Stubbing Holme Road for Open Space
General comment		All these (<i>above</i>) developments should be supported by sufficient traffic infrastructure and parking and community facilities.
General comment		2 Encourage bus providers to provide bike racks on the back or front as Cumbria and Lancaster have subsidised for some of their routes. Many older cyclists can get down from the tops to the valley then on to Halifax, Manchester, Leeds and beyond - reducing pollution and congestion BUT then on their return journey they cannot cycle back up to the top. Again this would be an example of sustainable/integrated progressive <u>planning</u> .
General comment		Too many bridleways tarmacked already.
General comment		Thought about tarmac/hard surfaces on roads/bridleways - understood that it is needed whilst building work carried out BUT needs drainage strips in middle.

Existing Site Number	Address	Comment
General comment		General comment - what about community build/self build
General comment		Don't go for maximum housing numbers
General comment		Use local labour
General comment		Affordable homes for younger and older persons!
General comment		More in favour of valley floor
General comment		Evaluate Town Centre area
General comment		Where are the social housing agencies planning on building?
General comment		Town Council's Neighbourhood Plan to consider where housing and employment sites should be - balance between the two.
General comment		Overall housing should be pepperpotted rather than in large blocks; add up all the brownfield sites in town and along the valley.
General comment		Agree new housing should be "pepperpotted" on small sites. Should all be sustainable, low energy dwellings. Affordable housings is essential. A bias towards community driven building projects should be shown in preference for developers who want to maximise profit. The community and its future should be the priority. Preferably with some spare for growing vegetables or just have some areas for children possibly shared allotments.
After the event	Land adj to Fox and Goose, Heptonstall Road, Hebden Bridge	To add to your maps. I drove past some old vacant lots just above the Fox and Goose on Heptonstall Road in Hebden Bridge.

Existing Site Number	Address	Comment
00108	Land at Victoria Terrace, Burnley Road, Luddendenfoot	Potential access problems where road joins A646 (extremely busy trunk road). Impact on Luddenden Foot Academy and the small clinic/pharmacy on Kershaw Estate. Effect on already poor air quality corridor. A new bridge would be needed over canal to link sites and to ease congestion on minor roads (e.g. Station Road, Boy Scarr Road)
00108	Land at Victoria Terrace, Burnley Road, Luddendenfoot	Land at Victoria Terrace, Luddendenfoot (opposite Luddendenfoot School on the main road) also suggested by us. They remark that this is currently withheld from the review as it is dependent upon the amenity land review.
00114	Land off Luddenden Lane	Land off Luddenden Lane Capacity 7 houses. Availability of site - Low possibility. Designated brownfield site and assessed as potential site, appears to be viable and likely to be of interest to the market. Long Term
00117	Land at Greave House Field, Luddendenfoot	Opposed to development - Green Belt
00117	Land at Greave House Field, Luddendenfoot	Land off Greave House Field Capacity 44 houses. Availability of site. High possibility. Suitability - Possibly, Achievable - possible, Greenfield, assessed as Potential site adjacent to residential development appears to be viable and likely to be of interest to the market Medium Term. The Strategic Housing Land Availability Assessment shows 42 houses as being deliverable for construction in the short tem. Taken together with Sites - Land off Luddenden Lane and Tenterfields, Burnley Road, this gives a total of 123 houses. The council's "Preferred Options" for the Core Strategy set figures for housing growth for the Local Plan area. These were 70 for the Mytholmroyd area and 90 Luddendenfoot. In other words, there is a 37% oversupply compared to the requirement for Luddendenfoot, so there should be no necessity whatsoever to consider Greave House Fields site.
00117	Land at Greave House Field, Luddendenfoot	Greave House Field - Objection. Several areas already developed and being developed in this area. Already built at 02401. Previously Oats Royd Mill and Old Firtex Mill at Luddendenfoot. Schools will not cope. Access will be past a school and a child friendly area. Roads already over congested. Proposed plan will join two completely different communities. Will spoil a unique conservation area and village. Drainage has previously been a problem/ wildlife will be affected/ land saturated. It is Greenfield land that was previously Green Belt. Unable to prove that there is a definite need due to already several recent developments in the area.

Existing Site Number	Address	Comment
00117	Land at Greave House Field, Luddendenfoot	Land At Greave House Field, Luddendenfoot. AGAINST DEVELOPMENT. Luddenden is a conservation area and any development on this land would lead to there being no distinction between Luddenden and Luddendenfoot. The development from the Burnley Road, up Luddenden Lane around Kershaw Estate, the Furtex Mill, Bluebell Walk etc. Traffic has become intolerable and further development on this proposed site would make matters much worse. Access to this proposed development would be along Dene View. this is a narrow road and is already congested. It also serves as access to Luddendenfoot Junior School and Wood bank School. A development would make matters worse. Access to the site would require the council to sell the narrow strip of land to a developer - it is within your gift to stop this and I would ask you to invoke this. This greenfield site provides enjoyment to local residents, horse riders, etc. It is the only piece of greenfield left in this part of Luddenden/ Luddendenfoot. Keep it as it is for the enjoyment of existing and future residents. It also serves as a haven to wildlife etc. More housing would lead to greater strain on the local communities of Luddenden and Luddendenfoot, schools, doctors surgery (already reduced services), shops etc. As above traffic congestion is already intolerable. Busses struggle to navigate the roads due to parked cars and traffic, emerging vehicles would also struggle. Do not exacerbate matters. The area is already overdeveloped. Having lived in the area for 35 years, do not worsen the enjoyment of the resident further. No more development. Please! The land is on a fairly steep incline meaning that any development would tower over the surrounding houses lower down - Carr Field Drive, Shaw Mount, Luddenden Lane, Bluebell Walk etc. Visually it would ruin the aesthetics
00498	Hebden Briddge	Support
00501	Hebden Briddge	Support
00502	Hebden Briddge	Support
00578	Brearfield Bungalow, Luddenden Lane, Luddendenfoot	Appropriate site for development.
00624	Land adjacent Woodhouse Grove, Scout Road, Mytholmroyd	Brownfield development only as green space is key part of the community - lot of houses for area, protect Scout Road field, community garden.
00624	Land adjacent Woodhouse Grove, Scout Road, Mytholmroyd	Smaller sites used as opposed to one large site etc. 00779, smaller sites dotted along the valley 00624, 01886 more in keeping, less effect on the overall aesthetic of the valley.
00625	Land at Victoria Terrace, Luddendenfoot	Potential access problems where road joins A646 (extremely busy trunk road). Impact on Luddenden Foot Academy and the small clinic/pharmacy on Kershaw Estate. Effect on already poor air quality corridor. A new bridge would be needed over canal to link sites and to ease congestion on minor roads (e.g. Station Road, Boy Scarr Road)
00654	Tenterfields, Burnley Road, Luddendenfoot	Keep as Green Belt. Negative impact on the canal.

Existing Site Number	Address	Comment
00654	Tenterfields, Burnley Road, Luddendenfoot	Potential access problems where road joins A646 (extremely busy trunk road). Impact on Luddenden Foot Academy and the small clinic/pharmacy on Kershaw Estate. Effect on already poor air quality corridor. A new bridge would be needed over canal to link sites and to ease congestion on minor roads (e.g. Station Road, Boy Scarr Road)
00654	Tenterfields, Burnley Road, Luddendenfoot	We suggested the addition of the following: Tenterfields, Burnley Road Capacity 74 houses, available, possibly suitable, possibly achievable. Potential greenfield site within the urban area - site considered suitable, available and achievable. Topography may be a constraint (this seems rubbish considering how houses have been developed opposite the Friendly fish and chip shop). We would wish for 00654 to be used before 00117. The latter has a long history of consideration for development, but is considered by local people and LCS to be a buffer separating the village of Luddenden from Luddendenfoot. This stops the completion of a ribbon development from Luddendenfoot all the way to Midgley.
00655	Ellen Holme Road, Luddendenfoot	Good use of a brownfield site would need to address access.
00655	Ellen Holme Road, Luddendenfoot	Access to A646 very difficult would have to use Boy Scarr Road, Station Road (already busy due to Industrial estate). Effect on already poor air quality 'canyon' of A646. Again impact on local schools? Plus clinic/pharmacy.
00656	Ellen Holme Road, Luddendenfoot	Good use of a brownfield site would need to address access.
00656	Ellen Holme Road, Luddendenfoot	Access to A646 very difficult would have to use Boy Scarr Road, Station Road (already busy due to Industrial estate). Effect on already poor air quality 'canyon' of A646. Again impact on local schools? Plus clinic/pharmacy. A new bridge would be needed over canal to link sites and to ease congestion on minor roads (e.g. Station Road, Boy Scarr Road)
00657	Tenterfields, Burnley Road, Luddendenfoot	Keep as Green Belt. Negative impact on the canal.
00657	Tenterfields, Burnley Road, Luddendenfoot	Access to A64 very difficult would have to use Boy Scarr Road, Station Road (already busy due to Industrial estate). Effect on already poor air quality 'canyon' of A646. Again impact on local schools? Plus clinic/pharmacy. A new bridge would be needed over canal to link sites and to ease congestion on minor roads (e.g. Station Road, Boy Scarr Road)
00779	Land at Rogergate and Park Fold, Mytholmroyd	Outside of the urban boundary in green belt, poor access, would impact visual amenity. Open space.
00779	Land at Rogergate and Park Fold, Mytholmroyd	Smaller sites used as opposed to one large site etc. 00779, smaller sites dotted along the valley 00624 01886 more in keeping, less effect on the overall aesthetic of the valley.

Existing Site Number	Address	Comment
00779	Land at Rogergate and Park Fold, Mytholmroyd	Before you could consider house building on this site we'd expect to see a plan for new roads that lead to Cragg Road and Burnley Road. The current access from both trunk roads is single lane only. This site is on this map purely because it's been offered by the landowner. It's been on the map for 5 years even though I've previously stated that it isn't workable. Would be opposed to green field site being used before alternative brown field sites. Access from Burnley Road is through a single access rail tunnel and from the Cragg Road is a 'first gear' tight left (uphill and round bend). This area of Mytholmroyd (Park Lane) is enjoyed by horse riders, dog walkers, hikers cyclists who came because of its Green Belt status as it continues to Hebden Bridge. We completely oppose this site.
00779	Land at Rogergate and Park Fold, Mytholmroyd	Access - none suitable (Nest Lane). It is within Green Belt - illogical extension to Green Belt. Drainage already not good. Sewage issues.
00827	MSI Brearley Works, Brearley	Poor access, flood plain, reduce number of dwellings.
01052	Brearley House, Brearley	appropriate
01541	Thorn Bank, New Road, Luddendenfoot	Brownfield no objection
01886	Land adjacent Cragg Brook, Cragg Road, Mytholmroyd	Considered appropriate for development, good access.
01886	Land adjacent Cragg Brook, Cragg Road, Mytholmroyd	Smaller sites used as opposed to one large site etc. 00779, smaller sites dotted along the valley 00624 01886 more in keeping, less effect on the overall aesthetic of the valley.
01886	Land adjacent Cragg Brook, Cragg Road, Mytholmroyd	Flood risk/plain - former Scarbottom Dam - serious risk of flash floods - surface and river flooding. A646 - only main road access through the valley - traffic management on to Burnley Road - increased pollution on road.
01914	Land off Burnley Road, Brearley	Keep as open space
02401	Former Kershaw Grange, Kershaw Crescent, Luddendenfoot	Appropriate site. Brownfield
02402	Land west of Caldene Avenue, Mytholmroyd	Suitable for development easily accessible via Caldene Ave.
02454	Former Travellers Rest Car Park, Steep Lane	No! Green Belt reinstate as a green place

Existing Site Number	Address	Comment
02454	Former Travellers Rest Car Park, Steep Lane	Presumably children would go to Junior School at Sowerby? Road network diabolical - mainly single track with passing places (if you're lucky) and very high drystone walls! 18 houses is too many due to road network. * I am not against new housing developments but the impact on existing amenities must be taken into account. If schools, despite being extended (e.g. Luddendenfoot Academy) are already at capacity what can be done? Extend Luddenden C of E school? Larger better equipped pharmacy/clinic needed also.
02454	Former Travellers Rest Car Park, Steep Lane	Former Travellers Rest car park. Objection - I don't want houses built in this area. Poor road infrastructure, narrow roads, no footpaths not a bus route. Will increase in crime and anti social behaviour, increase in traffic. Will spoil landscape and encourage further development on Green Belt above snow line. Lack of facilities for young and elderly in area. Will not have a local A & E as it is moving to Huddersfield. Not a brownfield site, only a small area of this site was a car park for pub and surface was shingle NOT a hard surface - far too many houses i.e. 18 in total. School traffic will increase as not on a bus route - local roads in area in poor condition and collapsing due to volume of traffic when Burnley Road is closed for road works and accidents as these roads because a 'rat run' Scout Road is closed and the Brocks is in need of urgent repair. Roads in the Steep Lane area are narrow and will deteriorate with an increase in traffic roads leading to this identified site are too narrow.
Suggested	Former Walkleys clogs	Walkleys Clogs - Apartments,
Suggested	land adjacent to 00578. Luddendenfoot.	Old pub
General Comment		Empty shops could be converted to housing instead of being empty and derelict and an eyesore - better than building on greenfield.
General Comment		Smaller sites would also have the bonus of boosting local economy, work for local tradesmen, as opposed to large outside companies.
Suggested	Land south of A646 at Hawksclough. Former Walkleys clogs	Old Clog Factory
Suggested	Land between Ewood Hall and A646	Possible site for new Calder High School.
Suggested	George Street, Mytholmroyd	Small industrial units in amongst increasing housing usage. Flatten and make all residential.
Suggested	Land north of railway tracks; west of Mytholmroyd Station	Parking to improve use of station.
Suggested	Land south of A646 at Hawksclough	Council depot. B & E flowing with 00502 and 00501 near rail station

Existing Site Number	Address	Comment
Suggested	Heights Design Co. Wainstalls	We feel it is important that the site marked A, Heights Design Co. Wainstalls, remain as an employment site only and not under any circumstances be allowed to become a residential site.
Suggested	North of Stones Farm to the wind turbines at Knoll Hill	We feel strongly that the protected moorland area to the north of Stones Farm to the wind turbines at Knoll Hill remains a protected area.
After event	Coach and Horses Inn and Car Park	Possible new sites we wondered if the former Coach and Horses Inn and Car Park at the junction of Luddenden Lane/A646 would be a viable option. I believe it has recently been up for auction, but empty for probably 10 years or more.
After event 00656 & 00657	Tenterfields	It is said that the Council has a site at Tenterfields which will provide space for the required houses. This site has good access and will not effect anybody.
After event	Former Walkleys Cloggs building	I consider that there are many opportunities to develop empty and derelict buildings and sites before developing any greenfield sites for housing or employment. In particular along the Calder valley nearby the following need proactive work and conversion; the former Walkleys Cloggs building
After event	White Lion, Mytholmroyd	I consider that there are many opportunities to develop empty and derelict buildings and sites before developing any greenfield sites for housing or employment. In particular along the Calder valley nearby the following need proactive work and conversion; White Lion
After event	Mytholmroyd Station	I consider that there are many opportunities to develop empty and derelict buildings and sites before developing any greenfield sites for housing or employment. In particular along the Calder valley nearby the following need proactive work and conversion; Mytholmroyd Station
After event	Empty pub outside Hebden towards Eastwood	I consider that there are many opportunities to develop empty and derelict buildings and sites before developing any greenfield sites for housing or employment. In particular along the Calder valley nearby the following need proactive work and conversion; empty pub outside Hebden towards Eastwood
After event	Former Grove Inn	I consider that there are many opportunities to develop empty and derelict buildings and sites before developing any greenfield sites for housing or employment. In particular along the Calder valley nearby the following need proactive work and conversion; former Grove Inn
After event	Coach and Horses Inn and Car Park	I consider that there are many opportunities to develop empty and derelict buildings and sites before developing any greenfield sites for housing or employment. In particular along the Calder valley nearby the following need proactive work and conversion; former Coach and Horses at Luddenden Foot

Existing Site Number	Address	Comment
After event	General Comment	Within Mytholmroyd particularly New Road, there are a few empty shops and although I support local retailers, I would rather see them converted to residential than remain empty
After event	General Comment	If the Government could offer more incentives or subsidies, and enforcement to tackle these difficult buildings it would result in better regeneration of run-down areas and less pressure on the precious greenfield sites. This would make sense for a more sustainable use of existing land and resources and would benefit tourism within the area by removing eyesores and protecting attractive sites. Some investment in this way would bring more economic benefits to the area in the long term. Conservation-led regeneration or 'Constructive Conservation' would also emphasise the local distinctiveness and strong sense of place for this area to make it more attractive as a place to live, work, visit and invest in.
	Mytholmroyd Station	Mytholmroyd Station and former station building. Points to consider are: a project that finds a use for the former station building, incorporation a business plan, and Community use for the station building. Consider. A project for the present and future generations for the people of Mytholmroyd. Including a plan to lay the foundations to improve our station, providing improved facilities for rail passengers and visitors, including bus passengers. If any businesses are considering to use the station building to the platform (at present the platform is classed as not operations) Some Key Issues. Provision of lift with dual use in partnership with Metro, this will also give access to and from station building, and business. (Please note this idea was proposed in the last project for the station building, sited on the outside the station building where the former lift was sited) Security of the Station and Station Building. To consider the security of the station and station building, accommodation for local police, railway police and Metro Transport Wardens Service, and CCTV. Business Plan. As I recall in the past Calder High school were asked to do business plan as part of a project are there any other station Adoption Schemes, ideas we can use for Mytholmroyd Station, as I recall one station, the school adopted the station building.
After event	Alexandra Mill Mytholmroyd	why is the development that is in progress at Alexandra Mill Mytholmroyd which I believe is to provide 10 dwellings not included in the local plan?

Existing Site Number	Address	Comment
After event 00117	Land at Greave House Field, Luddendenfoot	The land between Greave House Field and Carr Field provides a natural green break between the two villages. If this land is built on it will be to the detriment of both Luddenden and Luddendenfoot villages. The impact will be great and the area will be spoilt for good. Luddenden Village is a real gem of a village and attracts people to live here and to visit the area because of its history, attractive buildings and stunning views. Although the area for proposed development is on the edge of the village it will affect the character of the whole area in a negative way. not just visually but socially. We will be able to see any new development from our house and this will affect the value of our home. We would consider moving away. Having lived in Luddenden for 23 years we know how this area works and the social dynamics that exist as a result of the mix of people living here. It isn't a perfect area by any means and we have incidents of noise, vandalism, drug dealing and other nuisance behaviours at the public toilets, bus shelter and car park, which are opposite our house on the other side of Luddenden Lane. Vandalism and noise issues have often been caused by local youngsters. Kershaw Estate has recently had more social housing built on it. This area will suffer from the increased demand on local services that more families, including those with social problems, will make on those services.
After event 00117	Land at Greave House Field, Luddendenfoot	The residents of Kershaw Estate have a challenge maintaining a balance between the different groups of people living on the estate and meeting all their needs whilst still attempting to retain a sense of community. Any extension to this area would be detrimental to this community too. The roads - Luddenden Lane and its junction with New Road and High Street - are narrow and difficult to negotiate, with the additional hazard of cars parked along its length. Vehicles often travel faster along this stretch of road than is safe to do so. Any increase in local traffic would have a negative impact on local peoples quality of life and increase the risk of road accidents. Developing the land on Greave House Field for housing would do nothing to improve the area for local people. If development went ahead Calderdale would risk spoiling one of it's prettiest villages for ever.

Existing Site Number	Address	Comment
After event 00117	Land at Greave House Field, Luddendenfoot	The reason for not wanting houses built on Green Belt land to back of Carr Field known as Greave House Field is because there's enough houses on Kershaw Estate. All traffic is bad now delivery wagons 2 schools no parking spaces for teachers, they park on Dene View and people fetching children to school - our footpaths are a mess with heavy vehicles going on pavements sinking. Disable buses come on as well. We don't want all our Green Belt land built on this is enough don't want any more traffic coming on Dene View from another estate built. Kershaw Estate has got a bad reputation since Pennine Housing took over. Been lots of trouble and damage with certain people nothing seems to be getting done about it. Drugs Drink.
After event 00117	Land at Greave House Field, Luddendenfoot	It has come as a shock to receive your notice last Friday that there is a proposal to build 44 houses in the field overlooking our property. We bought the house because it was situated in the pretty village of Luddenden and was aware of the hard work of the Luddenden Conservation Society who have always sought to retain the village atmosphere, where residents take pride in their gardens and adjoining landscape. Such a plan to build 44 houses on Greave House Fields will effectively ruin the village and create a sprawl of houses all the way from Burnley Road to Midgley. In addition to spoiling the village, the access to Greave House Fields is problematic. Luddenden Lane is restricted by a long line of parked motor vehicles which effectively reduces the road at the access point to Greave House Fields to one lane. I do hope that you will take into account the above comments and keep our village the pretty village that it is.
After event 00117	Land at Greave House Field, Luddendenfoot	Greave House Field Luddenden. Any residents of Luddenden will know how much the traffic on New Road - Luddenden Lane has increased since Murgatroyd Mill has been converted into flats. Most of the cars file through the bottle neck in the end of Luddenden Lane onto Burnley Road causing problems in the rush hour. To think that 44 houses would be added with potentially 2 cars per house is a night mare. It seems to make more sense to use first Tenterfields with greater capacity of 74 houses and cars having easier access straight on to Burnley Road. On the Luddenden Conservation Society's website you can read about the character of this ancient village. If the gap between Luddendenfoot and Luddenden = Greave House Field would be closed the key physical features, together with the visual characteristics would be lost, as it would be just a continuous band of houses. If one day - in hopefully distant time - Greave House Field has to be used it certainly should not be tightly packed with 44 houses!

Existing Site Number	Address	Comment
After event 00117	Land at Greave House Field, Luddendenfoot	This field has been subject to many planning applications over the years, all have failed for a number of substantial reasons causing it to be unsatisfactory for development. THE ACCESS by Dene View is too narrow, cars are parked along it's length at all times due to a lack of garages, ambulances, police cars and fire engines would be delayed in times of emergency. The proximity of the two schools is further concern for the safety of the school children at such times, who would use Dene View to get to school from the proposed development. LUDDENDEN VALLEY is composed of a series of small communities Luddendenfoot, Kershaw and Luddenden Village each with it's own individual characteristics. On Luddenden Lane there is already a degree of ribbon development but looking behind this the communities separate out into distinct areas. The development of this field would change the valley from being a semi-rural locality to one more amalgams and urban in nature. THE FIELD has a network of long established and well used paths providing easy links between Kershaw, Midgley and gladdened village. A bridleway leads from Luddenden Lane to Greave House. Dog owners and horse riders find it is useful too! It is an amenity of much value to the local residents.
After event 00117	Land at Greave House Field, Luddendenfoot	THE PRESSURE TO BUILD new housing in the south will not really be helped by an excess in the Luddenden valley. In the last few years new housing has mushroomed with construction at Mill Stream Drive, Lodge Close, Barclay Firth on Burnley Road and the replacement of Mental Health Service on Kershaw with housing, to mention a few. Conservation Society figures add support for that opinion. Not all housing sells easily e.g. Lodge Close and Murgatroyd Mills redevelopment, surely enough is enough. TRAFFIC increases on smaller roads with every new development and is already a concern in the valley. New more suitable less potentially hazardous applications will come along, it is better not to develop Greave House Field.
After event 00117	Land at Greave House Field, Luddendenfoot	We are opposed to this designating this land for development because: 1. It will have a negative effect on the amenity-value of the area, one example being the bridleway that runs across this field. 2. The bus service between Luddenden Lane and Halifax has been reduced to one bus an hour during peak day times (much less frequent in the evenings and on Sundays). Hence any development is likely to generate substantial private motor traffic. If, following the consultation, the Council does decide to designate the field for development, we trust the Council will carefully consider whether as many as 44 houses are appropriate.

Existing Site Number	Address	Comment
After event 00117	Land at Greave House Field, Luddendenfoot	I wish to forward my views on the development of 44 houses on the land between Dene View and Carr Field Drive known as Grieve House field, this development would; Take away my privacy and views Attach Carr Field Drive to Kershaw estate Reduce the value of properties on Carr Field Drive This field is a buffer separating Luddenden Foot and Luddenden and should not be used for development As 116 houses can be obtained from the Tenderfields site and other short term sites together and the councils need only 90 houses, there is no need to spoil beautiful countryside and habitats where wildlife live and build on Grieve House Field.
After event 00117	Land at Greave House Field, Luddendenfoot	I write as a Resident of Carr Field Drive, Luddenden. I understand it is proposed to build houses on the land between Greave House Fields & Carr Field Drive. I feel that if this were to happen then I would be living in a massive housing estate stretching from Luddendenfoot up to Midgley. There would be no divide between Luddendenfoot & Luddenden and therefore my address would no longer be in "Luddenden" but probably "Luddendenfoot". This area of land is the only 'green' land in Luddenden and should be left that way. Surely there is enough spare land available in Luddendenfoot (inc Tenterfields) which does not divide communities. I feel the access to any development would mean more traffic and put the lives of children attending the two schools in danger. There has always been a concern that the hillside where this development is proposed is extremely wet. Therefore a lot of consideration into draining the land & not diverting it into our houses in Carr Field Drive would have to be a major negative reason not to build here.

Existing Site Number	Address	Comment
After event 00117	Land at Greave House Field, Luddendenfoot	I write regarding the proposed plan to build on Grieve House Field Luddenden, we are residents of Dene View. We bought our home 13yrs ago and during that time the amount of traffic along our street has increased due to the local special needs school, Woodbank increasing the number of pupils which in turn has increased the amount of staff employed there. We have no problem with the school it was there before we were here but as there is now not enough parking spaces for the amount of staff during school time our street is packed with cars. There is also the other school Luddenden C.E both these schools have deliveries, lot's of agencies going into the schools all driving along our street at times it is gridlocked with cars, wagons, dustbin men going up onto the pavements where the children walk reversing back and forth and when the school buses come along it is bedlam. We are as you can understand worried how your plans would affect us if they went ahead, we are foster carers and have children of differing ages up to 11 staying with us. Our doctors surgery is only open 4 mornings a week and getting an appointment is near impossible now how would your plans affect that? would our surgery be open more to cope with more people.

Existing Site Number	Address	Comment
After event 00117	Land at Greave House Field, Luddendenfoot	I have documents relating to an appeal relating to the development of this land in March 1988. Whilst I appreciate planning rules and regulations change and decisions that were made previously can be reviewed, many of the reasons given for dismissing this appeal still apply today. There is a public right of way and bridle path crossing the centre of the site, I understand this is part of an ancient pack horse route and of historical significance and the only section of bridleway in Calderdale crossing an open field. Can I suggest appropriate groups such as Yorkshire Archaeological Service, Calder Civic Trust and Calderdale Bridleways are engaged. The site is within a rural setting and regarded as important wedge of open countryside separating the two village settlements of Luddenden (conservation village) and Luddenden Foot. The site is not viewed from the main road (Luddenden lane) but it is very prominent from the east side of the valley and this view clearly demonstrates this distinct visual break between Luddenden and the developments around Luddenden foot. It is a vital physical gap that separates these two distinct communities that would be lost if the site were permitted to be developed and the Conservation Area of Luddenden (on which this is just on the boundary) would be eroded. The proposed access at Dene View is narrow. Single traffic only. Additional traffic would cause concerns for the safety of children attending the 2 schools, one of which is for special needs, that use this access road and for elderly residents of Dene View. These issues were raised in the previous appeal , which interestingly were based on the assumption of 10 Executive detached homes. T
After event 00117	Land at Greave House Field, Luddendenfoot	The current plan suggests 44 dwellings, a considerable increase in potential traffic. Luddenden Foot does not have a railway station and a limited bus route going to Halifax only. This means a reliance on residents having cars and I don't think it is unrealistic to assume average 1.5 cars per dwelling. There are known springs in the field. The development would surely cause flooding to properties at Carr Field. Indeed this was something that the developers experienced when developing Carr Field. It is agricultural land. Whilst I appreciate it is not used for this purpose at the moment, there is nothing prevent it from being used as such. I would ask that this land is given protected status and steps are taken to designate as Green Belt.

Existing Site Number	Address	Comment
00381	Land between West Street & Halifax Road, Shelf	Steep valley, unsuitable for development. Between West Street and Halifax Road.
00381	Land between West Street & Halifax Road, Shelf	Area outside the Green Belt. We would support this site to be used first.
00381	Land between West Street & Halifax Road, Shelf	These sites (01893, 00381, 00383) account for a total of 96 houses which equates to nearly half Shelf's housing stock.
00381	Land between West Street & Halifax Road, Shelf	Stream runs on the land and under the road.
00381	Land between West Street & Halifax Road, Shelf	(00381, 00383, 00674, 01562, 01893, 02531) all these parcels of land included within the village boundary make up 220 plots.
00381	Land between West Street & Halifax Road, Shelf	No objection
00383	Field off Brighthouse & Denholme Gate Rd, Shelf	The area is already built up and the roads are not adequate to take extra traffic.
00383	Field off Brighthouse & Denholme Gate Rd, Shelf	Acceptable for development. Good road access
00383	Field off Brighthouse & Denholme Gate Rd, Shelf	Area outside the Green Belt. We would support this site to be used first.
00383	Field off Brighthouse & Denholme Gate Rd, Shelf	These sites (01893, 00381, 00383) account for a total of 96 houses which equates to nearly half Shelf's housing stock.
00383	Field off Brighthouse & Denholme Gate Rd, Shelf	(00381, 00383, 00674, 01562, 01893, 02531) all these parcels of land included within the village boundary make up 220 plots.
00383	Field off Brighthouse & Denholme Gate Rd, Shelf	No objection
00564	Land off Windmill Drive, Northowram	Building here could mar the skyline overlooking Stump Cross and take away another green area.
00564	Land off Windmill Drive, Northowram	Northowram Refer to Shibden Valley Society statement 2010 in relation to original SHLAA sites & letter 12/12/12
00594	Land at Westercroft Lane, Northowram	No or little access, employment area.
00594	Land at Westercroft Lane, Northowram	Large swathe of open land highly visible, separates two areas (between Northowram and Shelf). Westercroft Lane narrow and access difficult. Drainage issues. Important part of Green Belt.
00594	Land at Westercroft Lane, Northowram	Refer to Shibden Valley Society statement 2010 in relation to original SHLAA sites & letter 12/12/12
00618	Burned Road and Soaper Lane, Shelf	Burned Road and Soaper Lane. Not preferred option. Would enclose village in housing, closing off wildlife corridor
00618	Burned Road and Soaper Lane, Shelf	No comment
00641	Costalot Stables, 30 Burned Road, Shelf	Burned Road and Soaper Lane. Not preferred option. Would enclose village in housing, closing off wildlife corridor
00641	Costalot Stables, 30 Burned Road, Shelf	No comment
00670	Peakstones Farm, Soaper Lane, Shelf	Peakstone Farm. Already in use. Similar position to Lower Bracken Farm (01890)
00670	Peakstones Farm, Soaper Lane, Shelf	No comment. Brownfield??

Existing Site Number	Address	Comment
00674	Land at Park View, Green Lane, Shelf	Natural Green Belt. Proximity to boundary with Bradford. Listed buildings - should be protected area for wildlife corridor. Poor infrastructure, single track road and dangerous access to main road. Congestion from school and old peoples homes. Very much against development
00675	Land at Park View, Green Lane, Shelf	(00381, 00383, 00674, 01562, 01893, 02531) all these parcels of land included within the village boundary make up 220 plots.
00674	Land at Park View, Green Lane, Shelf	Access by road is <u>very</u> limited. Brow Lane exit to Halifax Road is very difficult to negotiate. School access is already very poor. If exiting the other way very narrow bridge and road which exits on the Bradford Council land. How will this work?
00674	Land at Park View, Green Lane, Shelf	No objection
00718	Hargreaves Head, Northowram	Large swathe of open land highly visible, separates two areas (between Northowram and Shelf). Westercroft Lane narrow and access difficult. Drainage issues. Important part of Green Belt.
00718	Hargreaves Head, Northowram	Destroying buffer zone, site is Green Belt, again, site of chemical dumping, also infill between settlements. This site has a covenant for agricultural use only for bottom 50% of site
00718	Hargreaves Head, Northowram	Contaminated land.
00718	Hargreaves Head, Northowram	Strong objection.
00749	Burnley Hill Farm, Shelf	The area is already built up and the roads are not adequate to take extra traffic.
00749	Burnley Hill Farm, Shelf	Low impact - visually. Good main road access. Logical extension to Shelf urban area.
00749	Burnley Hill Farm, Shelf	Hud Hill. Burnley Hill Farm. Should be Green Belt. Against development
00749	Burnley Hill Farm, Shelf	Shelf
00781	Windmill Farm, Burned Road, Shelf	Poor access - road infrastructure will not sustain development. Should be retained as 02531 for sport and recreation.
00781	Windmill Farm, Burned Road, Shelf	No comment.
00781	Windmill Farm, Burned Road, Shelf	I class this site as suitable for residential development because of its location being surrounded by existing housing. It is also available for offering types of housing including elderly, affordable etc.
00781	Windmill Farm, Burned Road, Shelf	Area seems to be infill and would be good area of development causing minimum change to Green Belt.
00807	Howes Lane, Northowram	Bad access onto Tetley Lane/Howes Lane. Quarry very deep.
00807	Howes Lane, Northowram	Narrow access via Howes Lane. Overlooks Shibden Valley - Special Landscape Area. Difficult topography. Within Conservation Area + Upper Lane and character of was deemed to be important part of this.

Existing Site Number	Address	Comment
00807	Howes Lane, Northowram	This is the green area between Northowram village and the Shibden Valley, which is enjoyed as such by hundreds of people. The road is narrow and no infrastructure. If the quarry area was restored to an open, green area with footpaths etc. this would be more acceptable.
00807	Howes Lane, Northowram	Upper Lane/Howes Lane, Northowram. Restoration of the existing quarry into public open space would be a positive benefit. No building would take place on the Shibden Valley skyline. The number of dwellings proposed would be reduced.
00807	Howes Lane, Northowram	Area outside the Green Belt. We would support this site to be used first. Using this site alone would deliver the whole figure of housing requirement.
00807	Howes Lane, Northowram	Northowram
00807	Howes Lane, Northowram	Area seems to be infill and would be good area of development causing minimum change to Green Belt.
00820	Land at Ing Field, Brighouse and Denholme Gate Rd, Shelf	Encroaches on Green Belt. Ingfield. Already developing at end of Sun Wood Avenue.
00820	Land at Ing Field, Brighouse and Denholme Gate Rd, Shelf	Very narrow access 1 car wide.
00820	Land at Ing Field, Brighouse and Denholme Gate Rd, Shelf	No comment
01562	Garden & land south of The Willows, Green Lane, Shelf	Natural Green Belt. Proximity to boundary with Bradford. Listed buildings - should be protected area for wildlife corridor. Poor infrastructure, single track road and dangerous access to main road. Congestion from school and old peoples homes. Very much against development
01562	Garden & land south of The Willows, Green Lane, Shelf	(00381, 00383, 00674, 01562, 01893, 02531) all these parcels of land included within the village boundary make up 220 plots.
01562	Garden & land south of The Willows, Green Lane, Shelf	OBJECT TO SITE BEING USED. This site is a defensible boundary protecting towns merging. They are Green Belt and principles of NPPF still states these are requirements of the Green Belt. SUSTAINABLE development in NPPF does not mean development at any cost. Where is safeguarded land and a buffer zone. There are large numbers of empty houses and brownfield sites to use before Green Belt land. CALDERDALE AND BRADFORD SHOULD NOT MERGE.
01562	Garden & land south of The Willows, Green Lane, Shelf	Access by road is <u>very</u> limited. Brow Lane exit to Halifax Road is very difficult to negotiate. School access is already very poor. If exiting the other way very narrow bridge and road which exits on the Bradford Council land. How will this work?
01562	Garden & land south of The Willows, Green Lane, Shelf	No comment
01563	The Slaughterhouse, Giles Hill Lane	Developed?
01890	Land at Lower Bracken Farm, Soaper Lane, Shelf	Lane at Lower Bracken Farm, Soaper Lane, Shelf. Preferred option to fulfil ALL housing allocation for Shelf.

Existing Site Number	Address	Comment
01890	Land at Lower Bracken Farm, Soaper Lane, Shelf	OBJECT TO SITE BEING USED. This site is a defensible boundary protecting towns merging. They are Green Belt and principles of NPPF still states these are requirements of the Green Belt. SUSTAINABLE development in NPPF does not mean development at any cost. Where is safeguarded land and a buffer zone. There are large numbers of empty houses and brownfield sites to use before Green Belt land. CALDERDALE AND BRADFORD SHOULD NOT MERGE.
01890	Land at Lower Bracken Farm, Soaper Lane, Shelf	Shelf, large Green Belt site therefore objection
01893	Belle Vue Rise, Shelf	This area is an old peoples area and populated already. Belle Vue Road is not the road to take extra traffic.
01893	Belle Vue Rise, Shelf	Marginal site. Logical site for development as surrounded by housing already. Detached/semi detached.
01893	Belle Vue Rise, Shelf	what would be the access as at present there is only one road - Belle Vue Road.
01893	Belle Vue Rise, Shelf	Should be used for allotments/recreation. Cock Hill Lane/Belle Vue Rise.
01893	Belle Vue Rise, Shelf	Area outside the Green Belt. We would support this site to be used first.
01893	Belle Vue Rise, Shelf	Suggest that this site be used for recreational purposes. A small plantation of trees as there is few large trees in the vicinity. The site has mine shafts and used to be a quarry. Methane is possible and possible housing could be affected. When assessing this site for housing think of bungalows not high rise housing.
01893	Belle Vue Rise, Shelf	No objection
01893	Belle Vue Rise, Shelf	Area seems to be infill and would be good area of development causing minimum change to Green Belt.
01893	Belle Vue Rise, Shelf	(00381, 00383, 00674, 01562, 01893, 02531) all these parcels of land included within the village boundary make up 220 plots.
01893	Belle Vue Rise, Shelf	These sites (01893, 00381, 00383) account for a total of 96 houses which equates to nearly half Shelf's housing stock.
01894	Cockhill Lane, Shelf	Natural green belt. Cock Hill Lane. Against development.
01894	Cockhill Lane, Shelf	Mine shafts. Overhead pylons. Land drainage bad. The Calderdale Way runs alongside this area. <i>Calderdale Way runs south of Denholmegate Road.</i>
01894	Cockhill Lane, Shelf	Has mine shafts a footpath, poor access, overhead power lines, is GREEN BELT.
01894	Cockhill Lane, Shelf	Shelf, large Green Belt site & prominent skyline, therefore objection
01910	Land off Lands Head Lane, Northowram	Middle of green fields. Highly visible. Out of character. Illogical place to develop given surrounding settlement.
01910	Land off Lands Head Lane, Northowram	Northowram; Green Belt - strong objection. Refer to Shibden Valley Society statement 2010 in relation to original SHLAA sites & letter 12/12/12

Existing Site Number	Address	Comment
02165	Coley Garden Centre, Brighouse & Denholme Gate Road	Important employment site, loss of employment land?
02165	Coley Garden Centre, Brighouse & Denholme Gate Road	Employment area - Wyevale nursery.
02165	Coley Garden Centre, Brighouse & Denholme Gate Road	New site
02167	Land at Stump House Farm, Godley Lane, Halifax	Northowram; new site - object Green Belt and access
02179	Land at Rose Cottage Farm, Green Lane, Shelf	Mix of brown and greenfield - important in separation of Bradford and Calderdale - very close to district boundary - derelict buildings - development acceptable but releasing greenfield site requires careful consideration.
02179	Land at Rose Cottage Farm, Green Lane, Shelf	Natural Green Belt. Proximity to boundary with Bradford. Listed buildings - should be protected area for wildlife corridor. Poor infrastructure, single track road and dangerous access to main road. Congestion from school and old peoples homes. Very much against development
02179	Land at Rose Cottage Farm, Green Lane, Shelf	OBJECT TO SITE BEING USED. This site is a defensible boundary protecting towns merging. They are Green Belt and principles of NPPF still states these are requirements of the Green Belt. SUSTAINABLE development in NPPF does not mean development at any cost. Where is safeguarded land and a buffer zone. There are large numbers of empty houses and brownfield sites to use before Green Belt land. CALDERDALE AND BRADFORD SHOULD NOT MERGE.
02179	Land at Rose Cottage Farm, Green Lane, Shelf	Access by road is <u>very</u> limited. Brow Lane exit to Halifax Road is very difficult to negotiate. School access is already very poor. If exiting the other way very narrow bridge and road which exits on the Bradford Council land. How will this work?
02179	Land at Rose Cottage Farm, Green Lane, Shelf	Shelf, large Green Belt site therefore objection
02268	Carr House Farm, Shelf	Mix of brown and greenfield - important in separation of Bradford and Calderdale - very close to district boundary - derelict buildings - development acceptable but releasing greenfield site requires careful consideration.
02268	Carr House Farm, Shelf	Natural Green Belt. Proximity to boundary with Bradford. Listed buildings - should be protected area for wildlife corridor. Poor infrastructure, single track road and dangerous access to main road. Congestion from school and old peoples homes. Very much against development

Existing Site Number	Address	Comment
02268	Carr House Farm, Shelf	OBJECT TO SITE BEING USED. This site is a defensible boundary protecting towns merging. They are Green Belt and principles of NPPF still states these are requirements of the Green Belt. SUSTAINABLE development in NPPF does not mean development at any cost. Where is safeguarded land and a buffer zone. There are large numbers of empty houses and brownfield sites to use before Green Belt land. CALDERDALE AND BRADFORD SHOULD NOT MERGE.
02268	Carr House Farm, Shelf	Access by road is <u>very</u> limited. Brow Lane exit to Halifax Road is very difficult to negotiate. School access is already very poor. If exiting the other way very narrow bridge and road which exits on the Bradford Council land. How will this work?
02268	Carr House Farm, Shelf	Shelf, large Green Belt site therefore objection
02270	Land Adjacent Bradford Road, Northowram	Large swathe of open land highly visible, separates two areas (between Northowram and Shelf). Westercroft Lane narrow and access difficult. Drainage issues. Important part of Green Belt.
02270	Land Adjacent Bradford Road, Northowram	This is the start of infill between Northowram and Shelf. This site was site of chemical company in war times. This site is Green Belt also. OBJECT
02270	Land Adjacent Bradford Road, Northowram	Northowram, new site - objection
02456	Land adjacent 44, Northowram Green, Northowram	Northowram, new site - objection - Green Belt
02456	Land adjacent 44, Northowram Green, Northowram	Area seems to be infill and would be good area of development causing minimum change to Green Belt.
02465	Land off Coley Road, Northowram	Forms a green strip along Brighouse Denholmegate Road. Building on this would detract from this.
02465	Land off Coley Road, Northowram	Northowram, new site - objection - Green Belt
02494	South Lane, Shelf	Natural green belt. South Lane Shelf Not suitable for development.
02494	South Lane, Shelf	South Lane Shelf, Green Belt - objection
02496	Westercroft Lane, Northowram	No or little access, employment area.
02496	Westercroft Lane, Northowram	Large swathe of open land highly visible, separates two areas (between Northowram and Shelf). Westercroft Lane narrow and access difficult. Drainage issues. Important part of Green Belt.
02496	Westercroft Lane, Northowram	Northowram Refer to Shibden Valley Society statement 2010 in relation to original SHLAA sites & letter 12/12/12
02531	Land at Shelf Cricket Ground, Off Carr House Lane, Shelf	Cricket pitch and adjoining land should be available for sporting and recreational facilities.
02531	Land at Shelf Cricket Ground, Off Carr House Lane, Shelf	Use brownfield element to fulfil half its quoted figure.

Existing Site Number	Address	Comment
02531	Land at Shelf Cricket Ground, Off Carr House Lane, Shelf	No objection
02531	Land at Shelf Cricket Ground, Off Carr House Lane, Shelf	(00381, 00383, 00674, 01562, 01893, 02531) all these parcels of land included within the village boundary make up 220 plots.
02542	Lumbrook Mills, Westercroft Lane, Northowram	Large swathe of open land highly visible, separates two areas (between Northowram and Shelf). Westercroft Lane narrow and access difficult. Drainage issues. Important part of Green Belt.
02542	Lumbrook Mills, Westercroft Lane, Northowram	Lumbrook - Half already developed for industry, remainder Objection as for 00594
02542	Lumbrook Mills, Westercroft Lane, Northowram	No or little access, employment area.
02544	Hud Hill Farm, Shelf	The area is already built up and the roads are not adequate to take extra traffic.
02544	Hud Hill Farm, Shelf	Hud Hill. Burnley Hill Farm. Should be Green Belt. Against development
02544	Hud Hill Farm, Shelf	Use quarry site near this site if the quarry is redundant. Also this site is outside Green Belt.
02544	Hud Hill Farm, Shelf	Hud Hill - new site Green Belt objection.
ELR 019	Clough Mills Halifax Road Shelf	Employment area -support development.
General comment		Should be investment in new infrastructure. Limited high quality development, with logical extensions to urban areas. Limited 'pepperpot' developments rather than large urban developments.

Exisitng site Number	Address	Comment
00416	Rishworth Business Complex, Oldham Road, Ripponden	Could be commercial or residential (PRIORITY)
00416	Rishworth Business Complex, Oldham Road, Ripponden	Potential access issues as there is a blind corner and there are current issues in accessing/exiting the Indian Restaurant on the corner.
00416	Rishworth Business Complex, Oldham Road, Ripponden	Acceptable.
00421	Land adjacent 35, Bar Lane, Ripponden	Access OK. Suitable for housing.
00421	Land adjacent 35, Bar Lane, Ripponden	OK
00520	Land surrounding Cross Royd Farm, Greetland Road, Barkisland	Greenfield and should remain so.
00520	Land surrounding Cross Royd Farm, Greetland Road, Barkisland	Greenfield
00543	Kebroyd Mill, Off Halifax Road, Ripponden	Access is a big problem
00543	Kebroyd Mill, Off Halifax Road, Ripponden	Brownfield
00585	Moorbottom Lane, Barkisland	Query on access to this site. Hillside site visible from a wide area.
00585	Moorbottom Lane, Barkisland	Greenfield.
00607	Claude Hellowell Ltd, Thorpe Garage, Ripponden	Good housing area subject to infrastructure (Schools etc). S278 agreement - traffic lights or similar
00607	Claude Hellowell Ltd, Thorpe Garage, Ripponden	Claude Helliwell - brownfield - employment.
00607	Claude Hellowell Ltd, Thorpe Garage, Ripponden	Land between 01925 and 00607 was ecclesiastical ground.
00751	Cross Villa Farm, Barkisland	G/f
00761	Land adjacent to Stainland Road, Barkisland	G/f
00762	Land adjacent to Stainland Road, Barkisland	Only viable/acceptable site in Barkisland.
01660	Ryburndale Paper Mill Co Ltd, Bar Lane, Ripponden	Access very difficult. Compromises a leisure/walking area.
01660	Ryburndale Paper Mill Co Ltd, Bar Lane, Ripponden	Narrow vehicle access.
01660	Ryburndale Paper Mill Co Ltd, Bar Lane, Ripponden	a/c
01662	Land between 119 & 123 Rochdale Road, Ripponden	Under construction? Infrastructure problem (sewerage) on river. (PRIORITY)
01662	Land between 119 & 123 Rochdale Road, Ripponden	u/c
01884	Land East Halifax Road, Ripponden	184 homes. Destroys Green Belt. Traffic access. Infrastructure. School/doctors/infrastructure. Contrary to "50" needed. Pollution.

Exisitng site Number	Address	Comment
01884	Land East Halifax Road, Ripponden	Would not like to see this site developed because of risk of flooding and cost of amenity value in terms of views and woodland etc. also problem of flies.
01884	Land East Halifax Road, Ripponden	Green Belt amenity land, character of village.
01921	Holme House, Holme House Lane, Ripponden	In favour (PRIORITY)
01921	Holme House, Holme House Lane, Ripponden	This is a greenfield site. Is it necessary to build on this given the potential on other sites?
01921	Holme House, Holme House Lane, Ripponden	Potential access issues as there is a blind corner and there are current issues in accessing/exiting the Indian Restaurant on the corner.
01921	Holme House, Holme House Lane, Ripponden	Acceptable.
01924	Land off Oak Hill, Rochdale Road, Triangle	Roads infrastructure is not good enough for this number of houses. Completely outside designated area.
01924	Land off Oak Hill, Rochdale Road, Triangle	Detrimental impact on open green space.
01924	Land off Oak Hill, Rochdale Road, Triangle	Very boggy
01925	Land off Rochdale Road, Triangle	Roads infrastructure is not good enough for this number of houses. Completely outside designated area.
01925	Land off Rochdale Road, Triangle	Detrimental impact on open green space.
01925	Land off Rochdale Road, Triangle	Steep
01925	Land off Rochdale Road, Triangle	Land between 01925 and 00607 was ecclesiastical ground.
01926	Lower Breck Farm, Rochdale Road, Triangle	Roads infrastructure is not good enough for this number of houses. Completely outside designated area.
01926	Lower Breck Farm, Rochdale Road, Triangle	Site is down a narrow lane with woodland on the site and a steep slope to the river.
01926	Lower Breck Farm, Rochdale Road, Triangle	Difficult access.
01946	Lower Breck Farm, Rochdale Road, Triangle	Blind bend
01946	Lower Breck Farm, Rochdale Road, Triangle	Brownfield
02175	Land between Greetland Road, Scammonden Road and Saddleworth Road, Barkisland	Too big. Powerlines
02175	Land between Greetland Road, Scammonden Road and Saddleworth Road, Barkisland	This site seems to consolidate in Barkisland. However many houses have been built in the last 20 years therefore many problems with pressure on infrastructure school is over subscribed.
02175	Land between Greetland Road, Scammonden Road and Saddleworth Road, Barkisland	Greenfield under power cables.

Exisitng site Number	Address	Comment
02175	Land between Greetland Road, Scammonden Road and Saddleworth Road, Barkisland	Large number of houses seem to have been identified for a village with only one shop and a small village school.
02176	Land between, Greetland Road and Saddleworth Road, Barkisland	NO!!!
02176	Land between, Greetland Road and Saddleworth Road, Barkisland	Very steep slope and access on to existing road would be difficult to make safe. Only one shop and a small village school.
02176	Land between, Greetland Road and Saddleworth Road, Barkisland	G/f
02536	Land Adjoining Stubbings, Rochdale Road, Ripponden	Developable? Cost prohibitive. Unattractive.
02536	Land Adjoining Stubbings, Rochdale Road, Ripponden	Steep, confined, needs turning into a garden, difficult access.
02537	Land North of Stonelea, Barkisland	Acceptable subject to school capacity. (PRIORITY)
02537	Land North of Stonelea, Barkisland	Under power cables.
Suggested	Hanging Stones Lane, Ripponden	Dismantled railway - Should become ...
Suggested	Land to the NW Union Street, Triangle	Preferable to 01925. Access closer to Sowerby Bridge.
Suggested	Nathan Lane, Mill Bank	Nathan Lane, Mill Bank. Locally sustainable site.
	Nathan Lane, Mill Bank	Nathan Lane, Mill Bank. Windfall site within village envelope, residential garden. Within 400 m of PT; school; park. Fronts public highway. Private ownership, available. Slope,
General comment		All sites for semi/detached housing. More than sufficient apartments.
General comment		Prefer to see several small sites allocated for housing rather than one or two large sites.
General comment		Small sites near village centre provide easy pedestrian access to amenities and minimise parking and traffic pressures.
General comment		It would be detrimental to eat into the valley side for either housing or industry. We have lost too many valleys in Calderdale.
General comment		Village envelopes need to be shown on the maps.

Exisitng site Number	Address	Comment
Written comments submitted at event	1	Windfall sites identified by SHLAA, which currently have no status in contributing to housing land supply (if without a valid planning permission), need to be identified in map form at neighbourhood level within the context of the allocations DPD. Otherwise there will be a tendency to over allocate land for development, and inherently, this will lead to a greater level of support for the take up of larger allocations, they being more attractive to developers and more implementable. Larger allocations would in all likelihood be greenfield located on the edge of the urban area. Their release for development would have a greater level of impact on the environment and be less sustainable than were dependence on supply placed more firmly on small windfall sites in future year to be prejudiced. A level playing field is needed in the assessment process regarding the options available in providing housing land supply. Demoting small windfalls purely in the SHLAA data base will mask the real potential that exists. It is suggested known and recorded windfalls should be shown within a series of background insets that identify small sites below 0.1ha. Calderdale should follow this approach
Written comments submitted at event		Housing policy wording should make reference in the context of phased release of greenfield sites, to a general "support in particular for those proposals that advance a development package linked with regeneration of brownfield site(s) within the urban area". Without such pro active planning policy support, greenfield sites will undoubtedly be developed, but in all probability a reduced level of interest in regenerating underused/vacant/degraded land and buildings will follow. The suggestion made would make release of greenfield land more sustainable.
		50 houses should be spread around not concentrated no more than 10 per development. 3 areas - Triangle/Kebroyd - Barkisland - Ripponden/Rishworth. No greenfield if possible i.e. preference to brownfield. Ripponden already has had major development.
After the event 0607	Claude Hellowell Ltd, Thorpe Garage, Ripponden	Of all the sites listed in the area of Triangle - this might make sense as a development location. Depending on the density – since it is currently used for Freight. Assuming all aspects are carefully assessed including the flood risk?
After the event 1924	Land off Oak Hill, Rochdale Road, Triangle	This site does not appear appropriate for development, amongst other things the impact on the area and the wildlife would be great . I suggest this sites would make more sense as open space for the community and the wildlife that use them. I note that two sites 01924& 01925 are in the category HIA , however this appears to suggest they could be developed at some point? This appears contradictory given the debate regarding development of the Triangle Inn, which is next to 01925

Exisitng site Number	Address	Comment
After the event 1925	Land off Rochdale Road, Triangle	This site does not appear appropriate for development, amongst other things the impact on the area and the wildlife would be great . I suggest this sites would make more sense as open space for the community and the wildlife that use them. I note that two sites 01924 & 01925 are in the category HIA , however this appears to suggest they could be developed at some point? This appears contradictory given the debate regarding development of the Triangle Inn, which is next to 01925
After the event 1926	Lower Breck Farm, Rochdale Road, Triangle	This site does not appear appropriate for development, amongst other things the impact on the area and the wildlife would be great . I suggest these sites would make more sense as open space for the community and the wildlife that use them.
After the event	General comment	In general each the above sites –appear to be isolated, risk increasing traffic and have very limited services. Meaning that the impact would be greater than other locations.
After the event	General comment	I understand that the expected figure for dwellings in the Ripponden area is 50 excluding those already with PP. The group hopes that this will be a defining figure (give or take a few) and that the call for sites will not allow more to be added if numbers fall back elsewhere.
After the event	General comment	The group would like to see figures for possible individual dwellings in the Mill Bank area ,and how this accords with green belt policy .
After the event	General comment	The group is concerned that permissions could be given within the Ryburn valley, in the Green Belt, thus spoiling the essentially rural aspect and green corridor nature of the valley.
After the event	General comment	On a more general note, the group feels that the next 10 years could see an intolerable strain on calderdales infrastructure . Given that the area has achieved a tremendous growth in house building, especially on brown field sites, and that once built upon the site cannot be recovered, we wonder if the projections for population are a local one or an extrapolation from national ones
After the event	General comment	in summary- the group feels that the rural nature of the area west of Halifax should be protected as much as possible, especially Green Belt and valleys. The worst scenario would be if in 30-40 years W Yorkshire became one gigantic conurbation with few green areas in between.

Existing Site Number	Address	Comment
00042	Quarry Site, Wakefield Gate, Halifax	Could be suitable for housing but seems an excessive amount 18.
00042	Quarry Site, Wakefield Gate, Halifax	Groundworks have been on going for 12 months (now completed). Developer tells me that is going to build 3 large bungalows.
00042	Quarry Site, Wakefield Gate, Halifax	Quarry site Wakefield Gate. Work began 15 years ago, what is happening?
00043	Land at Scar Bottom, Halifax	Could be suitable taking into account parking (maybe under houses)
00043	Land at Scar Bottom, Halifax	Listed building
00075	Site of Canal Mills, Wakefield Road, Sowerby Bridge	Potential housing site
00085	Land rear of 287, Willowfield Road, Halifax	Is built up area but keeping housing together, agree long term
00097	Marsh Quarry, Burnley Road, Sowerby Bridge	Might as well be developed rather than disused
00107	Land at Haugh End Lane, Sowerby New Road,	Pleasant fields creating a wildlife gap – but not really practical for farming due to development all around so would probably not be too obtrusive to develop at a low density.
00107	Land at Haugh End Lane, Sowerby New Road,	Pleasant fields creating a wildlife gap – but not really practical for farming due to development all around so would probably not be too obtrusive to develop at a <u>low</u> density.
00107	Land at Haugh End Lane, Sowerby New Road,	Within existing housing – other sites to be considered first
00107	Land at Haugh End Lane, Sowerby New Road,	Haugh End Lane - no objections to housing.
00110	Land at Dean Lane, Sowerby Bridge	Part of built up area - will tidy area up.
00577	Lower Gaukroger Farm, Daisylea,	Would be intrusive outside of the built-up boundary
00577	Lower Gaukroger Farm, Daisylea,	Suitable site - is used as a dump - needs cleaning up - no good for farming. Ideal number of houses - not overdeveloped.
00590	Land adjoining Hollas Lane, Wakefield Road, Halifax	Agree with Abeyance and Greenbelt
00607	Triangle	This is a brownbelt site and if any sites are allowed in Triangle this would be the most suitable one. However traffic on the A58 would be an issue and should be traffic calming in Triangle and road into Sowerby Bridge.
00661	Sowerby Bridge Copley Valley Transformational Project, Copley	Situated between Wakefield Road and the railway. This would only be a viable proposition if Holmes Road could be utilised, and unless the problem of the railway arch is addressed this would clearly be impossible. This is because Wakefield Road is already congested and will become worse as traffic is channeled in from the new development at Copley.
00661	Sowerby Bridge Copley Valley Transformational Project, Copley	Suitable for housing – taking into account flood defences

Existing Site Number	Address	Comment
00747	Cemetery Lane, Lower Bentley Royd, Sowerby Bridge	Not suitable
00747	Cemetery Lane, Lower Bentley Royd, Sowerby Bridge	Greenfield site - we believe this should stay green space
00788	Land off Sowerby New Road, Sowerby	Potential Site
00788	Land off Sowerby New Road, Sowerby	Greenfield site - we believe this should stay green space
00796	Land to rear of 12-14, Bairstow Lane, Halifax	Be careful to over develop but no strong objections – allow for parking
00799	Land to rear of 12-14, Bairstow Lane, Halifax	Would be intrusive outside of the built-up boundary
00799	Land to rear of 12-14, Bairstow Lane, Halifax	Remain as greenfield, would over develop.
01717	Grounds of Dunkerton, Willowfield, Halifax	Agreeable
01720	Land junction of Timmey Lane & Burnley Road, Sowerby Bridge	Needs to be finished
01875	Hollins Mill, Hollins Mill Lane, Sowerby Bridge	Suitable for industrial – tucked out of way.
01875	Hollins Mill, Hollins Mill Lane, Sowerby Bridge	Hollins Mill, Hollins Mill Lane, good brownfield site for housing.
01891	Land adjacent White Windows, Fore Lane, Sowerby Bridge	Good to fill in site
01924	Triangle	This is Green Belt and a wildlife corridor used by deer and badgers. This would be a material loss of wildlife amenity. It would be better used as open space and given to residents/public for amenity use linked to the nearby access area. Also action should be taken to protect the Triangle Inn which is a listed building being left to decay.
01925	Triangle	This is Green Belt and a wildlife corridor used by deer and badgers. This would be a material loss of wildlife amenity. It would be better used as open space and green to residents/public for amenity use linked to the nearby access area. Also action should be taken to protect the Triangle Inn which is a listed building being left to decay.
01926	Triangle	Is a planning eyesore – but that shouldn't be an excuse for allowing intrusion into the area.
01944	Westfield Stables, Sowerby Croft Lane	This looks like a greenfield site and would be a visible and intrusive site which shouldn't be a priority site if allowed at all.

Existing Site Number	Address	Comment
01944	Westfield Stables, Sowerby Croft Lane	Agree with Abeyance
02115	Willowfield Road, Halifax	Agreeable
02280	Land between West Street & Syke Lane, Sowerby Bridge	Small – near urban area probably wouldn't notice if developed. Though since a derelict overgrown site might have some wildlife interest because of that.
02280	Land between West Street & Syke Lane, Sowerby Bridge	Suitable for development – main road, at present an eyesore.
02280	Land between West Street & Syke Lane, Sowerby Bridge	Land between West Street and Syke Lane, Sowerby Bridge:- List of reasons why the land at Rochdale Road, Sowerby Bridge, Halifax should be considered for development. At the moment this land comes within the category of open space, which as we understand, this is a space that is beneficial to the local environment and the community, with this in mind we don't believe it is fulfilling this role as it has become a rubbish tip and a place for drug users, we have removed all manners of waste from the site, from plastic buckets, bed mattress and general household waste not to mention the amount of hypodermic needles that we have collected and disposed of. By redeveloping the site we believe it would improve the environment and be more beneficial for the local community and improve the area overall. The site has no benefit for agriculture therefore we feel this site meets the government criteria for development. It has a main road frontage, Rochdale Road; it is on a main bus route and is less than 1/2 mile from Sowerby Bridge centre and within walking distance to the railway station. The site already has access from Rochdale Road which led to two houses, formally occupying the site. Close to all the main services, Electric, Gas mains, water and sewerage therefore disruption would be no worse than other developments recently completed nearby. We have had expressions of interest on a mixed development we have also spoken to a local councillor who also feels that this type of site would benefit from development and would benefit the local community.
02486	Land at Field House Farm, Burnley Road, Sowerby Bridge	Should remain as Green Belt for farming
02541	Blackwall Lane, Sowerby Bridge	No
ELR 117	Adjacent Lloyds, Wakefield Road Copley	Use as commercial offices but create adequate car parking for staff/visitors
ELR 136	Copley Valley Wakefield Road	Agree if parking facilities are developed

Existing Site Number	Address	Comment
ELR 136	Copley Valley Wakefield Road	Situated between Wakefield Road and the railway. This would only be a viable proposition if Holmes Road could be utilised, and unless the problem of the railway arch is addressed this would clearly be impossible. This is because Wakefield Road is already congested and will become worse as traffic is channeled in from the new development at Copley.
ELR 230	Wakefield Road, Copley	Use as commercial offices but create adequate car parking for staff/visitors
Suggested	Car Park at Old Cawsey	Potential site to be developed (used as fairground)
Suggested	Industrial Area to west of Watson Mill Lane	Develop for industrial area
Suggested	Hollins Mill Lane	To be developed for offices - new library
Suggested	south of West Street	Area to the south of West Street could be a possible brownfield site for housing
Suggested	Station Road, Sowerby Bridge	Was there planning permission for houses on Station Road leading up to the station? This would be a good site.
Suggested	Holmes Road	Vacant site on Holmes Road (was old hut used by Calderdale Gardeners to sell seeds).
General Comment		We need more finer detail on the map.
General Comment		I am more concerned about a discussion about traffic pollution, public realm, community use of existing buildings - generally improving the lot of the residents and improving the future for the town - additional housing isn't the problem its an overall review of the town which is desperately needed.
General Comment	Ratton Row Moor - Hubberton	From information received from my father and mother-in-law. After I purchased their house (Lumb House) in 1970 (They had owned it since 1940) not having mains water or sewage system installed. The road was dug up - I expected the work to be centred on the Alma Inn road from Lumb Bridge where all the houses and farms were - but NO they went up to Cottonstones Church - St Marys. that was when it was explained to me, that it would be in the road when they built the houses on "Ratton Row Moor" over to Hubberton, which had been planned to build in the 1930's but shelved when the war started in 1939 - is this still on the plans?? As it must have been in 1970 or they would not have gone that way.
General Comment		With regard to any development along the A58 serious consideration should be given to traffic calming but also dealing with parking on the highway which creates congestion. Restricting the size of lorries using the route to the M62 also need to be addressed. That would be one thing in favour of 00607 which uses very large lorries
General Comment		Also there needs to be some public amenities in outlying areas if more houses are allowed.
General Comment		All subject to massive injection of monies into the transport links/infrastructure to be considered before any development - given priority.

Existing Site Number	Address	Comment
General Comment	Norland village	Serveral years ago a new estate was built in Barkisland. It helped to revitalise the village. Could a new well built and designed estate do the same for Norland?
General Comment		Vacant mills or industrial sites for employment sites - are there any?

Existing Site Number	Address	Comment
00431	Land to north of Millbrook House, Rochdale Road, Todmorden	Morrison's access - no potential housing development
00431	Land to north of Millbrook House, Rochdale Road, Todmorden	Morrisons access - housing development over culvert.
00436	Land Opposite 46-48 Hollins Road, Walsden, Todmorden	Look at adjacent sites to be included
00436	Land Opposite 46-48 Hollins Road, Walsden, Todmorden	Planning applications previously denied as land unstable.
00440	Land off, Fir Street, Todmorden	Fir Street - considered highly unstable ground due to geology and owner does not want to develop.
00441	Land adjacent J & R Hall, Deanroyd Road, Rochdale Road, Todmorden	Swamp/floodplain wet area.
00443	Land off, Pickthall Terrace, Todmorden	Old gasworks site - good site south facing better for employment, good road access.
00443	Land off, Pickthall Terrace, Todmorden	Steeply sloping site - ownership complicated - access off Halifax Road
00443	Land off, Pickthall Terrace, Todmorden	Bus garage - mixed use
00450	Land off The Hollins, Stansfield Hall Road, Todmorden	Very steep meadow land. Drainage and stability questions. Access and road capacity.
00450	Land off The Hollins, Stansfield Hall Road, Todmorden	Steep field but possible drainage problems
00451	Land adjacent Stansfield Cottages, Hole Bottom, Todmorden	Access is by unadopted single track road already heavily used. Steep field: very wet.
00451	Land adjacent Stansfield Cottages, Hole Bottom, Todmorden	Good potential. Land adjacent Stansfield Cottages.
00452	Land off Woodlands Avenue, Todmorden	Problem of vehicular access and proximity to 1 way bridge over railway. E.g. Stansfield Hall Road is already a rat run for those avoiding the Todmorden Town Centre.
00452	Land off Woodlands Avenue, Todmorden	Potential.
00452	Land off Woodlands Avenue, Todmorden	CMBC should be kept green. Council purchased to stop development.
00460	Land off Stoney Royd Lane, Todmorden	Whole area fought against it 10 years ago/residents will fight it. Restricted road access/wildlife corridor for wildlife.
00472	Mill, Halifax Road, Todmorden	Perfect for building. Needs developing would improve entrance to Todmorden.

Existing Site Number	Address	Comment
00475	Cricket Club & Land, Halifax Road, Eastwood	Very marshy land - regular and frequent flooding.
00475	Cricket Club & Land, Halifax Road, Eastwood	Floods regularly
00477	CVS LTD, Jumble Hole Road, Callis Bridge	Access very poor wildlife issues on a greenfield site so close to Jumble Hole Clough. Totally inappropriate for housing.
00536	Derdale Mill, Derdale Street, Todmorden	Flooding possibly? OK otherwise.
00536	Derdale Mill, Derdale Street, Todmorden	Mixed use - perfect for housing and employment.
00536	Derdale Mill, Derdale Street, Todmorden	Old flood plain build on stilts. Sustainable building.
00536	Derdale Mill, Derdale Street, Todmorden	small sized units/office use
00551	Hope Street Mill, Hope Street, Todmorden	Flooding issues needed to addressed but should be retail site.
00551	Hope Street Mill, Hope Street, Todmorden	Marina/hotel - change look/improve dramatically increase footfall in Todmorden/tourism trade. Employment
00551	Hope Street Mill, Hope Street, Todmorden	Old flood plain build on stilts. Sustainable building.
00551	Hope Street Mill, Hope Street, Todmorden	Mixed use site
00551	Hope Street Mill, Hope Street, Todmorden	Hope Street Mill. Would be excellent for affordable housing if contamination from previous petrol station were dealt with. Best development for town would be high density starter homes.
00555	Land North of Oakhill, Holebottom Road, Todmorden	Non starter - bridleway is only access, greenfield, steep hill.
00555	Land North of Oakhill, Holebottom Road, Todmorden	Very difficult access. Good for low impact housing with low or no traffic use.
00555	Land North of Oakhill, Holebottom Road, Todmorden	Steep field with land drain that burst last year. Access by unadopted single track road already heavily used. Wildlife site. No mains water supply possible.
00566	Land north of Henshaw Woods, Off Hollins Road, Todmorden	Land north of Henshaw Woods, Hollins Road. Good potential.
00569	Land to the east of Top o'th'Hill Road, Todmorden	Good potential. East Top O' Hill Road.
00599	Todmorden Community College, Burnley Road, Todmorden	Keep college if possible, if more houses, college will be kept.
00599	Todmorden Community College, Burnley Road, Todmorden	College site in Todmorden. Existing educational facilities should be maintained for jobs and community services

Existing Site Number	Address	Comment
00600	Tipside, Off Burnley Road, Todmorden	Tipside only 14 houses - what is access for this site like? Flooding issues, close to town centre. Alternatively this should be allocated for employment uses.
00600	Tipside, Off Burnley Road, Todmorden	Tipside - good for a mixed use sheltered housing for elderly.
00600	Tipside, Off Burnley Road, Todmorden	Tipside. Managed by Todmorden Riverside Improvement Group - Flood Zone 2 - Part Flood overflow base - rich habitat - impact on view of town - potential housing on upper part owned by Jupiter Investments - access difficulties.
00600	Tipside, Off Burnley Road, Todmorden	Access very poor riverside improvement group have put a lot of energy into this site for wildlife. Land steep.
00602	Bramsche Square, Off Halifax Road, Todmorden	Essential community garden could be kept. Brings business into town/keeps people here/promotes the market and local traders. Great for local events. Small shops around it.
00602	Bramsche Square, Off Halifax Road, Todmorden	Town centre eyesore at present needs regeneration.
00604	Cinder Hill Road, Castle Street, Todmorden	Keep as farmland - poor access too beautiful to ruin! Would affect the green view. (Area around Todmorden category) from the urban areas.
00854	Former Fielden Hospital, Stoodley Grange, Lee Bottom Road, Harvelin Park	Already built?
00854	Former Fielden Hospital, Stoodley Grange, Lee Bottom Road, Harvelin Park	Housing for 20 years.
01763	Land adjacent Parkside Road, Cornholme	Already developed
01777	Dean Royd Works, Deanroyd Road, Todmorden	Existing joinery
01778	Land rear of Trinity Methodist Church, Inchfield Road, Todmorden	Under construction and some occupied houses already.
01877	Land between Cross Lee Road and Ashenhurst Road, Todmorden	Ideal for housing.
01877	Land between Cross Lee Road and Ashenhurst Road, Todmorden	Family housing
01881	Walsden Estate, Rochdale Road, Todmorden	Sunvale Walsden Industrial. Existing industrial use and all units occupied seems inappropriate that this is in the SHLAA.
02153	Walsden Estate, Rochdale Road, Todmorden	Slippage problems, greenfield access? Steep slope totally unsuitable.
02153	Walsden Estate, Rochdale Road, Todmorden	Former school site could be used. Remainder of land very unstable.

Existing Site Number	Address	Comment
02153	Walsden Estate, Rochdale Road, Todmorden	Land unstable: school development site had to be abandoned in 1975. Planning permission refused on this count 1993 and upheld on appeal APP/A4710/A/92 216955/P2
02153	Walsden Estate, Rochdale Road, Todmorden	Old school site unstable.
02163	Land at Woodhouse Road, Todmorden	Steep slope, greenfield, poor access and would create problems of road traffic.
02163	Land at Woodhouse Road, Todmorden	Not for housing - would affect the green space - it would remove the sense of Todmorden being countryside. Infrastructure wouldn't support a large development here. Refused 20 years ago because of road and access. Sloping old Tipside.
02163	Land at Woodhouse Road, Todmorden	New access bridge needed (not via Kilnhurst) wildlife corridor near canal side + flood risk.
02163	Land at Woodhouse Road, Todmorden	Land at Woodhouse Lane. Poor site lines at Woodhouse/Halifax Road junction. Unable to solve because of existing housing on Halifax Road. Land also subject to flooding. Planning permission refused and appeal withdrawn by applicant.
02278	Walsden Goods Yard, Rear Of Walsden Station, Todmorden	15 houses wouldn't be unreasonable on this site. But there would be issues of drainage.
02278	Walsden Goods Yard, Rear Of Walsden Station, Todmorden	Adjacent site - car parking for station?
02278	Walsden Goods Yard, Rear Of Walsden Station, Todmorden	Existing garages by station
02431	Land Adjacent 940 Rochdale Road, Todmorden	Flat land scope for development. Previously developed stable land (burnt down 15 years ago).
02478	Former Adamroyd Mill, Victoria Street, Todmorden	Mixed development, creative industries - studies and housing.
02478	Former Adamroyd Mill, Victoria Street, Todmorden	Potential mixed use site.
02478	Former Adamroyd Mill, Victoria Street, Todmorden	Former Adamroyd Mill. Not yet planning permission as owner of site not signed section 106 agreement and solicitor refusing to respond to Councils request.
ELR005	Salford Industrial Estate	Good employment site - small managed workspaces -high priority
ELR007	Bridge Royd House	Mixed use prime development site. No.1 site for industrial development.
Suggested	Junction Rochdale Road/Hollins Road	Hollins Mill at junction of Rochdale Road and Hollins Road is in derelict condition. Could be used for either employment or housing.
Suggested	Burnley Rd/Blind Lane Junction	Free car park area on old built site hardly used. Could be suitable for a number of houses (Blind Lane)
Suggested	Land to rear of School grounds Rochdale Road, Walsden	Possible site for 2 houses. Is brownfield and within urban boundary. Primary housing on existing UDP (Clough Mill)

Existing Site Number	Address	Comment
Suggested	Scaitcliffe Hall, Off Burnley Road, Todmorden	Scaitcliffe Hall now empty and unused could be developed. Perhaps by McCarthy & Stone if they still want to come to Todmorden.
Suggested	Scaitcliffe Hall, Off Burnley Road, Todmorden	Scaitcliffe Hall and grounds.
Suggested	North of Alma Road, Walsden	Brownfield sites suitable for housing development.
Suggested	North of Alma Road, Walsden	Potential rebuild site for Walsden St Peters.
Suggested	Northof Alma Road, Walsden	Derelict mill site - potential new employment (offices?)
Suggested	South of Alma Road, Walsden	Brownfield sites suitable for housing development.
Suggested	South of Alma Road, Walsden	Potential rebuild site for Walsden St Peters.
Suggested	South of Alma Road, Walsden	Derelict mill site - potential new employment (offices?)
Suggested	South Side Burnley Road (BMX Track)	Old mill - brownfield site BMX track
Suggested	Pudsey Road, Cornholme	Old Ribbon Work, Todmorden Door & Window - Brownfield
Suggested	Pudsey Road, Cornholme	Old Ribbon Work, Todmorden Door & Window - Brownfield
Suggested	Sour Hall, Parkin Lane	Opposite Sourhall and Sourhall Car Park
Suggested	St Aiden's Mill, Bacup Road, Gauxholme	St. Aidens - convent to workshop/office
Suggested	West Street/Albert Street Todmorden	Mixed use at Adam Royd
Suggested	Hare & Hounds Car Park, Burnley Rd	Hare & Hounds car park - Housing
Suggested	Site of Fire Station, Halifax Road, Todmorden	Relocate Fire Station - Ambulance Station on to site adjacent to Health Centre and free up existing site for mixed use development.
Suggested	North side Halifax Road/Jnc Cinder Hill Road	Council owned land could be suited for small scale affordable housing via community land trust.
Suggested	Carrhouse Lane, Todmorden	To rear of Shakespeare Ave reasonable access - farmland.
Suggested	Stony Royd Lane, Playing Fields (Part)	Potential part housing development part playing field Open Space.
Suggested	Crosslee Street, Todmorden	Off Longfield flat area of infill land.
Suggested	Scaitcliffe Hall, Off Burnley Road, Todmorden	Apartment development/mixed use offices? Develop car park retaining landscaped grounds
Suggested	Adj Gauxholme Viaduct	Gauxholme- Gouldon's Garden Centre
Suggested	Birks Avenue, Walsden	Bakos - owned by Peter Rigg - derelict underused brownfield site.
Suggested	Triangle at Hall Royd Junction	Is it possible to consider the 18acre triangular site between the railway lines would need a new bridge or possibly tunnel to open up for access. Centrally located flat land (brownfield site) free from flooding
Suggested	Land to South West of 02431	Flat land above 02431 suitable for housing.

Existing Site Number	Address	Comment
Suggested	North of Henshaw Road, Walsden	Adjoining 00569 potential (land to north of Henshaw Road, Walsden
Suggested	Adj 129 Hollins Road, Walsden	Small development land adjacent to 129 Hollins Road, Walsden.
Suggested	Site of former Crossley Mill Hollins Road, Walsden	Crossley Mill - disused.
After Event 00555		Green fields towards the top of Holebottom Road, 'land to the north of Oakhill' . There could not be a more unsuitable location. Traffic: the road is atrocious anyway, as you will know it is unadopted, it is single file even on the better maintained part. Any further vehicles going up and down would be impractical and dangerous. The extension of the road, if it could be extended, would in any event be a blot on the landscape. Flooding and landslide: the land immediately behind us is not level and we would have concerns that it would cause flooding and risk landslide to level it to Oakhill Eat and west and to properties below us. Landscape: The blight on the landscape would be considerable, it's a picturesque spot which everyone can enjoy whether from the path to our west or from the road itself. personal: of course it would be a significant blight on our quality of life to be overlooked at the back, to have light from the north interfered with and for a massive increase in traffic. In addition the building works would make everyone's life a misery - it is very hard to get any large vehicles up the road in any event.
After Event 02478		Victoria Road site - demolished mill: Why can't this be used for housing? Obviously the road would need widening or parking provided for existing residents to clear the road of cars which make it single file at present
After Event 00551		Halifax Road next to the Health Centre: why can't this be used,it would be ideal for an older population.Todmorden desperately needs more housing suitable for older people.
After Event 00472		Halifax Road/Woodhouse Road junction :again a demolished mill site, ostensibly suitable for housing.

Existing Site Number	Address	Comment
After event 00451		This site is not suitable for anything like the density of housing proposed. The site was examined in 2004 as part of the Unitary Development Inquiry. It concluded that there were a number of constraints to development. 1) A major policy constraint is that the site is greenfield, which contributes significantly to the existing rural characteristics of Todmorden. Meadowbottom Road and Holebottom Road are linked to the Calderdale Way. Holebottom Road is a bridleway, well used by cyclists, walkers, horse riders. 2) A major physical constraint is the poor access. Meadowbottom Road is single lane with inadequate passing places and Holebottom Road is single lane with no footway and few refuges for pedestrians. 3) Other constraints may include land stability and poor drainage. Any possible housing development on this site would have to be low density, perhaps one or two houses. The possibility of affordable housing is remote because development would be high cost as a result of the nature of the site.
After event 00555		This field is not a suitable site for housing at the proposed density and should be removed from your list, for the following reasons. 1) The land slopes steeply and unevenly. 2) The underlying bedrock is shale, which could be unstable, as has been seen on similar land (Site 02153) bordering the same watercourse (Wickenberry Clough/OakHill Clough. 3) It is unlikely that mains water pressure could reach the site. None of the neighbouring properties benefit from mains water supply. 4) Access is via Holebottom Road and Scrapers Lane. This is a marginally upgraded, single lane, farm track with few passing places. The traffic already using the road is uncomfortably accommodated. Any significant increase in traffic would be unacceptable. 5) Holebottom Road and Scrapers Lane are unadopted and wholly maintained by residents who are already concerned about the integrity of the road at the current usage. A few years ago a section of the road a short distance above site 00555 collapsed. Repairs cost tens of thousands of pounds, largely borne by a resident whose deeds show that he owns a large section of Scrapers Lane.
After event 00555		I would like to place my objection to the development of these sites for a number of reasons

Existing Site Number	Address	Comment
After event 02153		This field is not a suitable site for housing. 1) The underlying bedrock is shale, which is unstable. In 1975 the site had to be abandoned when being prepared to build a Special School because the foundations started to slide down the hill. 2) Applications for development of this site for housing in 1991 and 1992 were unsuccessful. The major objections concerned the stability of the site. Two houses on Royd Lane on the northern boundary of the site suffered major damage as a result of site slippage. 3) At appeal the Inspector accepted a geological report by Dr Cheetham of Robinson Fletcher Environmental that a slip failure involving the movement of the upper soil layer overlying the rock base has an inadequate factor of safety against a slide type failure. His visual inspection of the site confirmed that stability of the site was suspect. 4) The Inspector was convinced that the site could not be developed safely and economically and without aggravating existing problems surrounding the site.
After event 2153		I wish to comment on site number 02153 'Land off Meadow Bottom Road, Park Road, Todmorden', which you have identified for 67 dwellings Long Term. This site was the subject of an appeal to the Planning Inspectorate by the landowner in 1992 to determine suitability for housing. A number of neighbouring householders affected by the application, commissioned a Land Stability Report by Dr Frank T. Howell, Engineering Geologist, which was submitted to the Planning Inspector. The appeal was dismissed. I am attaching a copy of the 3 page Inspector's report dated 28th July 1993 and particularly wish to draw your attention to paragraph 11 which emphasises the instability of the site and concludes "I have therefore come to the conclusion that, notwithstanding the development plan's identification of the appeal site for residential development, the questionable stability of the appeal site is a material consideration of sufficient weight to warrant overriding the presumption in favour of development---" This being the case, we question the site's inclusion on your housing plan and request that it be removed from same.
After event 00451		I would like to place my objection to the development of these sites for a number of reasons

Existing Site Number	Address	Comment
After event 00451, 00555		There are various reasons why developments off Holebottom Road (00451, 00555) would be inadvisable. • The main reason is access: the road /track is a narrow bridle-path with very few passing places; • it is a private road owned in large part, according to the deeds, by the owners of Holly House - my wife and myself (Calderdale were most keen that we alone should pay tens of thousands of pounds when the road collapsed behind a neighbour's in the early 2000s. Calderdale made no contribution whatsoever, thereby losing any moral case that they might otherwise have had); • as it is an unadopted road, those who use it have clubbed together to form the Holebottom Road Group to fund general repairs. I am the treasurer for this group. At present we manage to fund repairs every five years or so. If Calderdale were to build another 74 households in the area (tripling the number of households - and therefore cars, lorries, vans etc.), we would have to carry out repairs every year, causing huge blockages to traffic flow on a track built for coaches and horses; • if you saw the track, I think you would re-think your plans - one part of it, between two houses, is little more than 2m wide; • developments on the scale you suggest would become even more difficult since all the households in this area (00555) are on spring water. I suspect that present residents would not be happy if their supplies were syphoned off to provide for new households; • a further problem is the quality of the land itself which has previously been found unfit to build upon, including that at 02153. I am not an expert in this area, but I believe that the problems involve drainage problems,
After event 00451, 00555		• a further problem is the quality of the land itself which has previously been found unfit to build upon, including that at 02153. I am not an expert in this area, but I believe that the problems involve drainage problems, trying to build on shale, and the sheer steepness of the land. For the last few months a neighbour's insurance company has been funding reconstruction of the banks of the stream which runs right down from the tops and through the field at 00555 • finally, there is the not insignificant fact that the areas you have identified for this area are all greenfield sites. As far as I know 00555 is still used for farming In short, trying to develop this area would be a terrible waste of taxpayers' money.

Existing Site Number	Address	Comment
General comment		We are very concerned at the number of greenfield sites included as it concerns flooding, wildlife and landscape issues for the town. Todmorden does not have the infrastructure for this amount of development, nor the job potentials. Todmorden is already a commuter town, this will only make it worse. We are a town liable to flash flooding and land is unstable in many areas. Mains water and sewerage is an issue. Calderdale have approved housing without services already in place and are now standing empty as the problems arising cannot be sorted.

LOCAL PLAN BRIEFING NOTE JULY 2017

1. Background

- 1.1 On 11 July 2017 PLACE Scrutiny Board considered the 19 June 2017 Cabinet decision to release the initial draft of the Local Plan for consultation. The Board released the decision but asked that consideration be given to extending the consultation for up to two weeks to ensure that it will continue to run after the school holidays.

2. The process to date

- 2.1 In 2014 work commenced on the preparation of a single Local Plan, incorporating written policies and site allocations. Previous work on the Core Strategy informed the early development of the Local Plan policies. The key stages of engagement following the decision to prepare a single Plan comprise the following:
- Consultation on site allocations assessment methodology and Green Belt review methodology - February/March 2015
 - Consultation on Statement of Community Involvement - October/November 2015
 - Potential Sites and other aspects of the Local Plan - November 2015/March 2016. This consultation was initially for 6 weeks but was extended in order to allow more time for comments to be submitted. The consultation covered a large number of potential site allocations that had only been subject to limited filtering, and aspects of the written policies. During this consultation planning officers attended afternoon/evening drop-in sessions in Halifax; Hebden Bridge; Todmorden; Elland; Sowerby Bridge; Brighouse; and Ovenden.
 - During February and March 2016 focused workshops were held on Saturday afternoons and Sunday mornings at venues in the following locations: Pellon; Ovenden; Elland; Brighouse, Shelf; and Hebden Bridge. These workshops were independently facilitated by Planning Aid England volunteers.
 - Consultation on waste sites assessment – August/October 2016.
- 2.2 The Council now has a database of over 4,000 individuals and organisations that are automatically notified of any new consultation events.
- 2.3 The cross-party Local Plan Working Party has been held in public since the beginning of the 2016/17 municipal year. Over this period the Working Party has met on 8 occasions and considered the following matters:
- 12 July 2016 - Green Belt review

- 17 August - distribution of growth and structure of Local Plan document
- 11 October - Local Green Space and progress to date
- 7 December – Vision for South East Calderdale, and climate change and air quality policies
- 13 February 2017 - Draft policies
- 2 March – land allocations
- 16 March – consideration of potential sites by Ward
- 21 March – consideration of potential sites by Ward

2.4 In addition to the above, all-Member briefings were provided on 12 October 2016 (presentation on Strategic Housing Market Assessment) and 22 February 2017 (housing numbers and site allocations).

2.5 As indicated above, in March 2017 the Working Party met to separately consider the potential allocations in each ward of Calderdale. At these meetings Ward Councillors and members of the public were invited to address the Working Party. Ward Councillors were also invited to attend 1 to 1 meetings with senior planning officers to discuss the potential sites in their areas. A number of Councillors availed themselves of this opportunity.

2.6 In order to establish the evidence base for the Local Plan numerous studies have been commissioned to inform plan-making and support the outputs of the Plan. These studies are listed at Appendix 1.

1. Information about the consultation

3.1 The consultation start date will be 4 August. The consultation web pages will be available early week commencing 24 July; however, the interactive functions that will enable you to submit comments online will not be available until the consultation starts.

Drop-in sessions in the Member resource room have been arranged for 2-6pm on 7 and 8 August. During these sessions a planning officer will be available to demonstrate the online consultation system.

3.2 The proposed form of the consultation on the initial draft of the Local Plan is described in the document set out at Appendix 2. The key points to highlight in respect of the consultation are follows:

- The consultation will be notified directly to all people and organisations on our database, and through the press and social media.
- We will publicise the consultation through the Council's established networks.
- The interactive online map will enable users to input comments directly to individual sites.
- Paper copies of documents will be deposited in key locations.
- Staff in libraries and other public buildings will be provided with information to help them assist people accessing the consultation online.

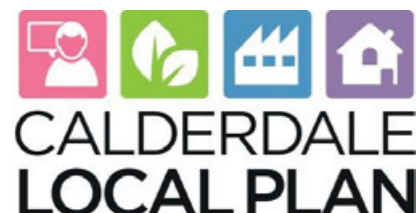
- Display boards will tour venues across the district and a planning officer will be available for a day at each venue to provide advice.
- Electronic and paper questionnaires will enable people to make focused comments on the key issues. In the light of Member feedback we are developing a questionnaire that will incorporate the principles of 'easy read'.
- Leaflets will be widely distributed.

3.3 On completion of the consultation all representations will be logged and the points raised therein addressed. It is likely that amendments will be made to the policies and allocations in the light of the consultation. Once this process is complete the final Plan will be presented to Cabinet and Full Council for consideration. If that Plan is approved by Members it will then be 'Published'.

3.4 At the Publication stage a further 6 week consultation will be undertaken during which formal representations to the soundness of the Plan will be invited. After Publication it will not be possible to make further amendments, unless the Consultation is re-run, before the Plan is submitted to the Secretary of State for Examination. At Examination the Planning Inspector will consider the representations made at the Publication stage and assess whether the plan has been prepared in accordance with the Duty to Cooperate and is "sound" – namely that it is:

- Positively prepared;
- Justified;
- Effective; and
- Consistent with national policy.

LOCAL PLAN CONSULTATION 2016 PLANNING AID WORKSHOPS



Local Plan Workshops Assessment

1. Planning Aid England was asked by Calderdale MBC to facilitate its public consultation exercise for their draft Core Strategy and Site Allocations Local Plan. This took the form of six separate events in February and March 2016 in various parts of Calderdale, as identified below, when the draft proposals were looked at. The programme and the specific events were publicised and potential attendees were asked to register their interest in attending. The events were primarily aimed at attendees looking at proposals in the general locality in which the event was located though more strategic and general topics were discussed if so desired.
2. Each event was run by PAE volunteers, though LPA officers and Councillor Jennifer Lynn were always in attendance, primarily for information purposes. Other district councillors attended on an ad hoc basis.
3. Each session started with Harvey Pritchard, as the lead PAE volunteer, giving a reasonably lengthy explanation of who the PAE volunteers were; what PAE/RTPI was; the purpose of the event and the consultation in general; a description of where the LPA were in the Local Plan process; the purpose behind the consultation; likely timetable in the next 12 months for the formal issue of the draft Local Plan/examination/adoption. Mention was also made of concurrent work being done by the LPA which would impact on the Local Plan – consultations with the West Yorkshire combined authority LPAs and adjoining authorities on matters of transport including a possible new junction 24A on the M62 near Brighouse, a Brighouse bypass and a new railway station at Elland; a Green Belt review; and discussions with the Environment Agency primarily on matters of flooding and the effect on possible development allocations.
4. All attendees were strongly advised of the possible effects of these concurrent studies and that the results of them should be found on the Council's web page in due course.
5. Even more strongly it was impressed on attendees that the series of events were not the formal consultation on the Local Plan proposals. The formal consultation would likely be this summer and would be advertised by the LPA in the usual manner but it was essential that the public kept an eye on future events. If they wished to make any comments – for or against – then the formal six week period was the time when this should be done. If they registered their names in the accepted manner then they had a legal right thereafter to take part in the

examination process. If they didn't register their interest in the allotted period then the independent examiner would be unlikely to entertain any of their comments.

6. Note was made that the total housing allocations shown on the current plans was in the order of twice what was actually needed in Calderdale in the period upto 2032. So, attendees were directed to the specific question to consider whether this new housing should come in the form of major urban extensions or pepper-potting. An explanation of the effects and the pros/cons of each were described in the table discussions. In addition attendees were asked for views on the possible junction 24A and the possible Elland railway station.
7. The following is a description of each event, number attending and comments/questions raised by attendees. Each event lasted some 3 hours or so. These were round table affairs with anything from 3-8 people per table, entirely open to the attendees' choice. The majority of each session was taken up with communal discussions between attendees; also with PAE volunteers; and with LPA officers. Comments were made verbally or in writing on comments sheets or simply on post-it notes. These and all of the area maps were retained by PAE at the end of each session so that this Assessment could be produced.
8. I have also made some comments about more general matters at the end of the event reviews.

A.SATURDAY 13TH FEBRUARY 2017 AT ST COLUMBA'S CHURCH HX2 0QF - TO CONSIDER WESTERN HALIFAX

Attended by Harvey Pritchard, Robin Coghlan and Damian Law as PAE volunteers. All are chartered members of the RTPI.

16 registered, 13 attended

Comments:

General:

- Concern with existing highway network in the area with narrow roads, poor junctions and traffic congestion.
- Area characterised by green belt with more open countryside to the south of the area, woodland to the north.
- Existing housing in eastern part of area very mixed, dense terraced housing, medium density estates, local authority housing. Village character elsewhere with expensive housing. Wish to keep this character.
- Good quality countryside with lots of recreation facilities.
- In favour of high density urban development as it saves using the green belt; concentrates the need and provision of services; existing infrastructure/utilities in place to serve new development which can be more easily upgraded. Why are so many urban sites sifted out? So, in favour of urban extensions with larger volumes, which can be easier to develop and can deliver infrastructure. Make better use of brownfield land. Problems, though, of topography and development which could lead to urban sprawl. Needs a comparison district wide which would help take into account topography, allow for access to jobs and local demand for houses. Preference for 'model' villages rather than large housing estates.
- Prefer sustainable communities rather than commuter ones but commuting is unavoidable despite poor transport services. Better not to have to travel, so support idea of work-live. Prefer to see infrastructure provided first before houses. Creating places that people want to stay in.
- Prefer land at Burnley Road/John Naylor to be developed than sites around Wortley. Better highways and bus services though need for highway improvements. Of the 3 SUEs the golf course one is preferred because it is easier to deliver with infrastructure though this depends on the availability of the golf course. Other valley SUEs are steep and more attractive. Opportunities at Ripponden?; Illingworth?; Clifton?

- Support policy on SUDs.
- What criteria have been used to assess role of green belt? Need a clear and justified rationale. Brownfield land is available. Has this been fully looked at?
- General lack of capacity in schools. Lack of health facilities. Western part of the area has particular problems of poor facilities so significant infrastructure needed if development in this part. Development should come with facilities/infrastructure. Ageing population which needs to be taken into account
- If small brownfield sites available then these may be better than major extensions.
- Would prefer pepper potting to urban extensions where possible.
- Can the geography of Halifax support 12000 new homes and the required transport?
- Development should be concentrated near railway stations to improve public transport/access to jobs.

Specific:

- 0042 – village infilling would ruin character of Warley. Poor access.
- 0092 – on edge of existing housing so would be more appropriate for development
- 0093 - on edge of existing housing so would be more appropriate for development
- 0094 - on edge of existing housing so would be more appropriate for development
- 0287 – Willowfield, intrusive development in high quality area.
- 0406/0407 – no objection as sites lie between existing housing. Already in an urban area
- 0415/0417 – existing flood problems, topography, highway network, green belt and effect on conservation area.
- 0418 – development of golf course not appropriate.
- 0042/0418/1276 – Why not look at land on the north side of Warley Town Lane adjoining existing housing rather than these three sites next to allotments. Poor access
- 0967/0968 – support development as close to main road and not using countryside.
- 1001/1004 – good area for development. Same reasons as above.
- on edge of existing housing so would be more appropriate for development
- 1374 - on edge of existing housing so would be more appropriate for development
- 1440/1972 – poor transport links, ecologically sensitive, upland green belt helps to slow water run off.
- Saville Park Moor – would allow for 500+ houses to be built, low cost rather than executive homes.
- Need green spaces near town centre as well so do not want to just expand from town centre outwards. Important to protect existing green spaces.
- Old railway line – could this be reopened for public transport/cycle route?

B. SUNDAY 21ST FEBRUARY 2017 AT CENTRE AT THREEWAYS, HX3 5SW – TO CONSIDER NORTH HALIFAX

Attended by Harvey Pritchard, Ben Marchant and Laura Marchant, all of whom are chartered members of the RTPI; and Xinxi Cao who is a student volunteer
22 registered, 19 attended

Comments:

General:

- Area characterised by small communities in 'urban' villages. Wish to retain this feel. Large developments will lose this. Concern that a disproportionate amount of the housing development is aimed at North Halifax with a particular concern that this might lead to the separation between Calderdale and Bradford being reduced.
- Lack of services and facilities in the locality. Poor highway infrastructure with narrow roads, poor junctions and sight lines. Poor bus services especially for elderly population, not helped by the generally hilly topography making access and movement for this sector of the

population difficult. Also, lack of sufficient housing for the ageing population, in terms of numbers and type. Schools at capacity already and lack of medical facilities.

- General support for the rural/green environment which should have a priority when looking at development needs.
- Considers that high density urban development sites would mean less pressure on the green belt and the green environment and be more accessible for services/facilities. But this type of development likely to be more attractive to 'younger' generation rather than for all. Town centres already congested and lack parking. Urban extensions wouldn't have same congestion problems but lack of public transport, lack of services generally, poor highway infrastructure - all would need to be improved for major sites. And would put pressure on green belt.
- Pepper potting would have less effect on individual areas but more widespread. Smaller sites would help local builders rather than major national ones. Less effect on services in the area but less CIL to upgrade these c.f. large development sites. Large sites may be more viable and easier to develop and make services easier to provide e.g. planned village around Clifton, better served by rail and with easy access to major roads providing low and mid cost housing with services. Need to ensure that development takes place rather than just allocation or permission.
- Support growth and development and the need for these, but need to be done in a sustainable manner and in proportion to settlement size, as this will provide vitality to an area and help support existing/improved/new services and facilities. Sustainable communities better than commuter ones. Brownfield before greenfield and before greenbelt development. Don't forget need for jobs as well as houses.
- Support idea of a local plan to provide more certainty and for local people to have more say and to know what will be happening in the future. Support council to prepare the local plan rather than govt as it knows the area, people and circumstances much better. More democratic and more trust in local officers.

Specific:

- 0773 - village identity will be lost if development takes place. Problems with existing infrastructure with limited facilities to support development especially major sites.
- But easy access to road network and also close to existing housing estate.
- 1012/1014/1015/1016/1017 - village identity will be lost if development takes place. Much used country walks and horse riding routes which would be harmed.
- 1397/1458 - would prefer to see development on these sites as existing infrastructure is better, natural extension of settlement. Also local housing need.

C. SATURDAY 27TH FEBRUARY 2017 AT BRIGHOUSE SIXTH FORM CENTRE, HD6 1AY – TO CONSIDER BRIGHOUSE AND RASTRICK

Attended by Harvey Pritchard.

13 registered, 16 attended

Comments:

General:

- Desire to keep rural/greenbelt and stop urban sprawl. Green Belt protection should be prioritised. This would help maintain current pattern of individual villages
- No need for more large family housing. There should be a bias towards starter homes.
- Pepper potting preferable to larger urban extensions which have a greater impact on the immediate locality.

- Support sustainable communities rather than commuter development. Local plan allows for local involvement of local people making local decisions.
- Lack of existing facilities/services for local population. There is no provision for more school places or for medical care facilities.
- Many allocated sites have access problems and there are general problems with the highway structure, narrow roads, poor junctions, sight lines. Increase in development will lead to more traffic with consequent exacerbation of problems. Transport considerations have by far the greatest influence so should be resolved first.

Specific:

- 0032 – Support for industrial use as already an industrial area.
- 0033 – object to residential use as surrounded by green belt. Some of the nearby houses are listed and would be affected. Would add to traffic going through Hipperholme junction which already has problems. Similar concerns about traffic from allocations which would use this junction.
- 0045 – land in the green belt and close to Shibden Park. Access to it would be a problem.
- 0174 – very poor access. Development would affect wildlife and TPOs.
- 331/334 – similar concerns about traffic generation and effect on Hipperholme crossroads. Both areas help to separate Hove Edge and Hipperholme. Development of these areas would close up these two settlements.
- 0338 – no objection to housing development as it is surrounded by existing housing.
- 0538 – no objection to development of this land as it is close to Brookfoot Works.
- 0577/0894/0895 – object as all currently greenbelt. Effect on flora/fauna.
- 0945 – object to allocation as it was a quarry
- 1070 - no objection as it is adjacent to existing housing.
- 1071 – no objection as it is adjacent to existing housing.
- 1072 – no objection as it is adjacent to existing housing.
- 1075 – no objection as it is adjacent to existing housing.
- 1076 - no objection as it is adjacent to existing housing.
- 1093/1095 – no objection in principle but concern about traffic generation and effect on infrastructure.
- 1103 – Concerned about access to this site. High elevation so site is very visible. Effect on cricket clubs
- 1108 – 18(?) houses on a green belt site. Not appropriate volume for size of site.
- 1109 – Poor rural type access to site. Nearby Hipperholme crossroads still a problem. Existing traffic volumes clog local roads, junctions and cause pollution. This site and others act as a local amenity for dog walking, horse riding, jogging especially as there are no other open green areas in the locality. Specific site has existing flooding problems with ponding behind frontage wall.
- 1114- No objection as surrounded by houses already
- 1116 - No objection as surrounded by houses already
- 1120 – object to allocation. Problems with unsustainable transport facilities. Proximity to ShbDen Valley
- 1121 – support allocation, brownfield site
- 1404 - no objection as it is adjacent to existing housing.
- 1411 – Object to allocation. Acts as cricket ground and buffer between Lightcliffe and Bailiff Bridge
- 1483/84/85 – object to major development sites – major transport problems, lack of amenities and in the green belt
- 1667 – No objection as close to town and other housing development

- Junction 24A – new junction would provide better transport links but would generate further congestion in centre of Brighouse. Concern about visibility of bypass from surrounding area and possible noise and fumes pollution. Uncertainty about the precise route compromises the local plan proposals
- Brighouse Bypass – removes through traffic from town centre but could take trade away from retailers. Would affect land in the green belt.
- [Note: judging by the hand writing, most of the post-it notes were written by two people. Also, the large majority of the comments were site specific and were limited to a single word, access. This is not to question any genuine concern behind these comments but I do question how much reliance can be put on such a small sample of views and when they appear to be almost a mechanical reaction to the consultation.]

D. SUNDAY 28TH FEBRUARY 2017 AT CARTWHEEL YOUTH AND COMMUNITY CENTRE, HX5 9DW – TO CONSIDER ELLAND/GREETLAND/WEST VALE

Attended by Harvey Pritchard.

13 registered, 10 attended

Comments:

General:

- Stop pepper potting, concentrate on major urban extension which would force infrastructure and school improvements.

Specific:

- 0026 – drainage problems, high water table
- 0065- West Vale needs upgrading to a village. Careful and appropriate development would help
- 0075 – Hard Platts Lane. Development would be in a conservation area and be highly visible from the green belt. Could increase traffic through village which has narrow roads and frequent problems. Green belt. Lack of shops, services, no GP etc
- 0177 – effect of flood plain on this site and vice versa. Impact on wildlife corridor Village already has traffic congestion.
- 00247 – Green belt. Poor junction access. Land fill site. Planning previously refused
- 0951 – actually two areas of land, not one, with an existing access. Green belt Very poor access, opposite school and large estate
- 0952 – distance from the village will lead to further traffic and congestion. Effect on land drainage and wildlife corridor
- 0982 – Burrwood Way. Belt land which prevents Holywell Green merging with West Vale. Poor transport links and at least 10 minute walk to better bus service in West Vale. Any development will add to traffic congestion problems Poor access from Stainland Road which has accident record
- 1088 – site is flat, services already available and bus services. Would be suited for independent living accommodation for the elderly
- 1407 – drainage problems
- 1470 - Stainland cannot sustain any more housing. No facilities, schools are full, poor shopping, infrequent bus services. Poor access.
- Greetland – open the station here, not Elland. Far more ‘park and ride’ facilities than Elland
- Elland – need a railway station to ease traffic congestion especially if further development is proposed.

E. SATURDAY 12TH MARCH 2017 AT SHELF VILLAGE HALL, HX3 7NT – TO CONSIDER NORTHOWRAM AND SHELF

Attended by Harvey Pritchard and Emma Howson, both of whom are chartered members

23 registered, 24 attended

Comments:

General:

- Poor highway network generally. Lack of infrastructure – schools, health facilities

Specific:

- 0766 – object as green belt. Already too many houses in the locality.
- 0782 – object. Poor highway network, junctions onto Halifax Road and Denholme Road.
- 0782 – no objection in principle but 176 too many with existing poor access and infrastructure
- 0946/0947/0948/0949 – Currently green belt acting as buffer between Bradford and Calderdale. Poor drainage. Wildlife habitat. Very poor access and highway network. Lack of school places and health care facilities. Perhaps if there is development then it could be bungalows for elderly which wouldn't generate peak hour traffic.
- 1040/1041 – no objection. Close to amenities, brown field site.
- 1040 – Object. Too much housing, proximity to listed buildings, close to Shibden Valley
- 1044/1045 – object. Green belt, poor infrastructure, too many houses proposed
- 1046/1047 – no objection but too many houses proposed in an already built up area. Pressure on schools, health facilities.
- 1100 – No objection. Good access but will add to existing traffic
- 1101 – Object. Green belt, poor access, concern re infrastructure
- 1103 – mixed views. Good idea about football/cricket pitches but object to 72 dwellings because of green belt, access, infrastructure.
- 1137/1138 – isolated development in the green bely leading to Shibden Valley
- [Note: again, judging by the hand writing, a deal of the post-it notes were written by one person. This is not to question these comments but I do question how much reliance can be put on such a small sample of views and when they appear to be almost a mechanical reaction to the consultation e.g. in the same writing one site had both support and objection]

F. SUNDAY 20TH MARCH 2017 AT HEBDEN BRIDGE TOWN HALL HX7 7BY – TO CONSIDER THE CALDER VALLEY

Attended by Harvey Pritchard, Robin Coghlan, and Lauren Thompson, all chartered members; Kimberely Aires and Xinxin Cao who are student members

22 registered, 22 attended

Comments:

General:

- Problems of very few flat sites in Hebden Bridge and area very much prone to flooding. High density development has its merits - fewer sites needed, therefore less widespread development effect, would be in keeping with current housing development in the area. Development better in valley bottoms despite flooding - better transport and accessibility, more brownfield sites should be available, less expensive to build. Flood resilient housing construction needed e.g. garages/storage on ground floor.
- Prefer pepper-potting as easier to assimilate with less effect on individual communities. But a well located single urban village in the lower valley could accommodate c. 12000 in one go. Perhaps combination of both pepper-potting and large urban extensions rather than just a single approach?
- Strongly support local plan being done by local council with involvement of local people. More democratic, more say in outcome, more sympathetic to local needs and wishes. But needs to be done quicker.

- Need social housing across the district e.g. 1503. Involvement of Community Land Trust to do this??
- Younger people moving out of are because of cost of housing and unavailability of right type. Need to have development to counter this. Even at the cost of limited greenbelt development. So, no change is not an option.
- Whilst valley sides and hill top development overcomes the flood risk these will have an effect on greenbelt and green space and the general rural feel of the area. SUDs needs to be used as development anywhere, if it isn't done correctly can cause/add to flooding. So sustainable approach wherever development is to take place.

Specific:

- 0196 - accessibility of Naylor land needs to be improved along with road widening.
- 0821 - strong objections to any development on the grounds of harm to important flora and fauna
- 0915/0916 - support development on brownfield land
- 1234 - support development on brownfield land

OVERALL PAE REACTION TO THE EVENTS:

- 2 Please appreciate that our (PAE) immediate local plan experience was in Leeds a few months before your consultation exercise. Relative to the Leeds consultation there was very little argument in yours about total housing requirements. Whereas, that matter was a virtually continuous complaint in Leeds, both saying that the Core Strategy figure was too high and too low, depending on who one listened to. In your case similar arguments were very infrequent. Indeed, there seemed to be remarkably little argument at the strategic level. Though I have to question why that shouldn't be the case. I think it's true to say that it is only at the more professional level where one tends to get this argument - developers, housebuilders, consultants, agents and very experienced interest groups such as CPRE, FoE. And the registered attendees didn't fall into such groups.
- 3 What comments that were made about housing went from discussion of how this was to be provided (i.e. pepper potting or major urban extensions) but with no overall common view, to comments more akin to a detailed examination of planning applications (e.g. access roads too narrow, poor sight line and junction arrangements, congestion). This matter was exacerbated by the very recent leafleting by and press report about the Heron Homes (?) site at Shelf. Not surprisingly, but not helpful for the purposes of your consultation, this was a very fresh issue for local people and no matter what PAE said it was difficult to move people on from this very detailed/localised approach to something more general and meaningful.
- 4 Perhaps the more meaningful strategic type comments related to how development ideas could be squared against the desire to maintain the generally green environment. 'Why do we need development?' That was until one went into the need for housing; did people think there was a housing crisis; how should this be dealt with; if everyone says that their locality wasn't suitable for development then where would this go? Generally, as is nearly always the case, once one explained in detail matters such as need for housing and the consequences of providing or not providing for this, most people understood the arguments and became less polarised in their reactions. But there was still a reluctance to then see that this would be a balancing act, as is always the case in planning, between housing/services/roads and the potential effect on greenspace of whatever sort.
- 5 Some of the discussion was more to do with understanding the planning system and the local plan process in particular. Again, not surprising. Which is why I made the offer to meet people in due course to run more general workshops.

- 6 A deal of the discussions really needed the results of the additional work/consultations you are carrying out - junction 24A, and especially the flood related work with the EA and the green belt review. People did comment that they found it difficult to make meaningful comments without that work.
- 7 In a similar vein, questions were asked about CIL. Whilst you have an approved CIL policy document if I recall correctly, asking people to refer to and understand its implications is asking a lot. Comments were made about the lack of facilities/services for the existing population but when I tried to explain the potential for CIL and its possible consequences and then referred to your CIL documents there was a fairly blank look all round.
- 8 There was the expected common complaint about lack of publicity for the events and its transparency. To a point this was understandable BUT the upside, from my point of view, was that the events didn't become public meetings, the discussions could be arranged easily in round table format, people found it easy to talk with each other and, most importantly, the PAE volunteers could talk face to face with each and every one of the attendees about their problems, their questions. And we did spend a long time talking with as many people as wanted to which we couldn't have done if there had been many more attending. So, whilst publicity could have been better, but isn't this always the case, it served a purpose which worked. I thought the events were more of a focus-group arrangement than open to all, though perhaps this could have been better explained at the outset. More people would have meant more of a 'public meeting' format with all of the usual attendant problems. Suggestions were made about more press adverts, more coverage of events, which in my view, would have negated the idea of focus groups, and easier web access which can come in due course.
- 9 Again, I have to mention Leeds, in that relative to our work there, we found your consultation events far more productive. I can think of sessions in Leeds when only about half a dozen people came through the door to have the usual walk around the boards/plans, faced with a lorry load of documents and with no obligation to listen to or talk with us. Highly frustrating and with little purpose. Your events, by contrast, we actually enjoyed, which isn't a priority but is an indication of how much we were involved which is one sign of good consultation.
- 10 There was a rightly felt concern that some sections of the community weren't involved. Elderly people for example might have found it physically difficult to attend. There was the usual absence of young people when we know that most results of any local plan will only be implemented when they are adults and have children of their own. I'm no lover of quotas but again there was little BME involvement. I don't think this is peculiar to Calderdale but we generally need to make consultation processes more extensive and inclusive. But this is an eternal problem and something always to be borne in mind.

APPENDIX 10

DRAFT LOCAL PLAN 2017 ISSUES RAISED

The Council contemplated going straight from the 2015/16 consultation to Publication; however, we were mindful that we had not consulted on all aspects of the policies or the Sustainability Appraisal. The 'Local Plan – Initial Draft' consultation therefore consisted of:

- A vision for the sustainable future of Calderdale;
- Policies to assist in the determination of planning applications and development projects;
- Potential sites for new Housing, Employment or Mixed-Use Development;
- Mapping which shows the potential allocations and where policies would be applied;
- A draft monitoring framework against which the delivery of the plan can be judged;
- Sites which have been rejected are also part of consultation;
- Sustainability Appraisal;
- Habitat Regulations Assessment.

Appendix 8 is a briefing note that was prepared for Councillors to provide information about this consultation and was prepared in July 2017. Again we undertook a number of drop-in sessions around Calderdale, and the consultation was widely publicised through various media channels.

The consultation resulted in:

- About 8,000 representations comprising 28,230 individual comments:
- 25,624 comments on sites;
- 2,496 comments on policies/text;
- 106 comments on Sustainability Appraisal;
- 4 comments on Habitat Regulations Assessment.

SUMMARY OF COMMENTS MADE DURING THE DRAFT LOCAL PLAN CONSULTATION 2017

General Comments:

- Many respondents were concerned about the timing of the Consultation during August and September, citing issues around the holiday season;
- Respondents were also concerned about the manner in which the Consultation had been disseminated, and the on-line consultation for those having limited IT skills;
- Issues around the scale of growth and in particular the selection of the Garden Suburb areas for significant development;
- Respondents cited congestion, lack of school places, difficulties in finding a Doctor's surgery, public transport deficiencies;
- Respondents raised concerns about building over the "green and pleasant land";
- Some respondents were concerned that there was limited evidence in support of the Local Plan;

- Issues around the proposals for the Clifton Business Park (now and Enterprise Zone);
- Concerns that the legal framework for preparing Local Plan has not been followed;
- Conflicts with the National Planning Policy Framework and the protection of the Green Belt, with much land being proposed for development in the Local Plan being in the Green Belt contrary to Government Policy;
- Concerns over the disproportionate spatial distribution focussing huge amounts of development on Brighouse, Hipperholme , Northowram and Shelf;
- Respondents are concerned that the focus upon brownfield and reuse of previous developed land does not appear to follow through in practice, and that Green Belt and greenfield land is being promoted instead;
- Concerns that the timetable being followed for plan preparation mean that it is not possible to give adequate consideration to the comments that have been submitted to the draft local Plan consultation;
- Issues around the Infrastructure to support the Local Plan and the different processes being followed at the City Region and local levels in seeking funding for projects which are being progressed, but not reference in the Local Plan;
- Lack of credible viability and infrastructure information to support the development proposed;
- Concerns that the Local Plan is being limited in terms of its time horizon and will not provide a fifteen year time horizon from adoption;
- Objections to the evidence base supporting the plan;
- Concerns that there is no cross-boundary coordination and consideration of issues, particularly with Kirklees and Cooper Bridge;
- Concerns that Green Belt should be preserved and not built upon;
- Some support for focus on the main towns, but the need to ensure the rural communities are not ignored and left out of the process should also be a concern;
- Concerns around the Vision for the Local Plan and how this is translated into actual development through the Local Plan process;
- Concerns over the Settlement Hierarchy and how settlements fit into this framework;
- Concerns around the Transport Evidence and lack Infrastructure Delivery Plan;
- Many comments relating to congestion and highways issues. The Local Plan will only make this worse;
- The increasing aged population does not appear to be adequately considered in the plan;
- Concerns that all the housing proposed is for families and will not meet the needs of the aging and diverse population of Calderdale;
- Need to address the empty properties in Calderdale before new housing is brought forward;
- Concerns about flood risk and whether the plan is adequately taking this into account;
- Concerns that the Objectives set for the Plan are not followed through in the document itself;
- Concerns around Climate Changes and the issues relating to this and how they are addressed in the Plan;

- The strands of sustainable development are interrelated and not separate, the goals for the plan do not recognise this relationship;
- Concerns relating to pollution levels and the Government's targets relating to West Yorkshire, including Brighouse. These need to be reflected in the Plan;
- Some general objections to the Presumption in Favour of Sustainable Development. Needs more explanation and demonstrating how this follows through the Plan, but this was also balanced by general support for the inclusion of the policy presumption;
- There are a number of comments concerning the structure of the Draft Local Plan with suggestions for a re-ordering and refocus of a number of chapters;
- General support for policies relating to sustainable design and construction, but also some suggestions for amendments;
- Concerns that the Local Plan has not taken brownfield into adequate consideration, by limiting the size threshold for allocation or 0.25ha;
- Concerns about the potential housing numbers, and the manner in which they are derived;
- Concerns that the SHMA is out of date and needs to be revised to take account of later information;
- Issues were raised about the "Liverpool" method and "Sedgefield" method to address undersupply in the housing delivery. Objections were provided to the Council's stated preference to use the Liverpool method by spreading the undersupply over the full plan period.
- Concerns that the "windfall" assumptions in relation to housing delivery are not robust. Others supported the windfall assumptions;
- Concerns that the plan cannot adequately demonstrate a five year housing supply, and that it will be out of date as soon as it is adopted;
- Concerns that the density assumptions for sites are not consistent with the evidence;
- Concerns that the housing requirement is so high and that the Council has not chosen to reduce the "needs" figure taking account of environmental issues which mean the high targets cannot be met without entering the Green Belt;
- Concerns about flood risk across the area and in particular whether the Plan has adequately taken this into account;
- Concerns that the Government's approach to wind turbines is artificially reducing the ability of Calderdale to meet its renewable energy targets;
- The Local Plan should promote solar gain and ensure buildings are able to take account of their orientation to facilitate solar energy production;
- Concerns around the way the Plan manages the delivery of sites. It is not clear whether there is phasing or not and whether sites will be withdrawn later in the plan period if they are shown not to be needed;
- Concerns that proximity of development to the M62 Corridor will not produce an environment that is conducive to health and well-being;
- Some respondents seek the splitting of transport from Infrastructure and Master Planning and placing it in a separate Chapter;
- Specific issues around a number of the roads across the district where congestion is high and the potential for new development will only worsen conditions;

- Specific issues around the Calderdale Strategic Transport Model and the assessment of sites within the Local Plan. In particular concerns expressed that only sites over 50 dwellings have been specifically modelled;
- Specific issues around some of the Transport evidence and the trip generation rates and destinations;
- Support for the provision of electric charging points in new developments and across the district;
- Policy specific comments in relation to transport and infrastructure;
- Concerns that the regeneration of town centres does not feature strongly and that opportunities to meet housing need on town centre sites have been missed;
- Concerns that the master-planning included for larger sites does not transfer over to the need for master planning for settlements;
- A number of comments considered that master planning should only be undertaken on really large sites – those capable of accommodating more than 500 dwellings, rather than the 50-100 that the policy suggests;
- Specific comments about the master planning policy is unclear and its provisions onerous;
- Concerns that education provision is not adequately reflect in the draft plan;
- Many comments relating to sites for housing, employment and mixed-use. The vast majority were objections, but there were a limited number of positive comments;
- Concerns expressed that the employment evidence was not available to underpin the Local Plan;
- Concerns that the Local Plan Evidence does to cross-refer to the Leeds City region Strategic Economic Plan;
- Need to ensure that the Local Plan reflects the employment evidence, which was not available for this Consultation;
- Several specific comments regarding employment policies, their clarity and intentions;
- Comments relating to the designation of specific retail centres;
- Comments relating to the designation of Shopping Frontages within Halifax Town Centre;
- Concerns that there are few proposals to improve cultural and leisure provision beyond the policy framework;
- Comments regarding the Gypsy and Traveller policy, and concerns about the specific issues relating to the suggested site in Brighouse;
- Housing policies, concerns around the density assumptions and the distribution of development generally;
- Concerns that the plan needs to provide more detail on the types of housing to be delivered on each site, eg Starter Homes or housing for the elderly;
- Concerns that the need for smaller size homes will be overtaken by the economics of building larger family housing thus not meeting the needs of Calderdale's residents;
- Other respondents considered that the Plan should not be too prescriptive on housing type and leave it for the market to decide;
- Further evidence is required on the cross boundary issues specifically relating to housing market areas;
- Specific comments about self-build housing;

- Comments around the affordable housing policy and the levels to be sought in different areas, and the evidence behind them;
- Comments concerning the built environment and protection of landscape;
- Comments around ensuring design quality is high together with the sustainability requirements for new developments;
- Comments regarding climate change standards and seeking the use of the Merton Rule;
- Comments regarding the use of BREEAM Standards to secure sustainable non-residential development.
- Comments seeking policy requirements for Passivhaus standards;
- Comments regarding the design policies generally with suggestions for amended text;
- Comments regarding the Historic Environment Chapter. Many positive, but some seeking additional safeguard and wording in the policy text;
- Requirement for Heritage Impact Assessment for specific sites identified;
- Comments regarding Green Belt and the need to ensure exceptional circumstances are set out as part of the plan-making process;
- Comments that the Local Plan is in contravention of the NPPF, because it attempts to take land out of the Green Belt;
- Many site specific comments relating to potential sites and their Green Belt status, both positive in support of prospective allocations and negative against such allocations;
- Comments concerned that growth will automatically lead to increased pollution levels and is therefore not compliant with NPPF;
- Specific comments relating to environmental protection policies;
- General comments relating to minerals policy;
- Specific comments relating to text and policies;
- Concerns over the policy framework for “fracking” and unconventional forms of extraction and exploration;
- Concerns and objections about waste policy and sites;
- Concerns that the process for the assessment of waste sites is flawed and needs to be reassessed;

COMMENTS ON THE SUSTAINABILITY APPRAISAL (2017)

- There is a serious flaw in the Sustainability Appraisal as the consideration of the Notions of Distribution all assume that Brighouse will take additional growth, without considering whether this is genuinely deliverable and feasible;
- There is no option relating the distribution of development to the Settlement Hierarchy;
- General comments relating to the role of SA and how it should be presented;
- The need to undertake SA of all rejected sites is also required;
- Specific comments relating to the SA for sites and policies;
- Need to include light pollution as one of the criteria for SA;

COMMENTS ON THE HABITATS REGULATIONS ASSESSMENT (2017)

- Concerns that some of the terminology in the HRA is incorrectly used;
- General support for the approach, but some specific comments needing to be reflected in the update version for the Final Plan;
- Concerns that hydrological effects may not be adequately reflected;
- Issues around potential mitigations relating to tree-planting in relation to flood risk may not be achievable without impacting on the nature conservation value of the SPA/SAC.

CONSULTATION WITH HARD TO REACH GROUPS REGULATION 18

Throughout the preparation of the Local Plan including the Core Strategy, the Council has facilitated a number of sessions with some of the Hard to reach groups. In particular with the disabled and ethnic minorities across the district.

As part of the early engagement for the Core Strategy sessions were held with:

- Disabilities Partnership;
- DiL Group – Asian Men’s network;
- Awaas women’s group;
- Women’s Group;
- Disabilities Partnership Meeting, King’s Church, Park Road;
- Schools/Young People;
- College/Young People;
- Residents within a number of communities including : Boothtown; Mixenden; Illingworth; Sowerby Bridge; Tenants and Residents Associations (TARAs); College Students;
- Over 50’s Group;

Many of the events for the Hard to Reach Groups were hosted by Planning Aid England. The summary of the issues discussed are attached as Appendix 4.

Officers have attended meetings with representatives of the BME community in West Central Halifax on a number of occasions and have raised awareness of the Local Plan. For the 2017 consultation we prepared an ‘Easy-read’ questionnaire, which was deposited in public buildings. Furthermore during April 2018 an officer attended the Calderdale Learning Disability Partnership to explain and discuss the Local Plan.

LOCAL PLAN – INITIAL DRAFT AUGUST TO OCTOBER 2017

This Consultation was the climax of the engagement on the Local Plan. Overall 25,624 recognisable comments were made on sites and 2,496 comments on policies/text (a relatively small number of comments were made on the Sustainability Appraisal and Habitat Regulations Assessment). The comments raised about sites have been broken down by issue and this is illustrated in the pie chart below.

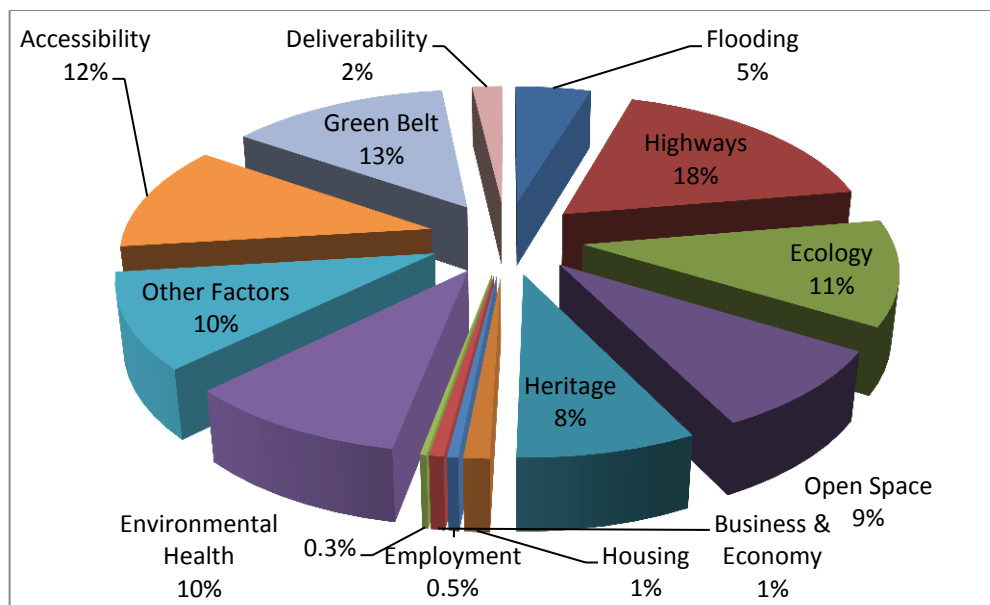


Figure: Themes Identified within the Comments Made during the Consultation 2017

The themes identified above were also very much reflected in the comments made on the policies and text. It can in this respect be seen that key concerns were the impact on highway (and other infrastructure); and the need to release land from the Green Belt.

The Council has considered all the comments made during the consultation in 2017, but given the time constraints in producing the Publication Version of the Local Plan and the scale of representations as indicated above, has been unable to provide detailed responses to individual comments made. Comments were drawn together into matters or issues for further consideration by the Council and consultees in preparing the Publication version of the Local Plan. For example, where respondents may have objected to a potential allocation on highways grounds, those issues will have been further considered by the Highways Section in determining their advice on the Local Plan. Similarly with representations relating to ecology, environmental health, historic environment or other matters. The impact of the comments may be seen in the Site Reports issued with the Publication Version of the Local Plan, or in revised text of policies.

Representations received during the 2017 have been very influential in developing the Publication Version of the Local Plan, although it is not possible to identify individual responses and actions arising.