

# **Cabinet Report Appendix 1**

## **CALDERDALE LOCAL PLAN**

### **SD01.1 Main Modifications to the Publication version of the Local Plan (August 2018)**

**Calderdale Metropolitan Borough Council**

**2022**



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## Chapter 5 – Presumption in Favour of Sustainable Development

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MM1	34	Policy SD1	<p><b>Presumption in Favour of Sustainable Development</b></p> <p><del>When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development. It will always work pro-actively, with applicants, in order to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.</del></p> <p><u>As a means of securing sustainable development the Council will:</u></p> <ul style="list-style-type: none"> <li>• <u>Work pro-actively with applicants in order to find solutions so that applications can be approved wherever possible;</u></li> <li>• <u>When considering development proposals, take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.</u></li> </ul> <p>Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise. Where there are no <del>Local Plan relevant development plan</del> policies relevant to the application or relevant <u>the policies which are the most important for determining the application</u> are out of date at the time of making the decision, the Council will grant permission unless: <del>material considerations indicate otherwise.</del> <u>This will involve taking into account whether:</u></p> <ul style="list-style-type: none"> <li>• <del>Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or</del></li> <li>• <del>Specific policies in the Framework indicate that development should be restricted.</del></li> </ul>	Update

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason
			<ul style="list-style-type: none"> <li>• <u>the application of policies in the National Planning policy Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or</u></li> <li>• any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole.</li> </ul>	
MM2	34/35	Paras. 5.3 to 5.10	<p>In addition to Policy SD1 a second sustainable development policy is proposed, which has already been subject to consultation at the Core Strategy Preferred Options (2012). Taking sustainable development as the starting point Policy SD2 has been developed through comments received during the initial consultations alongside the SA, and addresses the following topic areas:</p> <ul style="list-style-type: none"> <li>• Meeting Local Social, Economic, and Environmental Needs;</li> <li>• Climate Change;</li> <li>• Accessibility;</li> <li>• Environmental Protection;</li> <li>• Design;</li> <li>• Sustainable Construction;</li> <li>• Minimising Waste;</li> <li>• Health and wellbeing;</li> </ul> <p><b>Meeting Local Social, Economic and Environmental Needs</b></p> <p>5.4 Local Plan policies will address different types of development proposals. Developments may address more than one identified need, for example a residential development may support the housing need in a particular area, and other local needs, for open space, road improvements, or other community facilities.</p>	Update

		<p><b>Climate Change</b></p> <p>5.5 Tackling climate change is fundamental to the principles of sustainable development, through both adapting to, and mitigation of, the impacts of climate change. Development needs to consider both aspects of addressing climate change; adapting to the impacts of climate change may encompass flood risk management, urban design, and biodiversity; whilst mitigating the impacts through policies that direct development towards sustainable locations that are accessible by sustainable travel, delivering energy efficient development, and generation of renewable and low carbon energy.</p> <p><b>Accessibility</b></p> <p>5.6 In order to increase accessibility to different opportunities, development should be located in sustainable locations, and which can be accessed by pedestrians, cycling, public transport, or by private car. With this in mind, mixed use developments can often make a positive contribution to sustainable development. Improvement and enhancement of green infrastructure links that encourage walking and cycling will also increase accessibility.</p> <p><b>Environmental Protection</b></p> <p>5.7 Within Calderdale, there are internationally important environmentally protected areas, the Special Protection Areas (SPA) and the Special Areas of Conservation (SAC), covering the South Pennine moorlands. Additionally there are five Sites of Special Scientific Interest (SSSI) and a number of locally important nature sites. New development should support the protection and enhancement of these areas, in order to protect these environmentally sensitive areas. In addition to biodiversity, the plan needs to reflect the importance of protecting geodiversity resources.</p> <p><b>Sustainable Design &amp; Construction</b></p> <p>5.8 Throughout the lifetime of the plan, proposals should reflect the distinctive, local character of the area and reinforce this through high quality sustainably designed buildings, that minimise</p>	
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			<p>their impact on the planet, and make full use of sustainable construction materials. Making full use of local building materials will also support this element of sustainable development.</p> <p><b>Minimising Waste</b></p> <p>5.9 Development should reflect the principles of the waste hierarchy as described in the Waste section. This requires waste to be considered as a resource, and to ensure that disposal is seen as the last resort. All development proposals should therefore be designed with this in mind, not only during the construction phase, but also to provide suitable segregation and separation areas for occupants of developments, to improve recycling of materials.</p> <p><b>Health and Wellbeing</b></p> <p>5.10 Planning and the health of the population are closely linked. The local plan will ensure that the contribution that green spaces make towards people's health are reflected in policies; and through ensuring development delivers safe, attractive, public and private spaces, alongside the provision of both formal and informal green spaces that will help encourage more active lifestyles and social interaction. Development proposals should support Strategic Objective 8: Communities and Narrowing the Gap which aims to reduce the differences across Calderdale in terms of health, quality of life, and economic prosperity.</p>	
MM3	36	Policy SD2	<p><del><b>Sustainable Development</b></del></p> <p>All new development within Calderdale is expected to make a positive contribution to sustainable development by:</p> <ul style="list-style-type: none"> <li>• <del>Supporting the identified local needs of Calderdale's communities;</del></li> <li>• <del>Addressing climate change including adaptation and mitigation;</del></li> <li>• <del>Achieving development in accessible locations, and which can be accessed safely by a number of different travel modes;</del></li> </ul>	Clarification

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason
			<ul style="list-style-type: none"> <li>• <del>Protecting and enhancing local, national and internationally important biodiversity and geo-diversity sites;</del></li> <li>• <del>Ensuring development reflects the local and historic character of the area;</del></li> <li>• <del>Requiring new development to be built using sustainable construction methods;</del></li> <li>• <del>Reducing the levels of waste arising from development;</del></li> <li>• <del>Ensuring development supports the health and well being of the local community.</del></li> </ul>	

## Chapter 6 – Planning for Growth

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MM4	37	Para 6.2	<p>The level of housing need in Calderdale has been derived using the Government's standard housing methodology, and used the most recent datasets published by the Office of National Statistics in 2016. The Plan will meet the housing need of the Borough for a period of 15 years. The Plan period is therefore 2018/19 – 2032/33. As the most up to date figures are being used, these take into account any under supply over recent years. Planning Practice Guidance is clear that when using the standard methodology for calculating housing need, there is no need to factor in previous levels of under supply as any under delivery will be reflected in the affordability adjustment.</p> <p><i>The report “Modelling the economic implications of the proposed housing requirement” produced by Turley in 2019<sup>1</sup>, identified a requirement of 1,040 homes per annum to support the ‘policy-on plus transport’ economic growth forecast. Given the complexity and assumptions around modelling, for example, economic activity, commuting rates, population change, household formation and economic participation rates uncertainty exists about the extent to which these assumptions can be relied on. This uncertainty inevitably increases towards the end of the forecast period. Therefore, the housing requirement figure reflects the Turley research and modelling for the first ten years of the Plan period based on the ‘policy-on plus transport growth’ scenario but employs the Turley ‘baseline growth’ scenario for the final five years of the Plan period. Further modelling work undertaken by Turley on behalf of the Council to examine the implications of the recently published 2018 household projections (CC63b<sup>2</sup>) confirms that the figure of 997 dwellings per annum in “Modelling the economic implications of the proposed housing requirement” is of the level necessary to provide the labour force needed to support the ‘policy-on’ job growth scenario as it demonstrated, based on the latest demographic evidence available, that 999 dwellings per annum could be needed to support the ‘policy-on’ scenario. The difference between 997 dwellings per annum and 999 dwellings per annum is of a scale judged as being within a reasonable margin of error, inevitable in any such modelling exercise, a point referenced</i></p>	Update



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			<p><i>in the relevant Planning Practice Guidance. Statutory reviews of the Local Plan will re-visit the evidence. The housing requirement figure is set out in Table 6.1 below.</i></p> <p><b>Add Footnote to page 37:</b></p> <p><b>1</b> <u>CC21: Modelling the economic implications of the proposed housing requirement, Produced by Turley for Calderdale Council, August 2019</u></p> <p><b>2</b> <u>CC63b Technical Note for Calderdale Council – Remodelling the housing needed to support job growth in Calderdale, Produced by Turley for Calderdale Council, August 2020</u></p>							
MM5	37	Table 6.1	<p><b>Table 6.1: Housing Need in Calderdale Requirement 2018/19 – 2032/33</b></p> <table border="1"> <thead> <tr> <th></th> <th>Number</th> </tr> </thead> <tbody> <tr> <td>Total <u>Housing</u> Requirement 2018/19 – 2032/33</td> <td><del>12,600</del> <u>14,950</u></td> </tr> <tr> <td><del>Dwellings per annum</del> <u>Average Annual Housing Requirement</u></td> <td><del>840</del> <u>997 (rounded)</u></td> </tr> </tbody> </table>		Number	Total <u>Housing</u> Requirement 2018/19 – 2032/33	<del>12,600</del> <u>14,950</u>	<del>Dwellings per annum</del> <u>Average Annual Housing Requirement</u>	<del>840</del> <u>997 (rounded)</u>	Update
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MM6	37	6.3 -6.4	<p><b>Sources of Housing Supply</b></p> <p>6.3 Whilst the housing needs of the Borough are to be met largely from new land allocations, the Local Plan makes allowances for various aspects of housing supply that contribute to delivery, which means that the actual allocations for new land that the Plan makes are less than the overall level of housing</p>	Update						

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			<p><del>need <u>housing requirement</u></del>. The various components of housing land supply are discussed below and set out in <del>the</del> Table 6.2.</p> <p><b><del>Extant Planning Permissions</del></b> – The Council’s Housing Land Availability database (HLA) has shown that at 30 September 2017, there were a total of 2,360 dwellings that have planning permission (excluding outline permissions) which had not yet been implemented. 212 of these were to be expected to be delivered in the remaining six months of 2017/18, leaving 2148 to be delivered during the Plan period. The delivery of these dwellings is an important source of supply and their implementation would contribute to meeting the housing requirement in the Borough. The Council has taken a cautious approach in placing reliance on the delivery of extant planning permissions, and recognises that some permissions will lapse or not be renewed and therefore, a 10% discount has been applied to planning permissions of less than 10 units. For proposals of 10 or more units where there are ten or more units remaining, officers have made a judgement using available intelligence to ascertain the likeliness of the scheme coming forward. After this exercise, a total of 1,888 units have been included as a source of supply in meeting Calderdale’s housing needs. These will be positioned in the housing trajectory using evidence from the SHLAA, and the assumptions made on lead in times and delivery rates discussed below.</p> <p><b><u>Extant Planning Permissions</u></b> – <u>The Council’s Housing Land Availability database (HLA) demonstrates that at 31<sup>st</sup> March 2021, there were a total of 3,745 dwellings with extant planning permission remaining to be built. The delivery of these dwellings is an important source of supply and will contribute to meeting the housing requirement in the Borough. The Council has applied a cautious approach in placing reliance on the delivery of extant planning permissions and excluded those that have stalled and are unlikely to progress in the plan period. Any Local Plan allocations with extant planning permission have also been excluded to avoid double counting with the land allocations source of supply. This approach provides a figure of 2,187 dwellings which the Council considers will be delivered in the plan period. These are positioned in the housing trajectory based on the Council’s knowledge of sites</u></p>	

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			<p><i>(including from surveys of agents/landowners/developers) and reflecting the lead in times and delivery rates discussed below.</i></p> <p><b>Windfall Sites</b> - Windfall sites are those which have not been specifically identified as available. The NPPF states that these may be included as a source of supply if there is compelling evidence that such sites have consistently become available in the local area and will continue to provide a reliable source of supply. The Council's justification for inclusion of a windfall allowance is set out in the Housing Technical Paper<sup>2</sup>. <del>Analysis of past windfall delivery and likely future trends has suggested the Council can include in its housing trajectory, a total of 1,294 units as a reliable source of housing delivery. <i>The 2020/21 housing trajectory update<sup>3</sup> demonstrated that a figure of approximately 880 dwellings (98pa) was justified for the remaining 9 years of the trajectory. Windfalls are only included from Year 7 (2024/25) to avoid a potentially double count with extant planning permission.</i> No allowances are made for windfalls in the first three years as this could potentially lead to double counting with sites with planning permission. It is considered that 162 units will be delivered in years 4 and 5, and 97 units will be delivered each year between years 6 and 15. This equates to <del>10%</del> <u>6.5% of the housing requirement supply to be delivered during the Plan period.</u> for Calderdale. The contribution from windfalls will continue to be monitored and will be reflected in the annual five-year supply assessments.</del></p> <hr/> <p><b><u>Add Footnotes to page 37:</u></b></p> <p><b>2</b> <u>CC40: Housing Technical Paper, Calderdale Council, March ,2020</u></p> <p><b>3</b> <u>CC125d: Annual Update for 2020/2021 Year, Housing Trajectory and Five-Year Housing Land Supply, Calderdale Council, November 2021</u></p>	

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			<p><b>New Allocations</b> - The remaining requirement is met through new land allocations. These are set out in <del>Policy</del> <u>Policies SD5 'Allocated Mixed use Sites' and SD7 'Allocated Housing Sites'</u>. Some of these allocations comprise of land allocations from the RCUDP.</p> <p>6.4 The following have not been included as a source of supply:</p> <p><b>Empty dwellings</b> - At <del>25 April 2018</del>, <u>31<sup>st</sup> December 2021</u> there were <del>1,782</del> <u>1,637</u> long term empty dwellings (defined as empty for 6 months or longer) in the Borough. In more general terms, the number of empty properties in Calderdale is falling, and the Council through its Housing Service is actively pursuing initiatives to bring these back into residential use. However, many such properties can be difficult to bring back into residential use (as documented in the Council's <del>Empty Homes Strategy 2010-2015</del> <u>Housing Strategy 2021-2026</u> and reflected in the SHMA) and it is therefore difficult to quantify the contribution empty properties may make to delivering housing over the plan period and therefore a figure has not been included here for this source.</p> <p><b>Demolitions</b> - demolitions have generally been low in the past and no significant levels of demolitions are currently planned, therefore no allowance has been made.</p>																									
MM7	38	Table 6.2	<p style="text-align: center;"><del>Table 6.2: Sources of Housing Land Supply</del></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 5%;"></th> <th style="width: 45%;"></th> <th style="width: 15%; text-align: center;">Number</th> <th style="width: 35%; text-align: center;">Comments</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;"><b>A</b></td> <td><b>Housing Need (2018/19 – 2032/33)</b></td> <td style="text-align: center;"><b>12,600</b></td> <td>15 years at 840 dwellings per year</td> </tr> <tr> <td style="text-align: center;">-</td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;"><b>B</b></td> <td colspan="3"><b>Sources of Supply</b></td> </tr> <tr> <td style="text-align: center;">-</td> <td>Extant planning permissions</td> <td style="text-align: center;">1,888</td> <td>Council's Housing Land Availability database, permissions up to 30.09.17</td> </tr> </tbody> </table>			Number	Comments	-	-			<b>A</b>	<b>Housing Need (2018/19 – 2032/33)</b>	<b>12,600</b>	15 years at 840 dwellings per year	-				<b>B</b>	<b>Sources of Supply</b>			-	Extant planning permissions	1,888	Council's Housing Land Availability database, permissions up to 30.09.17	Update
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			-	<b>Sub total</b>	<b>3,182</b>	-																					
			-	-	-	-																					
			C	<b>Number of dwellings required on new land allocations</b>	<b>9,418</b>	Housing need minus extant planning permissions and windfalls																					
<p><b><i>Table 6.2: Housing Requirement and Sources of Supply</i></b></p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th><u>Dwellings</u></th> <th><u>Notes</u></th> </tr> </thead> <tbody> <tr> <td colspan="3" style="text-align: center;"><b><u>REQUIREMENT</u></b></td> </tr> <tr> <td><u>Housing Requirement 2018/19 to 2032/33</u></td> <td style="text-align: center;"><u>14,950</u></td> <td><u>Stepped Trajectory (rounded):</u> <u>500 x 8 years</u> <u>900 x 2 years</u> <u>1810 x 5 years</u> <u>(Annual Average 997)</u></td> </tr> <tr> <td colspan="3" style="text-align: center;"><b><u>SOURCES OF SUPPLY</u></b></td> </tr> <tr> <td><u>Net Completions 2018/19 to 2020/21 (Years 1 to 3)</u></td> <td style="text-align: center;"><u>1,169</u></td> <td><u>Year 1 Gross 579/Net 557</u> <u>Year 2 Gross 418/net 348</u> <u>Year 3 Gross 280/Net 264</u></td> </tr> <tr> <td><u>Extant Planning Permissions</u></td> <td style="text-align: center;"><u>2,187</u></td> <td><u>Analysis of Housing Land Availability Database (31<sup>st</sup> March 2021)</u></td> </tr> <tr> <td><u>Windfalls</u></td> <td style="text-align: center;"><u>883</u></td> <td><u>98 units over 9 years (rounded)</u></td> </tr> </tbody> </table>								<u>Dwellings</u>	<u>Notes</u>	<b><u>REQUIREMENT</u></b>			<u>Housing Requirement 2018/19 to 2032/33</u>	<u>14,950</u>	<u>Stepped Trajectory (rounded):</u> <u>500 x 8 years</u> <u>900 x 2 years</u> <u>1810 x 5 years</u> <u>(Annual Average 997)</u>	<b><u>SOURCES OF SUPPLY</u></b>			<u>Net Completions 2018/19 to 2020/21 (Years 1 to 3)</u>	<u>1,169</u>	<u>Year 1 Gross 579/Net 557</u> <u>Year 2 Gross 418/net 348</u> <u>Year 3 Gross 280/Net 264</u>	<u>Extant Planning Permissions</u>	<u>2,187</u>	<u>Analysis of Housing Land Availability Database (31<sup>st</sup> March 2021)</u>	<u>Windfalls</u>	<u>883</u>	<u>98 units over 9 years (rounded)</u>
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MM8	38	Policy SD3	<p><b>Housing Requirement</b></p> <p>Provision is made for 12,600 additional dwellings to be delivered within Calderdale between 1st April 2018 and 31st March 2033, in order to meet the housing needs of the Borough.</p> <p><b>Policy SD3</b></p> <p><b>Housing Requirement</b></p>	Update																								

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			<p><u>In order to meet the housing needs of the Borough the Council will seek to make provision to meet the housing requirement of 14,950 net additional dwellings as a minimum over the Plan period (1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2033). The anticipated rate of delivery will be as follows:</u></p> <ul style="list-style-type: none"> <li>• <u>Period 1: 2018/19 – 2025/26 = 500 dwellings per annum</u></li> <li>• <u>Period 2: 2026/27 – 2027/28 = 950 dwellings per annum</u></li> <li>• <u>Period 3: 2028/29 – 2032/33 = 1,810 dwellings per annum</u></li> </ul>	
MM9	38/39	Paras. 6.7 – 6.8	<p><b>Maintaining a Supply of Deliverable Housing Sites</b></p> <p><b>6.5</b> National planning policy requires local planning authorities to identify and update a five-year supply of deliverable sites. This supply must include a 5% additional buffer of sites which are moved forward from later in the Plan period, or if the local authority has persistently under-delivered, the buffer should be increased to 20%. This is not an increase in the housing requirement but ensuring that more sites are available and deliverable in the first five years of the Plan, so that there is more choice and competition in the market for land and more chance of meeting the housing requirement. If the Council cannot demonstrate that it has a five-year supply of specific deliverable sites, relevant policies for the supply of housing can be considered out of date.</p> <p><b>6.6</b> The housing trajectory below indicates when sites are likely to come forward and is based on information regarding constraints, infrastructure requirements, developers' intentions and build out rates. This is not a phasing of sites but a reflection of likely delivery rates, based on analysis of historic trends in Calderdale, site specific information provided by landowners and availability and viability evidence on specific sites. Generally, information relating to sites in the latter part of the Plan period cannot be as definite as that for sites expected to come forward earlier in the Plan Period. The Council has however, identified sites for the full plan period as opposed to only broad locations for the later years. The deliverability of sites will be kept under review in order that a five-year supply of housing land is maintained.</p>	Update

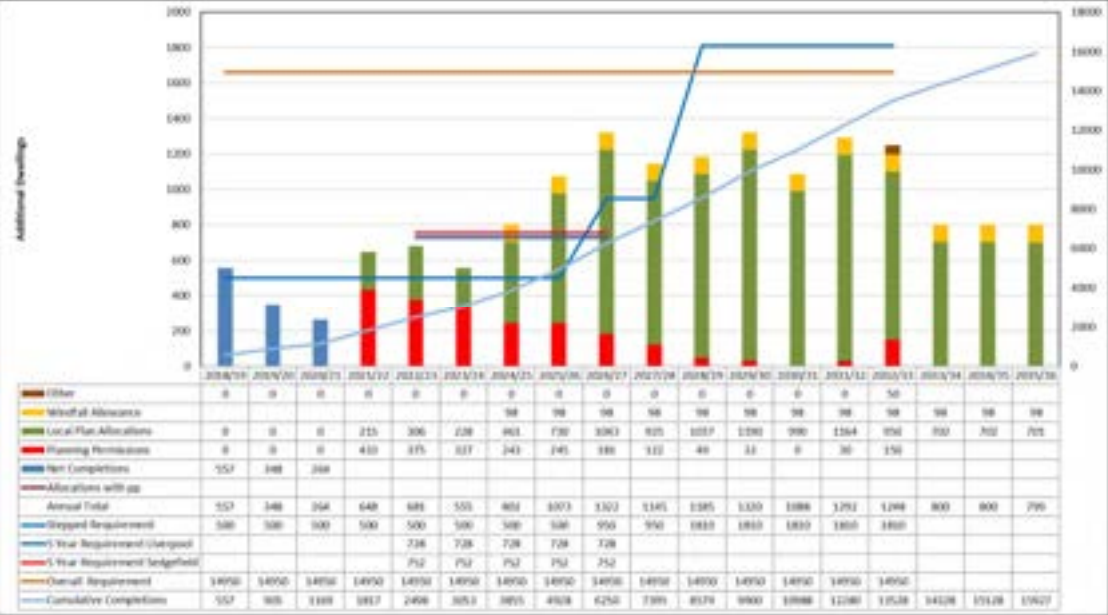
Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason
			<p>6.7. Given that the housing need for Calderdale is significantly higher than recent levels of delivery, it is considered appropriate to use a stepped requirement in the housing trajectory. Over the last ten years, net housing completions have averaged 451 dwellings per annum, with the lowest level of delivery of 289 units in 2016/17 and 2017/18. To meet current housing need, the borough would need a 86% increase in the level of housing delivery seen over the last ten years. Analysis of lead in times has shown that delivery on the allocations is unlikely to commence until Year 4, therefore the Council is reliant on planning permissions and allocations with permission delivering on site in the first three years of the Plan. Given the constrained land supply prior to adoption of the Plan, and the level of permissions coupled with recent housing delivery it is not considered realistic or achievable to meet the full housing need in the early years of the Plan. However, the trajectory shows that it is considered achievable to meet two thirds of the annual housing need in the first three years, with the remainder met over the last 12 years of the Plan period</p> <p><b><u>The Housing Trajectory</u></b></p> <p><b><u>6.7 Given that the annual housing requirement is significantly higher in the Local Plan than the Replacement Calderdale Unitary Development Plan and the Regional Spatial Strategy there exists justification for a stepped housing trajectory. This approach reflects the level of completions in recent years, averaging 440 dwellings per annum over the ten-year period 2009/10 to 2018/19. In the first 3 years of the plan period the average completion rate has been 390 dwellings net per annum. Additionally, there are a number of strategic sites which will be delivered over a number of years later in the plan period. A stepped approach is consistent with previous plans with both the Regional Spatial Strategy and the Core Strategy Preferred Options taking this approach.</u></b></p> <p><b><u>6.7a The housing trajectory is therefore divided into three periods and consists of two distinct steps. A rate of 500 dwellings per annum (dpa) is employed for the first eight years of the trajectory, followed by 950 dpa for the following two years, and 1,810 dpa for the subsequent five years. The figure of 500 dpa for the early part of the plan period is ambitious and represents a boost in housing delivery compared to</u></b></p>	



Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason
			<p><u>general historic levels. Whilst the first year of the Local Plan (2018/19) saw a rise in completion levels to 555 dwellings net this has not been maintained in the subsequent two years. Setting the first period at the proposed level is therefore ambitious but demonstrates the Council’s commitment to delivery. Positioning the first step up, to 950dpa, at Year 9 (2026/27) both reflects the adopted date of the Local Plan (taken as April 2022, for the trajectory to align with the most recent monitoring year) and demonstrates the Council’s ambition to increase housing delivery. It assumes sites which cannot come forward prior to adoption of the Local Plan, such as those currently in the Green Belt, will either start to deliver or increase their rate of delivery. The third step up in Year 11, to 1,810 dpa, relies on these sites, along with the strategic sites, maintaining and increasing completion levels over the latter part of the Plan period. The cumulative number of dwellings resulting from the three periods, as shown in the trajectory, equates to the housing requirement figure of 14,950 dwellings. However, given the greater amount of time required to deliver large sites such as the Garden Suburbs, their delivery will extend beyond the Plan period. Future iterations of the trajectory will reflect and refine delivery for this period once definitive annual delivery levels for the Garden Suburbs have been established.</u></p> <p><u><b>6.7b</b> Sites in the housing trajectory are positioned based on the best information available, including availability, constraints, infrastructure requirements, developers’ intentions, viability and build out rates. Further information on delivery rates (based on analysis of historic trends in Calderdale) can be found in the Housing Technical Paper. It is not anticipated that all sites will be delivered at the point shown, since where there are sites in proximity it is normally the market which will determine the order in which they come forward, subject to any overriding infrastructure issues. Therefore, there cannot be a direct correlation between the supply demonstrated in the trajectory and its delivery. The need to demonstrate a 20% buffer in the five-year housing land supply was also a consideration. Information relating to sites in the latter part of the Plan period cannot be as definite as that for sites expected to come forward earlier in the Plan Period. The Council has however, identified sites for the full plan period as opposed to only broad locations for the later years.</u></p>	

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			<p>6.8 When demonstrating the Council can achieve a five year supply of deliverable sites, this will be based on the stepped requirement in any given five year period. Sites have been included in the trajectory in the first five years of the Local Plan because they either have full or reserved matters planning permission, have outline planning permission, are site allocations where assumptions regarding lead in times have been made or a house builder/agent has confirmed delivery of the site in the first five years, or are Council owned sites identified in a housing delivery programme.</p>																																																	
MM10	40	Picture 6.1/ Table 6.3	<p style="text-align: center;"><b>Picture 6.1: Calderdale Housing Trajectory 2018/19 – 2032/33</b></p> <p style="text-align: center;"><b>Table 6.3: Calderdale Housing Trajectory 2018/19 – 2032/33</b></p> <table border="1" data-bbox="734 1257 1861 1375"> <thead> <tr> <th></th> <th>2018/19</th> <th>2019/20</th> <th>2020/21</th> <th>2021/22</th> <th>2022/23</th> <th>2023/24</th> <th>2024/25</th> <th>2025/26</th> <th>2026/27</th> <th>2027/28</th> <th>2028/29</th> <th>2029/30</th> <th>2030/31</th> <th>2031/32</th> <th>2032/33</th> </tr> </thead> <tbody> <tr> <td>Commitments</td> <td>532</td> <td>464</td> <td>410</td> <td>380</td> <td>302</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>Local Plan Allocations</td> <td>-</td> <td>231</td> <td>545</td> <td>740</td> <td>815</td> <td>797</td> <td>859</td> <td>770</td> <td>798</td> <td>738</td> <td>767</td> <td>608</td> <td>662</td> <td>671</td> <td>453</td> </tr> </tbody> </table>		2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Commitments	532	464	410	380	302	-	-	-	-	-	-	-	-	-	-	Local Plan Allocations	-	231	545	740	815	797	859	770	798	738	767	608	662	671	453	Update
	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33																																					
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MM11	41	Para. 6.9	<p data-bbox="734 1074 920 1098"><b>Five Year Supply</b></p> <p data-bbox="734 1137 1861 1353">6.9 The table below shows that the Council is able to demonstrate a supply of deliverable sites. As the delivery of housing over recent years in Calderdale has fallen significantly below the level of housing need, the supply of deliverable sites includes a 20% buffer which demonstrates that there is a sufficient supply of sites which can offer choice to the housing market. It should be noted that these are not additional allocations, but show that sites which have been considered likely to come forward during the middle of the plan period, are available and deliverable during the first five years. This is separate to</p>	Update																																																																																																																																																																																																

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MM12	41	Table 6.4	<p style="text-align: center;"><b>Five Year Supply</b></p> <p style="text-align: center;"><b>Table 6.4: Five Year Supply Position 2018</b></p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th style="text-align: right;">-Number</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">-</td> <td></td> </tr> <tr> <td><b>Housing Requirement (per annum)</b></td> <td style="text-align: right;"><b>840</b></td> </tr> <tr> <td>Five Year Housing Requirement</td> <td style="text-align: right;">4200</td> </tr> <tr> <td>20% Buffer</td> <td style="text-align: right;">840</td> </tr> <tr> <td>Total Five Year Supply Requirement + 20% Buffer</td> <td style="text-align: right;">5040</td> </tr> <tr> <td>Annual Five Year Supply Requirement + 20% Buffer</td> <td style="text-align: right;">1008</td> </tr> <tr> <td><b>Sources of Supply</b></td> <td></td> </tr> <tr> <td>Planning Permissions</td> <td style="text-align: right;">2007</td> </tr> <tr> <td>Windfalls (162pa in Years 4 &amp; 5)</td> <td style="text-align: right;">324</td> </tr> <tr> <td>Land Allocations considered deliverable in Years 1-5</td> <td style="text-align: right;">3228</td> </tr> <tr> <td>Brownfield Land Register sites (sites in BLR either have planning permission, are allocated, or Local Plan evidence has shown them to be unviable)</td> <td style="text-align: right;">0</td> </tr> <tr> <td><b>Total Five Year Supply</b></td> <td style="text-align: right;"><b>5559</b></td> </tr> <tr> <td><b>Number of Years Supply (including 20% Buffer)</b></td> <td style="text-align: right;"><b>5.51</b></td> </tr> </tbody> </table>		-Number	-		<b>Housing Requirement (per annum)</b>	<b>840</b>	Five Year Housing Requirement	4200	20% Buffer	840	Total Five Year Supply Requirement + 20% Buffer	5040	Annual Five Year Supply Requirement + 20% Buffer	1008	<b>Sources of Supply</b>		Planning Permissions	2007	Windfalls (162pa in Years 4 & 5)	324	Land Allocations considered deliverable in Years 1-5	3228	Brownfield Land Register sites (sites in BLR either have planning permission, are allocated, or Local Plan evidence has shown them to be unviable)	0	<b>Total Five Year Supply</b>	<b>5559</b>	<b>Number of Years Supply (including 20% Buffer)</b>	<b>5.51</b>	Update
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			Windfalls	294	Trajectory Years 7 to 9 = 98 x 3	
			Land Allocations	2,768	Deliverable Years 5 to 9	
			Total Five Year Supply	<b>4,433</b>	<b>Sum of sources</b>	
			<b>Five Year Supply Figure</b>			
			Number of Years Supply	<b>5.90</b>	Supply/5 Year Annual Requirement	

MM13	42	Para 6.14-6.15	<p>6.14 An Employment Land Study was undertaken in 2016/17 to provide evidence, which meets the requirements of National Planning Practice Guidance (NPPG), of the business needs within the local market, the need for land or floorspace for economic development, and an assessment of the future supply of suitable land available to meet the identified need. A selective update was undertaken before the final publication of the Study to include the most recent data release of the employment forecasts (Regional Econometrical model - WYCA, 2018). <i>It should be noted that the Employment Land Study assessed the land requirements for employment uses based on the Use Classes which existed at the time of its preparation, i.e., General Industrial (B2), Storage and Distribution (B8) and Offices (B1a), Research and Development (B1b) and Light Industry (B1c). The assessment for the specific uses within this category remains valid in this context and reflect the objective of meeting the land requirements for businesses to attain the potential growth in jobs and productivity. The former B uses have been incorporated into the new E use class of Commercial, Business and Service, and sit within the E(g) sub section. Other uses within the E class, whilst not previously considered in the assessment of the Employment Land Requirement, are considered to be ‘employment complementary’ uses (e.g retail, café/restaurant, day nurseries), and play a role in supporting the development and retention of employment premises.</i></p> <p>6.15 For clarification the term ‘Employment use’ in the policy wording refers to land, premises or floorspace which is currently used, was last used, or is proposed for future use for activities falling within the <del>B</del> use <u>following use</u> classes:</p> <ul style="list-style-type: none"> <li>• <del>B1 business offices, research and development, and light industry appropriate in residential areas,</del></li> <li>• <u>E(g): Commercial, Business, and Services: the following subcategories only are included: Offices (qi), research and development (qii), and light industry appropriate in residential areas (qiii)</u></li> <li>• B2 General Industrial</li> <li>• B8 Storage and Distribution</li> </ul>	Clarification / Update
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Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason
			6.16 On the basis of the evidence in the Study a need to provide an additional 73 ha of land within the Plan period has been identified. The Local Plan seeks to achieve this growth by allocating sites for new development for <del>B1</del> , <u>E(g)</u> , B2 and B8 employment uses, and by protecting existing employment land and premises.	

MM14	43-45	Para 6.23-6.40	<p>6.23 Forecasts for employment growth in Calderdale anticipate that the rate of change will vary <u>across the industry sectors</u>. There is currently an even proportion of jobs (full time equivalents) in <u>employment (E(g), B2 and B8) and sectors and in non-employment sectors</u> <del>B type use and non B type</del>. The employment forecasts indicate an overall increase of 8,295 jobs, over the Plan period, but the large majority (84%) are <u>not in non B2, B8 and E(g) sectors</u>. Whilst the forecasts indicate an increase in <u>E(g), B2, and B8</u> <del>B</del> sector jobs, the net change comprises of a decline in Manufacturing jobs, and a higher increase in Offices (<del>B1a/b</del> <u>E(qi) and E(qii)</u>) and Distribution (B8).</p> <p>6.24 In land use terms, this means that there is an inherent assumption within the assessment, that land and premises vacated by manufacturing companies, and becoming available for reuse, will be suitable and able to accommodate a different type of <del>B</del> <u>employment</u> use. This reduces the gross land requirement for new office and distribution uses but if this is not feasible the overall requirement will increase as the plan period progresses.</p> <p><b>6.29 The suitability of existing employment land and premises for continued employment use.</b> Although the number of jobs in industry and manufacturing is forecast to decrease over the plan period there is still a need to provide new development opportunities for <u>E(qiii)</u><del>B1c/B2</del> uses. These should be of the size and scale necessary to enable existing businesses to expand, or optimise the benefits of consolidating operations on one site. The potential growth of existing businesses in the Borough is often hampered by constraints of location and limited accessibility, the poor condition and unsuitability of buildings to accommodate modern technology, and the lack of adjacent land for expansion.</p> <p><b>6.31 The suitability of current industrial land and premises for alternative development as warehousing/distribution .</b> In calculating a net requirement of all <del>B</del> <u>employment</u> uses there is an in-built assumption that land that is no longer required for <u>E(qiii)</u><del>B1c/B2</del> is suitable for redevelopment for warehousing/distribution. As it is not possible to anticipate the sites where current industrial use may cease, it is difficult to assess the extent to which existing sites will be suitable in terms of size and location.</p> <p>6.34 Sources of land supply comprise the allocation of new sites in the Plan, intensification of land within the Primary Employment Areas, <u>completion of employment development since the base date of the Employment Land Study</u> and sites with a current planning permission for employment use, but remain undeveloped. In addition, 13 sites are proposed for Mixed Use development to include a</p>	Update
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			<p>proportion of <del>B-type</del> <u>B-class</u> <i>employment</i> uses. <i>In total, there is a supply of 109 hectares of land for employment use (see table 6.8).</i></p> <p>6.38 It is estimated that the contribution of a more intensive use of existing employment land could provide an additional <del>9</del> <u>1.1</u> ha of employment land, but similarly the majority of sites identified are less than 1 ha in size, and have a limited potential except to offer small areas for expansion of existing businesses.</p> <p>6.40 New Employment Sites have been allocated to provide a total of approximately <del>97</del> <u>92</u> ha of employment land for <del>B-class</del> <u>B-class</u> <i>employment</i> uses, of which <del>84</del> <u>73</u> ha is developable land. <i>The total amount of land allocated for employment use</i> <del>Whilst this is greater than the 73 ha identified in the quantitative assessment, the allocations provide the opportunity to address some of the qualitative and unquantifiable aspects outlined above. It should also be noted that the current total supply of 109 ha of employment land (shown in Table 6.8) is also higher than the amount of employment land assessed as being required to meet the Borough's need (73ha). However, as outlined above, it is important to plan for flexibility, choice and uncertainties that exist.</del></p>																	
MM15	45	Table 6.8 to be inserted after Para 6.39	<p><u>Table 6.8 Sources of Employment Land Supply</u></p> <table border="1" data-bbox="734 1031 1776 1364"> <thead> <tr> <th data-bbox="734 1031 902 1326"><u>Local Plan Area</u></th> <th data-bbox="902 1031 1014 1326"><u>New Employment Allocations (ha)</u></th> <th data-bbox="1014 1031 1149 1326"><u>New Employment Allocations Developable Area (ha)</u></th> <th data-bbox="1149 1031 1283 1326"><u>New Mixed Use Allocations (land available for employment use)</u></th> <th data-bbox="1283 1031 1406 1326"><u>Completions (April 2016 - March 2021)</u></th> <th data-bbox="1406 1031 1563 1326"><u>Planning Permissions Not Commenced and Under Construction</u></th> <th data-bbox="1563 1031 1686 1326"><u>Intensification in Primary Employment Areas</u></th> <th data-bbox="1686 1031 1776 1326"><u>Total</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="734 1326 902 1364"><u>Halifax</u></td> <td data-bbox="902 1326 1014 1364"><u>29.16</u></td> <td data-bbox="1014 1326 1149 1364"><u>21.93</u></td> <td data-bbox="1149 1326 1283 1364"><u>1.54</u></td> <td data-bbox="1283 1326 1406 1364"><u>1.26</u></td> <td data-bbox="1406 1326 1563 1364"><u>1.94</u></td> <td data-bbox="1563 1326 1686 1364"><u>1</u></td> <td data-bbox="1686 1326 1776 1364"><u>34.9</u></td> </tr> </tbody> </table>	<u>Local Plan Area</u>	<u>New Employment Allocations (ha)</u>	<u>New Employment Allocations Developable Area (ha)</u>	<u>New Mixed Use Allocations (land available for employment use)</u>	<u>Completions (April 2016 - March 2021)</u>	<u>Planning Permissions Not Commenced and Under Construction</u>	<u>Intensification in Primary Employment Areas</u>	<u>Total</u>	<u>Halifax</u>	<u>29.16</u>	<u>21.93</u>	<u>1.54</u>	<u>1.26</u>	<u>1.94</u>	<u>1</u>	<u>34.9</u>	
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			<i>Brighouse</i>	<u>34.07</u>	<u>27.39</u>	<u>2.16</u>	-		<u>1.9</u>	-	<u>38.13</u>		
			<i>Elland</i>	<u>16.28</u>	<u>14.49</u>	<u>2.24</u>	-		<u>2.16</u>	-	<u>20.68</u>		
			<i>Sowerby Bridge</i>	<u>3.98</u>	<u>3.55</u>	-		<u>1.9</u>	<u>0.01</u>	-	<u>5.89</u>		
			<i>Hebden Bridge</i>	<u>0</u>	<u>0</u>	<u>0.22</u>	-		<u>0</u>	-	<u>0.22</u>		
			<i>Todmorden</i>	<u>0</u>	<u>0</u>	-	-		<u>0</u>	-	<u>0</u>		
			<i>Mytholmroyd</i>	<u>8.38</u>	<u>5.65</u>	-	-		<u>0.02</u>	-	<u>8.4</u>		
			<i>Northowram and Shelf</i>	<u>0</u>	<u>0</u>	-	-		<u>0</u>	<u>0.13</u>	<u>0.13</u>		
			<i>Ripponden</i>	<u>0.46</u>	<u>0.46</u>	-	-		<u>0.6</u>	-	<u>1.06</u>		
			<i>Totals</i>	<u>92.33</u>	<u>73.47</u>	<u>6.2</u>		<u>3.16</u>	<u>6.63</u>	<u>1.13</u>	<u>109.4</u>		
MM16	45	Para 6.41A	<p>New Para</p> <p><i>Given the wider range of uses within the E use class, there is a potential for changes of the use of new development on employment sites to occur in the future and result in the loss of employment land and premises. Whilst it is accepted that alternative uses may be employment generating, the contribution of meeting the specific employment requirements may be reduced. If appropriate, the Council will use planning conditions on granting planning permission on allocated employment sites, to restrict the use of the premises without the granting of a planning permission. This will ensure that decisions regarding the potential loss of employment land can be made within the planning process.</i></p>										Update

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MM17	46	Policy SD4	<p><b>Policy SD4</b></p> <p><b>Provision of Land for future Employment Use Requirements</b></p> <p>Provision is made through land allocations to provide approximately <del>97</del> <u>92</u> ha of land for employment <del>use purposes</del> (within Use Classes <del>B1E(g), B2 and B8</del>) in order to meet the employment needs of the Borough.</p>	Update									
MM18	46	Table 6.9	<p><b>Table 6.9 Monitoring Provision of Employment Land</b></p> <table border="1" data-bbox="734 691 1877 1326"> <tbody> <tr> <td data-bbox="734 691 891 823" rowspan="2"><b>Outcomes</b></td> <td data-bbox="891 691 1877 756">Provision of a supply of good quality employment land and premises</td> </tr> <tr> <td data-bbox="891 756 1877 823">Growth in jobs and GVA</td> </tr> <tr> <td data-bbox="734 823 891 1326" rowspan="5"><b>Indicators</b></td> <td data-bbox="891 823 1877 927">Completion of <del>B-use</del> <u>employment</u> development – Net and Gross employment land <u>completions on allocated New Employment Sites</u> (ha) and premises (m<sup>2</sup>)</td> </tr> <tr> <td data-bbox="891 927 1877 1031">Amount of new land available for development (<del>ha</del>), Planning permissions granted <u>on allocated New Employment Sites (ha) and premises (m<sup>2</sup>)</u></td> </tr> <tr> <td data-bbox="891 1031 1877 1163">Loss of existing employment land to other uses <u>Completion of employment generating uses on allocated New Employment Sites</u></td> </tr> <tr> <td data-bbox="891 1163 1877 1267"><u>Completion of non-employment or non-employment complementary uses on allocated New Employment Sites</u></td> </tr> <tr> <td data-bbox="891 1267 1877 1326">Number of jobs and level of GVA</td> </tr> </tbody> </table>	<b>Outcomes</b>	Provision of a supply of good quality employment land and premises	Growth in jobs and GVA	<b>Indicators</b>	Completion of <del>B-use</del> <u>employment</u> development – Net and Gross employment land <u>completions on allocated New Employment Sites</u> (ha) and premises (m <sup>2</sup> )	Amount of new land available for development ( <del>ha</del> ), Planning permissions granted <u>on allocated New Employment Sites (ha) and premises (m<sup>2</sup>)</u>	Loss of existing employment land to other uses <u>Completion of employment generating uses on allocated New Employment Sites</u>	<u>Completion of non-employment or non-employment complementary uses on allocated New Employment Sites</u>	Number of jobs and level of GVA	Update
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MM19	47	Paragraph 6.50	<p><b>6.50</b> <i>The table below outlines the level of new housing which is currently identified within each of the Borough's Local Plan Areas. Paragraph 6.3 explains how the allowances for windfalls and planning permissions have been calculated. The figures for the housing allocations reflect the full capacity of the sites (including revisions made during the examination process) and are different to monitoring figures which show the remaining capacity. Showing the full capacity provides a better indication of the distribution of the allocations over the Plan period. The planning permission figures reflect the position as at the end of the 2021/22 monitoring year whilst the windfalls reflect the trend at the same date but cover the full plan period. These figures do not therefore align with those in Table 6.2 above, which reflects the remaining capacity as at the end of the 2021/22 monitoring year. The Annual Monitoring Reports, unlike Table 6.10, will include completions and align all the sources of supply to the remaining capacity at the end of each monitoring year (31<sup>st</sup> March).</i></p>				Update																																													
MM20	47	Table 6.10	<p style="text-align: center;">Table 6.10 Distribution of Housing Growth by Local Plan Area</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Local Plan Area</th> <th style="text-align: center;">New Housing Allocations</th> <th style="text-align: center;">Planning Permissions</th> <th style="text-align: center;">Windfalls</th> <th style="text-align: center;">Total</th> </tr> </thead> <tbody> <tr> <td>Halifax</td> <td style="text-align: center;">2,876</td> <td style="text-align: center;">775</td> <td style="text-align: center;">604</td> <td style="text-align: center;">4,255</td> </tr> <tr> <td>Brighouse</td> <td style="text-align: center;">4,633</td> <td style="text-align: center;">183</td> <td style="text-align: center;">152</td> <td style="text-align: center;">4,968</td> </tr> <tr> <td>Elland</td> <td style="text-align: center;">484</td> <td style="text-align: center;">174</td> <td style="text-align: center;">163</td> <td style="text-align: center;">821</td> </tr> <tr> <td>Sowerby Bridge</td> <td style="text-align: center;">350</td> <td style="text-align: center;">183</td> <td style="text-align: center;">18</td> <td style="text-align: center;">551</td> </tr> <tr> <td>Hebden Bridge</td> <td style="text-align: center;">67</td> <td style="text-align: center;">77</td> <td style="text-align: center;">24</td> <td style="text-align: center;">168</td> </tr> <tr> <td>Todmorden</td> <td style="text-align: center;">311</td> <td style="text-align: center;">234</td> <td style="text-align: center;">137</td> <td style="text-align: center;">682</td> </tr> <tr> <td>Mytholmroyd</td> <td style="text-align: center;">74</td> <td style="text-align: center;">45</td> <td style="text-align: center;">20</td> <td style="text-align: center;">139</td> </tr> <tr> <td>Northowram and Shelf</td> <td style="text-align: center;">595</td> <td style="text-align: center;">86</td> <td style="text-align: center;">19</td> <td style="text-align: center;">700</td> </tr> </tbody> </table>				Local Plan Area	New Housing Allocations	Planning Permissions	Windfalls	Total	Halifax	2,876	775	604	4,255	Brighouse	4,633	183	152	4,968	Elland	484	174	163	821	Sowerby Bridge	350	183	18	551	Hebden Bridge	67	77	24	168	Todmorden	311	234	137	682	Mytholmroyd	74	45	20	139	Northowram and Shelf	595	86	19	700	Update
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			<p align="center"><i>Table 6.10 Distribution of Housing Growth by Local Plan Area</i></p> <table border="1"> <thead> <tr> <th><u>Local Plan Area</u></th> <th><u>New Housing Allocations (Full Capacity)</u></th> <th><u>Planning Permissions</u></th> <th><u>Windfalls</u></th> <th><u>Total</u></th> </tr> </thead> <tbody> <tr> <td><u>Brighouse</u></td> <td><u>4945</u></td> <td><u>371</u></td> <td><u>157</u></td> <td><u>5473</u></td> </tr> <tr> <td><u>Elland</u></td> <td><u>1556</u></td> <td><u>122</u></td> <td><u>198</u></td> <td><u>1876</u></td> </tr> <tr> <td><u>Halifax</u></td> <td><u>3090</u></td> <td><u>745</u></td> <td><u>595</u></td> <td><u>4430</u></td> </tr> <tr> <td><u>Hebden Bridge</u></td> <td><u>61</u></td> <td><u>150</u></td> <td><u>25</u></td> <td><u>236</u></td> </tr> <tr> <td><u>Mytholmroyd</u></td> <td><u>149</u></td> <td><u>97</u></td> <td><u>18</u></td> <td><u>264</u></td> </tr> <tr> <td><u>Northowram &amp; Shelf</u></td> <td><u>913</u></td> <td><u>78</u></td> <td><u>17</u></td> <td><u>1008</u></td> </tr> <tr> <td><u>Ripponden</u></td> <td><u>88</u></td> <td><u>141</u></td> <td><u>154</u></td> <td><u>383</u></td> </tr> <tr> <td><u>Sowerby Bridge</u></td> <td><u>354</u></td> <td><u>192</u></td> <td><u>16</u></td> <td><u>562</u></td> </tr> <tr> <td><u>Todmorden</u></td> <td><u>243</u></td> <td><u>291</u></td> <td><u>122</u></td> <td><u>656</u></td> </tr> <tr> <td><b><u>TOTALS</u></b></td> <td><b><u>11399</u></b></td> <td><b><u>2187</u></b></td> <td><b><u>1302</u></b></td> <td><b><u>14888</u></b></td> </tr> </tbody> </table>					<u>Local Plan Area</u>	<u>New Housing Allocations (Full Capacity)</u>	<u>Planning Permissions</u>	<u>Windfalls</u>	<u>Total</u>	<u>Brighouse</u>	<u>4945</u>	<u>371</u>	<u>157</u>	<u>5473</u>	<u>Elland</u>	<u>1556</u>	<u>122</u>	<u>198</u>	<u>1876</u>	<u>Halifax</u>	<u>3090</u>	<u>745</u>	<u>595</u>	<u>4430</u>	<u>Hebden Bridge</u>	<u>61</u>	<u>150</u>	<u>25</u>	<u>236</u>	<u>Mytholmroyd</u>	<u>149</u>	<u>97</u>	<u>18</u>	<u>264</u>	<u>Northowram &amp; Shelf</u>	<u>913</u>	<u>78</u>	<u>17</u>	<u>1008</u>	<u>Ripponden</u>	<u>88</u>	<u>141</u>	<u>154</u>	<u>383</u>	<u>Sowerby Bridge</u>	<u>354</u>	<u>192</u>	<u>16</u>	<u>562</u>	<u>Todmorden</u>	<u>243</u>	<u>291</u>	<u>122</u>	<u>656</u>	<b><u>TOTALS</u></b>	<b><u>11399</u></b>	<b><u>2187</u></b>	<b><u>1302</u></b>	<b><u>14888</u></b>	
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MM21	48	Para 6.51	The distribution of potential employment sites for B type <u>employment</u> uses across the Borough is focused in areas of the strongest market demand, which are also those where the better quality, and also larger sites, are available. The majority of sites are located in the south-east of the Borough and in Halifax. The availability of suitable employment land has limited the potential to allocate sites in other areas, particularly in the Upper Valley. It is therefore essential to protect existing employment areas and encourage small developments of <u>E(qi/iii) B1a/c</u> compatible with other uses to provide increased job opportunities in such areas.	Update																												
MM22	48	Table 6.11	<p><b>Table 6.11 Distribution of Potential Employment Allocations by Local Area</b></p> <table border="1"> <thead> <tr> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> </tr> <tr> <th></th> <th></th> <th></th> <th>Total</th> <th>Brownfield</th> <th>Greenfield</th> <th>Mixed</th> </tr> </thead> <tbody> <tr> <td>Halifax</td> <td>14</td> <td>29.34</td> <td>21.68</td> <td>6.91</td> <td>11.51</td> <td>3.26</td> </tr> <tr> <td>Brighouse</td> <td>5</td> <td>35.7</td> <td>31.34</td> <td>1.94</td> <td>28.87</td> <td>0.53</td> </tr> </tbody> </table>											Total	Brownfield	Greenfield	Mixed	Halifax	14	29.34	21.68	6.91	11.51	3.26	Brighouse	5	35.7	31.34	1.94	28.87	0.53	Update
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Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change							Reason
			Elland	8	18.6	18.57	3.04	10.79	4.74	
			Sowerby Bridge	1	3.98	3.55		3.55		
			Hebden Bridge	0	0	0				
			Todmorden	0	0	0				
			Mytholmroyd	1	8.38	-7.63			7.63	
			Northowram and Shelf	0	0	0				
			Ripponden	1	-1.33	1.33	1.33			
			<b>Total</b>	<b>30</b>	<b>97.3</b>	<b>84.1</b>	<b>13.22</b>	<b>54.72</b>	<b>16.16</b>	
<i><b>Table 6.11 Distribution of New Employment Allocations by Local Area</b></i>										

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			<b>TOTAL</b>	<b>207.8</b>	<b>-</b>	<b>97.3</b>	<b>-</b>	<b>15.38</b>	<b>-</b>	<b>203.9</b>	<b>-</b>	<b>524.4</b>	<b>-</b>	
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				<i>Ha</i>	<i>%</i>	<i>Ha</i>	<i>%</i>	<i>Ha</i>	<i>%</i>	<i>Ha</i>	<i>%</i>	<i>Ha</i>	<i>%</i>	
			<i>Brownfield</i>	<u>30.3</u>	<u>11.4</u>	<u>16.1</u>	<u>17.4</u>	<u>17.3</u>	<u>71.1</u>	<u>0</u>	<u>0</u>	<u>63.7</u>	<u>10.9</u>	
			<i>Greenfield</i>	<u>236.4</u>	<u>88.6</u>	<u>76.3</u>	<u>82.6</u>	<u>7.0</u>	<u>28.9</u>	<u>203.4</u>	<u>100</u>	<u>523.1</u>	<u>89.1</u>	
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## Chapter 7 – Sites For Employment

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
MM24	52	Policy SD5	<p><b>Allocated Employment Sites</b></p> <p>The following sites are allocated to provide land for employment purposes within use Classes B1, B2 and B8, and are indicated on the Policies Map.</p> <p>Proposals <u>for development</u> within <u>the specified Appropriate Uses</u> Use Classes B1, B2 and B8 will be permitted provided that the proposed development:-</p> <ol style="list-style-type: none"> <li>1. does not create any unacceptable impacts on the environment, amenity, safety, highway, or other relevant considerations; and</li> <li>2. is not piecemeal development that would prejudice the comprehensive development of the site; and</li> <li>3. is consistent with other relevant policies in the Local Plan.</li> </ol> <p><u>Where evidence demonstrates that proposals for development within the specified Appropriate Uses is not viable, consideration will be given to alternative employment or employment complementary uses provided that the proposal complies with the criteria (1-3) listed above.</u></p> <p>Proposals for <del>employment uses not within Use Classes B1, B2 and B8</del> <u>non-employment or non-employment complementary uses</u> will be resisted and only be supported in exceptional circumstances where the proposal is justified and complimentary (in terms of size and function) to <del>Use Classes B1, B2, and B8</del> <u>employment and employment complementary uses.</u></p> <p><u>Planning applications will need to address the issues identified in Appendix 1.</u></p>	Clarification

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason																																				
			<p><i>The following sites are allocated to provide land for employment purposes within use Classes E(q), B2 and B8, and are indicated on the Policies Map. In appropriate circumstances, planning permission granted on allocated sites will be conditioned to limit future changes of use under permitted development rights.</i></p> <p><b>Policy SD5 Allocated Employment Sites - Brighouse</b></p> <table border="1"> <thead> <tr> <th>Local Plan site ref.</th> <th>Location</th> <th>Gross Site area (ha)</th> <th>Develop-able Area (ha)</th> <th>Appropriate B Uses</th> <th>Total B Employment Floorspace Indicative (sq m)</th> </tr> </thead> <tbody> <tr> <td>LP0032 Supporting Information</td> <td>Land to the rear of Crosslee PLC, Brighouse Road, Hipperholme, Brighouse, HX3 8DE</td> <td>1.94</td> <td>1.94</td> <td>B1e</td> <td>7,760</td> </tr> <tr> <td>LP0332 Supporting Information</td> <td>Brow Mills Industrial Estate, Brighouse Road, Hipperholme, Brighouse</td> <td><del>0.53</del> 0.52</td> <td><del>0.53</del> 0.52</td> <td><del>B1e</del> E(qiii), B2</td> <td>1,836</td> </tr> <tr> <td>LP0585 Supporting Information</td> <td>Land west of, Anchor Place, Brighouse</td> <td>0.82</td> <td>0.80</td> <td>B1e E(qiii)</td> <td>2,800</td> </tr> <tr> <td>LP1232 Supporting Information</td> <td>Land at, Wakefield Road/Clifton Common, Clifton, Brighouse, HD6</td> <td><del>25.42</del> 25.33</td> <td><del>21.38</del> 21.27</td> <td>E(q), B2, B8,</td> <td><del>49,177</del> 45,789</td> </tr> <tr> <td>LP1618 Supporting Information</td> <td>Land west of, Huddersfield Road, Brighouse, HD6 3RT</td> <td><del>7.00</del> 7.39</td> <td><del>6.69</del> 4.81</td> <td>B2, B8</td> <td><del>24,430</del> 15,000</td> </tr> </tbody> </table>	Local Plan site ref.	Location	Gross Site area (ha)	Develop-able Area (ha)	Appropriate B Uses	Total B Employment Floorspace Indicative (sq m)	LP0032 Supporting Information	Land to the rear of Crosslee PLC, Brighouse Road, Hipperholme, Brighouse, HX3 8DE	1.94	1.94	B1e	7,760	LP0332 Supporting Information	Brow Mills Industrial Estate, Brighouse Road, Hipperholme, Brighouse	<del>0.53</del> 0.52	<del>0.53</del> 0.52	<del>B1e</del> E(qiii), B2	1,836	LP0585 Supporting Information	Land west of, Anchor Place, Brighouse	0.82	0.80	B1e E(qiii)	2,800	LP1232 Supporting Information	Land at, Wakefield Road/Clifton Common, Clifton, Brighouse, HD6	<del>25.42</del> 25.33	<del>21.38</del> 21.27	E(q), B2, B8,	<del>49,177</del> 45,789	LP1618 Supporting Information	Land west of, Huddersfield Road, Brighouse, HD6 3RT	<del>7.00</del> 7.39	<del>6.69</del> 4.81	B2, B8	<del>24,430</del> 15,000	
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			LP1443 Supporting Information	Land between, Wistons Lane and Jubilee Way, Elland	0.50	0.50	B1e <u>E(qiii)</u>	1,756	
			<b>Policy SD5 Allocated Employment Sites - Halifax</b>						
			<b>Local Plan site ref.</b>	<b>Location</b>	<b>Gross Site area (ha)</b>	<b>Developable Area (ha)</b>	<b>Appropriate B Uses</b>	<b>Total B Employment Floorspace Indicative (sq m)</b>	
			LP0105 Supporting Information	Land at, Listers Road, Shibden, Halifax, HX3	<del>0.30</del> <u>0.29</u>	<del>0.30</del> <u>0.29</u>	B2	1,038	
			LP0409 Supporting Information	Land off, Bob Lane/Hubert Street, Highroad Well, Halifax	0.71	0.71	B1e <u>E(qiii)</u>	2,135	
			LP0472 Supporting Information	Land off, Lilly Lane, Halifax	0.78	<del>0.61</del> <u>0.62</u>	B2	2,135	
			LP0805 Supporting Information	Holmfield railway line, Holdsworth Road, Holmfield, Halifax	<del>1.37</del> <u>1.40</u>	<del>1.37</del> <u>1.40</u>	B2, B8	<del>4,762</del> <u>4760</u>	
			LP0976 Supporting Information	Clarence Mill, Pellon lane, Halifax	0.43	0.43	B1e <u>E(qiii)</u> / B2	1,506	
			LP1018 Supporting Information	West of Holmfield Industrial Estate, Riley Lane & Holdsworth Road, Holmfield, Halifax, HX2 9TN	<del>6.10</del> <u>6.08</u>	<del>4.32</del> <u>4.30</u>	B1e <u>E(qiii)</u> / B2, B8	15,086	

Modification Reference	Page	Para/Table/Box/Policy	Tracked change						Reason
			LP1133 Supporting Information	Land off, Sedbergh Road and Siddal New Road, Halifax, HX3 9HB	<del>4.37</del> 4.35	<del>2.87</del> 2.86	<del>B1e E(qiii)</del> /B2	9,978	
			LP1134 Supporting Information	Shaw Lodge Mill Complex, Shaw Lane, Halifax	<del>1.32</del> 1.16	1.05	<del>B1a/e</del> E(q)	4,600	
			LP1203 Supporting Information	Star Garage, Wakefield Road, Copley, Halifax, HX3 OTD1.01	1.01	0.52	<del>B1e E(qiii)</del> /B2, B8	1,820	
			LP1217 Supporting Information	Land and Premises, Holmfield Industrial Estate, Holmfield, Halifax, HX2 9TN	<del>1.31</del> 1.30	<del>1.31</del> 1.30	<del>B1e E(qiii)</del> /B2, B8	<del>4900</del> 4,585	
			LP1218 Supporting Information	Land to South east of, Holmfield Industrial Estate, Holmfield, Halifax	<del>0.48</del> 0.51	<del>0.48</del> 0.41	<del>B1e E(qiii)</del> /B2, B8	<del>1,680</del> 1560	
			LP1219 Supporting Information	North of Holmfield Industrial Estate, Holmfield Industrial Estate, Halifax	<del>6.85</del> 6.82	<del>6.28</del> 6.25	<del>B1e E(qiii)</del> /B2, B8	21,771	
			LP1231 Supporting Information	Shay Lane, Ovenden, Halifax, HX3 6RR	<del>3.91</del> 3.93	<del>1.19</del> 1.61	B2, B8	<del>4,166</del> 5,565	
			LP1433 Supporting Information	Land off, Old Lane, Halifax	<del>0.38</del> 0.39	0.24	<del>B1e</del> E(qiii)	840	



Modification Reference	Page	Para/Table/Box/Policy	Tracked change					Reason
			<b>Policy SD5 Allocated Employment Sites - Mytholmroyd</b>					
			<b>Local Plan site ref.</b>	<b>Location</b>	<b>Gross Site area (ha)</b>	<b>Develop-able Area (ha)</b>	<b>Appropriate B Uses</b>	<b>Total B <u>Employment</u> Floorspace Indicative (sq m)</b>
			LP1622 Supporting Information	Top Land, Cragg Vale, Hebden Bridge, HX7 5RW	8.38	<del>7.63</del> 5.65	<del>B1, E(qiii),</del> B2, B8,	29,330  13,944
			<b>Policy SD5 Allocated Employment Sites - Ripponden</b>					
			<b>Local Plan site ref.</b>	<b>Location</b>	<b>Gross Site area (ha)</b>	<b>Develop-able Area (ha)</b>	<b>Appropriate B Uses</b>	<b>Total B <u>Employment</u> Floorspace Indicative (sq m)</b>
			LP1640 Supporting Information	Zodian House, Station Road, Sowerby Bridge, HX6 3AF	1.33 0.46	1.33 0.46	B1 E(q)/B2	5,280  1812
			<b>Policy SD5 Allocated Employment Sites – Sowerby Bridge</b>					
			<b>Local Plan site ref.</b>	<b>Location</b>	<b>Gross Site area (ha)</b>	<b>Develop-able Area</b>	<b>Appropriate B Uses</b>	<b>Total B <u>Employment</u> Floorspace Indicative (sq m)</b>

Modification Reference	Page	Para/Table/Box/Policy	Tracked change						Reason
			LP1220 Supporting Information	Adjacent Lloyds, Wakefield Road, Copley, Halifax	3.98	3.55	<del>B1a/B1b/</del> <u>E(q)</u> , B8	20,413	


## Chapter 8 – Sites For Mixed Use

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
MM25	56	Policy SD6	<p><b>Allocated Mixed Use Sites</b></p> <p>The following sites are allocated to provide land for development of a range of mixed uses, and are indicated on the Policies Map.</p> <p>Proposals including a mix of the Use Classes specified will be permitted provided that the proposed development:-</p> <ol style="list-style-type: none"> <li>1. relates well in scale and character to the locality; and</li> <li>2. does not create any unacceptable impacts on the environment, amenity, safety, highway, or relevant considerations; and</li> <li>3. is not piecemeal development that would prejudice the comprehensive development of the site, and</li> <li>4. is consistent with Policies for Retail and Town Centres, and other relevant policies in the Local Plan.</li> </ol> <p>Proposals to develop a Mixed Use site for a single use, or which include a disproportionately high amount of a one particular use will only be permitted in exceptional circumstances. Such applications will need to be justified in terms of their non-suitability for mixed use development, or their contribution to the overall mix of uses in the local area, or their inclusion within a wider regeneration project where added benefits can be justified.</p>	Clarification

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason																														
			<p><i>Where evidence demonstrates that proposals for development within the specified Appropriate Uses is not viable, consideration will be given to alternative uses provided the proposal maintains a mix of uses (unless exceptional circumstances apply as above) and the proposal complies with the criteria (1-4) listed above.</i></p> <p>Ancillary uses will also be acceptable providing that they are compatible with other proposed uses on site, and adjacent uses in the locality, and proposals must comply with the criteria (1-4) listed above. <i>Planning applications will need to address the issues identified in in Appendix 1.</i></p>																															
MM26	57		<p><b>Policy SD6 Allocated Mixed Use Sites - Brighouse</b></p> <table border="1"> <thead> <tr> <th>Local Plan site reference</th> <th>Location</th> <th>Gross Site area (ha)</th> <th>Appropriate Uses</th> <th>Total <del>B</del> <b>Employment</b> Indicative Floorspace (sq.m)</th> <th>Total No. of dwellings</th> </tr> </thead> <tbody> <tr> <td><u>LP0032</u> Supporting Information</td> <td><u>Land at the former Crosslee PLC, Brighouse Road, Hipperholme, Brighouse HX3 8DE</u></td> <td><u>10.89</u></td> <td><u>B2, B8, C2, C3, E(a), E(qiii), F1</u></td> <td><u>7620</u></td> <td><u>188</u></td> </tr> <tr> <td>LP0579 Supporting Information</td> <td>126- 128, Bradford Road, Brighouse</td> <td>0.42</td> <td><del>B1a</del>, C3, <del>D</del> <u>E</u></td> <td>2000</td> <td>60</td> </tr> <tr> <td><del>LP0771</del> Supporting Information</td> <td><del>Firth's Carpets, 432 Bradford Road, Bailiff Bridge, Brighouse</del></td> <td><del>0.61</del></td> <td><del>A1, C3</del></td> <td><del>0</del></td> <td><del>30</del></td> </tr> </tbody> </table> <p><b>Policy SD6 Allocated Mixed Use Sites - Elland</b></p> <table border="1"> <thead> <tr> <th>Local Plan site reference</th> <th>Location</th> <th>Gross Site area (ha)</th> <th>Appropriate Uses</th> <th>Total <del>B</del> <b>Employment</b> Indicative Floorspace (sq.m)</th> <th>Total No. of dwellings</th> </tr> </thead> <tbody> </tbody> </table>	Local Plan site reference	Location	Gross Site area (ha)	Appropriate Uses	Total <del>B</del> <b>Employment</b> Indicative Floorspace (sq.m)	Total No. of dwellings	<u>LP0032</u> Supporting Information	<u>Land at the former Crosslee PLC, Brighouse Road, Hipperholme, Brighouse HX3 8DE</u>	<u>10.89</u>	<u>B2, B8, C2, C3, E(a), E(qiii), F1</u>	<u>7620</u>	<u>188</u>	LP0579 Supporting Information	126- 128, Bradford Road, Brighouse	0.42	<del>B1a</del> , C3, <del>D</del> <u>E</u>	2000	60	<del>LP0771</del> Supporting Information	<del>Firth's Carpets, 432 Bradford Road, Bailiff Bridge, Brighouse</del>	<del>0.61</del>	<del>A1, C3</del>	<del>0</del>	<del>30</del>	Local Plan site reference	Location	Gross Site area (ha)	Appropriate Uses	Total <del>B</del> <b>Employment</b> Indicative Floorspace (sq.m)	Total No. of dwellings	Update
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Modification Reference	Page	Para/Table/Box/Policy	Tracked change						Reason
			LP0509 Supporting Information	Land and Buildings opposite B & M, Dewsbury Road, Elland	1.90	A1, B1a, B1c, D <u>E(giii)/B2, C3</u>	<del>4908</del> <u>5000</u>	<del>0</del> <u>90</u>	
			LP1088 Supporting Information	West Vale Works, Stainland Road, West Vale, Greetland, Elland, HX4 8BB	0.80	B1a, C3, <u>E(a)</u>	<del>3660</del> 1,680	<del>14</del> <u>8</u>	
			LP1123 Supporting Information	Kinnaird Close, Elland	1.73	<del>B1,</del> <u>E(a)</u> , C3	<del>6,920</del> <u>4300</u>	<del>38</del> <u>68</u>	
<b>Policy SD6 Allocated Mixed Use Sites - Halifax</b>									
							<b>Total <del>B</del> Employment Indicative</b>		
			<b>Local Plan site reference</b>	<b>Location</b>	<b>Gross Site area (ha)</b>	<b>Appropriate Uses</b>	<b>Floorspace (sq.m)</b>	<b>Total No. of dwellings</b>	
			LP0264 Supporting Information	Car Park Between, Well Lane / King Street, Halifax	0.39	B1a <u>E(qi)</u> , C3	<del>3600</del> <u>1417</u>	<del>10</del> <u>40</u>	
			LP0289 Supporting Information	Land off, King Cross Street, Halifax, HX1 2SH	<del>0.42</del> <u>0.41</u>	A1, B1a, C3, D, <u>E(a), E(qi)</u>	<del>2150</del> <u>684</u>	<del>10</del> <u>26</u>	
			LP0370 Supporting Information	Land off, Armitage Road, King Cross, Halifax	0.26	A1, B1a, D <u>E(a)</u> , <u>E(qi)</u>	520	0	
			LP0749 Supporting Information	Stoney Royd Mill Albion Mills, Bailey Hall Road, Halifax	<del>1.52</del> <u>1.51</u>	C3, other, <u>E(qi)</u>	<u>1699</u>	<del>79</del> <u>56</u>	

Modification Reference	Page	Para/Table/Box/Policy	Tracked change						Reason
			LP1170 Supporting Information	Mulcture Hall Road, Halifax	<del>3.24</del> 3.23	<del>E(qiii), C3</del>	<del>3000</del> 2630	<del>42</del> 131	
			LP1287 Supporting Information	Northgate House / Central Library, Northgate, Halifax	0.92	A1, A2, A3, B1, C1, C3, D	-	40	
			LP1292 Supporting Information	Cow Green Car Park, Halifax	0.34	A1, C3	0	141	
			LP1431 Supporting Information	Former Mayfield Garage, Queens Road, King Cross, Halifax	0.87	A1, B1/B2, C3, E D E(qi)	3480	17	
			LP1632 Supporting Information	Horton Street, Halifax	1.56	A1, B1, C3, D E(qiii)	<del>4680</del> 2945	<del>47</del> 97	
			<b>Policy SD6 Allocated Mixed Use Sites – Hebden Bridge</b>						
							<b>Total <del>B</del> Employment Indicative Floorspace (sq.m)</b>	<b>Total No. of dwellings</b>	
			LP0922 Supporting Information	Former Hebden Bridge Fire Station	0.37	B1a, C3, E	<del>2220</del> 2213	<del>11</del> 12	
MM27	59	Policy SD6a	<p><b><u>Regeneration Action Areas</u></b></p> <p><u>Two areas of land are designated Regeneration Action Areas and identified on the Policies map. These are:</u></p> <ul style="list-style-type: none"> <li>• <u>RAA01 - Land adjacent Mill Royd Street, Brighouse.</u></li> </ul>						Update

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			 <ul style="list-style-type: none"> <li data-bbox="757 1350 1279 1377">• <u>RAA02 – Land off Halifax Road, Todmorden.</u></li> </ul>	

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<p><i>The Regeneration Action Areas designation presents a significant opportunity to contribute to the regeneration of the town centres of Brighouse and Todmorden. The land contained in both designations</i></p>	



Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<p><i>is predominantly brownfield, a frequent characteristic of which is the presence of constraints which affect viability and developability and make delivery a complex process. The designation of Regeneration Action Area endorses the corporate and joint commitment to enable and promote regeneration and development of the identified areas and supports organisations seeking the additional funding that is often required to ensure the delivery of schemes.</i></p> <p><b><u>RAA01 - Brighouse Regeneration Action Area</u></b></p> <p><i>The area of land centring on Mill Royd Street and bounded by the river and the canal, and Huddersfield Road (A641) and Bridge Road, is designated the Brighouse Regeneration Action Area, and subject to the policy requirements as indicated below in Policy SD6a.</i></p> <p><i>The vision is for the regeneration of Brighouse as encapsulated in the Brighouse Vision Masterplan (2020) which identifies its key aims as the following:</i></p> <ul style="list-style-type: none"> <li><i>• Support the vitality of the independent retail offer of the town and access to these and wider leisure facilities.</i></li> <li><i>• Reduce traffic dominance in the town centre and improve the provision and accessibility of more sustainable transport modes.</i></li> <li><i>• Improve public spaces to make them more welcoming and to give recreational opportunities and encourage people to stay longer.</i></li> <li><i>• Increase take up of residential living in the town centre.</i></li> <li><i>• Celebrate the distinct heritage of Brighouse's waterside and its historic centre.</i></li> <li><i>• Support greater 'presence' of civic institutions.</i></li> </ul> <p><i>• Significantly improve the green feel of the town centre.</i></p> <p><i>• Address the poor quality and lack of character in some parts of the town centre.</i></p> <p><i>The Brighouse Town Deal Board was established in 2020, with the purpose of driving forward proposals, and the objectives of the Brighouse Town Investment Plan, which secured £19m from the Government's Town Deal initiative, centre around four themes:</i></p>	

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<p><b><u>PLACE:</u></b></p> <p><b><u>HEALTH, WELLBEING AND SUSTAINABILITY</u></b></p> <p><b><u>ENTERPRISE</u></b></p> <p><b><u>INCLUSIVE GROWTH</u></b></p> <p><b><u>RAA02 - Todmorden Regeneration Action Area</u></b></p> <p><i><u>The area of land north of Rose Street, and bounded by the river to the north, is designated as the Todmorden Regeneration Action Area, and subject to the policy requirements as indicated below in Policy SD6a.</u></i></p>	<p><b><i><u>Reinvigorate Brighouse town centre as a distinctive destination offering a special leisure, retail, and cultural experience of independent shops, events and facilities for both the community and wider regional visitors.</u></i></b></p> <p><b><i><u>Maximise opportunities for low carbon and active transport to contribute towards a Net Zero carbon future and improve links to, and connectivity between, green spaces to increase access to nature for local residents and visitors and improve health and well-being.</u></i></b></p> <p><b><i><u>Build on Brighouse’s reputation as a key manufacturing hub, catalysing on advanced manufacturing opportunities and fostering improved links across Leeds City Region’s supply chains and research institutions.</u></i></b></p> <p><b><i><u>Provide greater access to skills and employment opportunities locally with a focus on the provision of apprenticeships and vocational learning for young people, reskilling, up-skilling and creating employment opportunities and pathways to support a just transition to Clean Growth and inclusive recovery to Covid-19.</u></i></b></p>

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<p><i>The vision for the regeneration of Todmorden is encapsulated in the Todmorden town Investment Plan, as the following:</i></p> <p><i>Our vision is a <b>thriving market town</b> which capitalises on its <b>unique landscape</b>, its <b>environment</b>, and its <b>renowned community activism</b> and <b>enterprising spirit</b>. Todmorden will have a strong visitor economy and be a beacon for <b>social and environmental enterprise</b>, <b>creative industries</b> and <b>healthy living</b>.</i></p> <p><i>Nine Strategic Objectives have been identified:</i></p> <ul style="list-style-type: none"> <li><i>• <u>Redevelop the heart of the town centre to create a vibrant designation which is attractive to visitors and residents alike. It will have high quality, public spaces and facilities, a more diverse range of uses and activity</u></i></li> <li><i>• <u>To improve the town centre experience and be friendly for walkers, cyclists and people with limited mobility</u></i></li> <li><i>• <u>To maximise the potential of our cultural and heritage assets</u></i></li> <li><i>• <u>Build on the strength of the town’s arts, music and cultural sectors</u></i></li> <li><i>• <u>Provide opportunities and modern workspaces for small and medium sized businesses, particularly in the creative sector</u></i></li> <li><i>• <u>Provide high quality opportunities in education and training as a foundation for a creative, prosperous and more sustainable future</u></i></li> <li><i>• <u>Grow the visitor economy to become the gateway to the Calder Valley, and to Leeds and Manchester conurbations, with excellent transport links, exceptional outdoor pursuits, outstanding recreational spaces and commercial opportunities</u></i></li> <li><i>• <u>Deliver environmentally sustainable projects and reduce carbon emissions</u></i></li> </ul>	

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<ul style="list-style-type: none"> <li>• <u>Contribute towards post Covid-19 recovery</u></li> </ul> <p><u>The Todmorden Town Deal Board was established in 2020, with the purpose of driving forward proposals and the objectives of the Todmorden Town Investment Plan, which secured £17.5m from the Government’s Town Deal initiative,</u></p> <p><u>The area occupies a central location in the town and provides a unique opportunity to provide development to meet the purposes of the regeneration initiative.</u></p> <p><b><u>Policy SD6a: Regeneration Action Areas</u></b></p> <p><u>The following sites are designated Regeneration Action Areas and identified on the Policies map.</u></p> <p><u>RAA01 - Land adjacent Mill Royd Street, Brighouse.</u></p> <p><u>RAA02 – Land off Halifax Road, Todmorden.</u></p> <p><u>The designation identifies each area as a priority for development which must contribute to meeting the objectives of the following:</u></p> <ul style="list-style-type: none"> <li>• <u>Brighouse Vision Masterplan, Brighouse Town Investment Plan, or</u></li> <li>• <u>Todmorden Investment Plan, and</u></li> <li>• <u>any other regeneration initiatives with the purpose of improving the economic, social and environmental wellbeing of residents, visitors and businesses, current at the time of submission of a planning application.</u></li> </ul> <p><u>A Masterplan for each Regeneration Action Area will be prepared in accordance with the requirements of Policy IM7.</u></p>	

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<p><u>Development must include a mix of uses appropriate to the area's location, which is either bordering on, or within the town centre. Such uses could include retail, business, light industry, leisure, hospitality, residential and community.</u></p> <p><u>Regeneration Action Areas RAA01 and RAA02 are located in areas of high flood risk. Development must have regard to and compliance with Local Plan policy CC2, the advice of the Environment Agency (or equivalent agency), the objectives and priorities for flood risk management set out in the Local Flood Risk Management Strategy and the published evidence of local flood risk and its significance as included in Strategic Flood Risk Assessments, Surface Water Management Plans and other recognised sources of flood risk data.</u></p> <p><u>Regeneration Action Area RAA01 is located in close proximity to a number of Grade II listed buildings. Regeneration Action Area RAA02 adjoins the boundary of the Todmorden Conservation Area. The Council has a statutory duty under the provisions of the Planning (Listed Buildings and Conservation Areas) Act, 1990 to pay "special attention" to "the desirability of preserving or enhancing the character or appearance" of its Conservation Areas and to ensure that the elements which contribute to the significance of heritage assets such as listed buildings are not harmed. Proposals for development in both Regeneration Action Areas must have regard to and compliance with Local Plan Policy HE1, the advice of Historic England (or equivalent agency) and the recommendations provided within a relevant Heritage Impact Assessment.</u></p> <p><u>Regeneration Action Area RAA01 adjoins the Calder and Hebble Navigation. Proposals for development should ensure that the distinct heritage of Brighouse's waterside is taken into consideration by engaging with the canal through the promotion of surveillance, biodiversity enhancements, and through ensuring the development does not overshadow the water space.</u></p>	

## Chapter 9 – Sites for Housing

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason																														
MM28	59	Policy SD7	<p><b>Policy SD7 Allocated Housing Sites</b></p> <p>The following sites are allocated to provide land for new housing and are indicated on the Policies Map. Planning applications will need to address to the issues identified in <del>the Site Assessment Reports</del> <u>Appendix 1</u>. No other principal use will be permitted on allocated housing sites.</p>	Clarification																														
MM29	59	Policy SD7	<p><b>Policy SD7 Allocated Housing Sites – Brighouse</b></p> <table border="1"> <thead> <tr> <th>Site Ref</th> <th>Location</th> <th>Size (Ha)</th> <th>Indicative Developable Area</th> <th>Indicative Capacity</th> </tr> </thead> <tbody> <tr> <td>LP0174</td> <td>End of Wilton Street, HD6 2QY</td> <td><del>2.83</del> <u>2.82</u></td> <td><del>1.85</del> <u>1.84</u></td> <td>15</td> </tr> <tr> <td>LP0338</td> <td>Land adjacent Whinney Hill Park, Whinney Hill, Brighouse</td> <td>0.6</td> <td>0.6</td> <td>22</td> </tr> <tr> <td>LP0548 Supporting Information</td> <td>Land at junction of, Granny Hall La. &amp; Blackburn Rd, Brighouse</td> <td><del>0.55</del> <u>0.54</u></td> <td><del>0.55</del> 0.54</td> <td><del>19</del> <u>16</u></td> </tr> <tr> <td>LP0565</td> <td>Land at Bowling Alley/Scholey Park Avenue, Rastrick, Brighouse</td> <td>0.52</td> <td>0.28</td> <td>10</td> </tr> <tr> <td>LP0568 Supporting Information</td> <td>Land south of Clough Lane, Rear of New Hey Road, Rastrick, Brighouse, HD6</td> <td><del>4.34</del> <u>4.33</u></td> <td><del>2.36</del> <u>2.37</u></td> <td><del>83</del> <u>78</u></td> </tr> </tbody> </table>	Site Ref	Location	Size (Ha)	Indicative Developable Area	Indicative Capacity	LP0174	End of Wilton Street, HD6 2QY	<del>2.83</del> <u>2.82</u>	<del>1.85</del> <u>1.84</u>	15	LP0338	Land adjacent Whinney Hill Park, Whinney Hill, Brighouse	0.6	0.6	22	LP0548 Supporting Information	Land at junction of, Granny Hall La. & Blackburn Rd, Brighouse	<del>0.55</del> <u>0.54</u>	<del>0.55</del> 0.54	<del>19</del> <u>16</u>	LP0565	Land at Bowling Alley/Scholey Park Avenue, Rastrick, Brighouse	0.52	0.28	10	LP0568 Supporting Information	Land south of Clough Lane, Rear of New Hey Road, Rastrick, Brighouse, HD6	<del>4.34</del> <u>4.33</u>	<del>2.36</del> <u>2.37</u>	<del>83</del> <u>78</u>	Update
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Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change				Reason	
			LP0571	Site to the rear of 9A, Birds Royd Lane, Brighouse	<del>0.48</del> <del>0.50</del>	<del>0.38</del> <u>0.39</u>	100	
			LP0771 Supporting Information	<u>Firth's Carpets, 432 Bradford Road, Bailiff Bridge, Brighouse</u>	<del>0.61</del> <u>0.60*</u>	<del>0.61</del> <u>0.60</u>	<del>30</del> <u>41*</u>	
			LP0846	The Bramble Inn, Field Lane, Rastrick, Brighouse	0.3	0.3	12	
			LP0945 Supporting Information	Pond Quarry, Lightcliffe Road, Brighouse, HD6 2JJ	1.82	1.82	<del>62</del> <u>75</u>	
			LP1000 Supporting Information	Land off, Woodhouse Lane, Rastrick, Brighouse	<del>0.54</del> <u>0.46</u>	<del>0.53</del> <u>0.46</u>	<del>24</del> <u>10</u>	
			LP1032	Southages Quarry, Ogden Lane and Toothill Bank, Rastrick, Brighouse	1.65	1.05	42	
			LP1033 Supporting Information	Land off, Toothill Bank, Rastrick, Brighouse, HD6	<del>3.22</del> <u>3.23</u>	<del>2.12</del> <u>3.23</u>	<del>64</del> <u>97</u>	
			LP1053	Squire Hill quarry, Brighouse	<del>3.73</del> <u>3.75</u>	2.26	68	
			LP1054	Land off Brookfoot Lane, Brighouse	1.23	0.9	32	
			LP1060	Land at Shirley Grove, Lightcliffe, Brighouse	0.64	0.64	23	
			LP1077 Supporting Information	Southedge Quarry, Brighouse Road, Hipperholme, Brighouse, HX3	<del>13.08</del> <u>13.04</u>	<del>6.67</del> <u>6.66</u>	<del>213</del> <u>174</u>	
			LP1078	Land between, Dewsbury Road and New Hey Road, Rastrick, Brighouse, HD6	<del>10.62</del> <u>10.57</u>	<del>5.15</del> <u>5.12</u>	<del>149</del> <u>267</u>	
			LP1093	Former Hill Crest Quarry, Halifax Road, Hove Edge, Brighouse	1.23	0.97	35	
			LP1095	Halifax Road, Hove Edge, Brighouse	<del>4.83</del> <u>4.81</u>	4.04	149	

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change					Reason
			LP1116	Brighouse Road, Hipperholme, Brighouse	1.83	<del>1.05</del> <u>1.04</u>	50	
			LP1322	George Street, Rastrick, Brighouse	0.48	<del>0.35</del> <u>0.36</u>	65	
			LP1469 Supporting Information	Land at Stoney Hill, Lillands Lane, Brighouse	<del>0.44</del> <u>0.46</u>	<del>0.44</del> <u>0.46</u>	20	
			LP1648 Supporting Information	Land north of, Crosslee, Brighouse Road, Hipperholme, Brighouse	0.85	0.85	<del>31</del> <u>41</u>	
MM30	61	Policy SD7	<b>Policy SD7 Allocated Garden Suburbs - Brighouse</b>					Update
			<b>Site Ref</b>	<b>Location</b>	<b>Size (Ha)</b>	<b>Indicative Developable Area</b>	<b>Indicative Capacity</b>	
			LP1451	Land between Bradley Wood and Woodhouse Lane, Rastrick, Brighouse	<del>63.2</del> <u>63.00</u>	44.9 <u>44.76</u>	1257	
			LP1463 Supporting Information	Land between, Highmoor Lane and Bradford Road, Brighouse	<del>140.66</del> <u>140.44</u>	<del>111.02</del> <u>105.15</u>	1998	



Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change					Reason
MM31	61	Policy SD7	<b>Policy SD7 Allocated Housing Sites - Elland</b>					Update
			<b>Site Ref</b>	<b>Location</b>	<b>Size (Ha)</b>	<b>Indicative Developable Area</b>	<b>Indicative Capacity</b>	
			LP0037 Supporting Information	Long Heys Farm, Long Heys, Greetland, Elland, HX4 8BJ	0.95	<del>0.84</del> <u>0.80</u>	<del>30</del> <u>29</u>	
			LP0065	Land north-west, Nab Lane, West Vale, Elland	<del>1.01</del> <u>1.00</u>	0.65	23	
			LP0075 Supporting Information	<del>Land at Laithe Croft Farm, Bowling Green Road, Stainland, Elland, HX4 9PF</del>	<del>0.32</del>	<del>0.32</del>	<del>11</del>	
			LP0146	Land to the west of Church view, Church Lane, Stainland, Elland	0.86	0.86	31	
			<u>LP0177</u> <b>Published in CC39</b>	<u>Land adjacent Ellistones Place, Saddleworth Road, Greetland, Elland HX4 8LG</u>	<u>6.03</u>	<u>5.83</u>	<u>175</u>	
			LP0964 Supporting Information	Land off, Rochdale Road, West Vale, Elland	0.63	0.49	<del>14</del> <u>15</u>	
			<u>LP0952</u> <b>Published in CC39</b>	<u>Land at New Gate Farm, Saddleworth Road, Greetland, Elland</u>	<u>10.63</u>	<u>8.7</u>	<u>286</u>	
			LP0978	Land off Lower Edge Road/Shaw Lane, Elland	8.28	8.28	248	
			LP1030	Land adjoining South Parade, Adj Maple Fold, Elland	0.54	<del>0.38</del> <u>0.39</u>	14	
			LP1283	Glenholme, Green Lane, Greetland, Elland	0.51	0.30	11	
			LP1407 Supporting Information	Land Off, Scar Bottom Lane, Greetland, Elland, HX4 8PQ	0.44	0.44	<del>16</del>	
			<u>LP1567</u>	<u>Land adjacent Exley Lane, North of Elland</u>	<u>20.54</u>	<u>15.46</u>	<u>450</u>	

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			LP0242	Land opposite 109-119 Mixenden Road, Mixenden, Halifax	0.40	0.40	14	
			LP0261 Supporting Information	Land at, Turner Avenue South, Ovenden, Halifax	<del>2.69</del> <u>2.68</u>	<del>2.69</del> <u>2.68</u>	<del>91</del> <u>77</u>	
			LP0353	Land to the rear of 109 Fairfax Crescent, Southowram, Halifax	0.32	<del>0.33</del> <u>0.32</u>	9	
			LP0397 Supporting Information	Land adjacent to Daisy Bank, Savile Park, Halifax, HX1	0.52	0.52	10	
			LP0400	Land off Birdcage Lane, Savile Park, Halifax	<del>0.31</del> <u>0.29</u>	<del>0.31</del> <u>0.29</u>	6	
			LP0407	Spring Hall Mills, Mile Cross Road, Halifax	0.47	0.47	16	
			LP0452	Land at Ovenden Green, Halifax	<del>2.45</del> <u>2.44</u>	<del>2.45</del> <u>2.44</u>	98	
			LP0454 Supporting Information	Land off, Wheatley Road, Lee Mount, Halifax	1.06	0.66	<del>20</del> <u>14</u>	
			LP0478	Hartwell Ford Garage, Skircoat Road, Halifax	0.28	0.28	11	
			LP0523 Supporting Information	Land at, Furness Avenue, Illingworth, Halifax	<del>3.46</del> <u>3.45</u>	<del>3.46</del> <u>3.45</u>	<del>104</del> <u>158</u>	
			LP0531 Supporting Information	Land off Whitehill Road, Keighley Road, Illingworth, Halifax	<del>7.18</del> <u>7.16</u>	<del>4.34</del> <u>4.33</u>	<del>130</del> <u>127</u>	
			LP0683	Land at Bank Top/Common Lane, Halifax	0.32	0.32	12	
			LP0814 Supporting Information	Land at Richmond Street, Stannary Place, Halifax	<del>0.99</del> <u>0.98</u>	<del>0.99</del> <u>0.98</u>	<del>45</del> <u>54</u>	

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change				Reason	
			LP0815 Supporting Information	Works Depot, Stannary Place, Halifax	<del>1.62</del> <u>1.33</u>	<del>1.62</del> <u>1.33</u>	<del>73</del> <u>51</u>	
			LP0950 Supporting Information	Beacon Lodge Quarry, Long Lane, Halifax	2.16	<del>1.80</del> <u>2.16</u>	<del>54</del> <u>64</u>	
			LP0968	Land at West End Golf Club, Paddock Lane, Highroad Well, Halifax	<del>2.71</del> <u>2.70</u>	<del>2.71</del> <u>2.70</u>	81	
			<u>LP0983</u> <b>Published in CC39</b>	<u>Land at Maltings Road, Wheatley, Halifax</u>	<u>1.35</u>	<u>0.86</u>	<u>30</u>	
			LP0990	Land off Denfield Lane, Wheatley, Halifax	<del>1.07</del> <u>1.06</u>	0.85	31	
			LP1004	Land off Burnley Road, Warley, Halifax	0.79	0.73	26	
			LP1009 Supporting Information	Site of demolished School, Clough Lane / Brow Bottom Lane, Mixenden, Halifax, HX2	1.52	1.52	<del>55</del> <u>38</u>	
			LP1019 Supporting Information	Land adjacent to White House Farm, Riley Lane, Holmfield, Halifax, HX2 9SZ	<del>1.32</del> <u>1.27</u>	<del>1.13</del> <u>1.09</u>	<del>41</del> <u>27</u>	
			<u>LP1128</u> <b>Published in CC39</b>	<u>Land off Park Lane, Siddal, Halifax, HX3</u>	<u>1.06</u>	<u>1.06</u>	<u>38</u>	
			LP1137	Horley Green Works, Horley Green Road, Claremount, Halifax	<del>0.84</del> <u>0.78</u>	<del>0.84</del> <u>0.78</u>	27	
			LP1180	Old Lane Dyeworks, Old Lane, Halifax	<del>2.61</del> <u>2.60</u>	<del>1.51</del> <u>0.38</u>	63	
			LP1194	Barn Cottage, 5 Lower Exley, Siddal, Halifax	1.18	1.10	35	
			LP1196	Land off Park Lane, Siddal, Halifax	0.79	0.57	21	
			LP1197	Park Lane, Siddal, Halifax	<del>1.09</del> <u>1.08</u>	<del>1.09</del> <u>1.08</u>	39	

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change				Reason	
			LP1215	Land adjacent Boothtown Road, Boothtown, Halifax	0.27	0.27	11	
			LP1216 Supporting Information	Land off, Mill Lane and Old Lane, Boothtown, Halifax, HX3 6TP	<del>9.60</del> <u>4.71</u>	<del>6.57</del> <u>3.20</u>	<del>197</del> <u>94</u>	
			LP1229 Supporting Information	Near Royd, Ovenden, Halifax, HX3 5QP	<del>16.68</del> <u>16.62</u>	<del>15.79</del> <u>15.74</u>	<del>474</del> <u>562</u>	
			<u>LP1292</u> <u>Supporting Information</u>	<u>Cow Green Car Park, Halifax</u>	<u>0.34</u>	<u>0.34</u>	<del>141</del> <u>90*</u>	
			LP1368 Supporting Information	Furness Drive/Turner Avenue South, Illingworth, Halifax	0.26	0.26	<del>9</del> <u>6</u>	
			LP1379 Supporting Information	Heathmoor Park Road/Field Head Lane, Illingworth, Halifax	<del>1.13</del> <u>1.14</u>	<del>1.13</del> <u>1.14</u>	<del>41</del> <u>43</u>	
			<u>LP1409</u> <b><u>Published in CC39</u></b>	<u>Wood Lane, Off Ovenden Wood Road, Wheatley, Halifax, HX2 0TQ</u>	<u>4.31</u>	<u>3.62</u>	<u>109</u>	
			LP1425	Land south of Phoebe Lane, Siddal, Halifax	<del>3.30</del> <u>3.29</u>	2.28	105	
			LP1429 Supporting Information	Former St Catherines High School, Holdsworth Road, Holmfield, Halifax, HX2 9TH	<del>2.76</del> <u>2.75</u>	<del>2.76</del> <u>2.75</u>	<del>83</del> <u>108</u>	
			LP1481	Former St. Catherines High School Grounds, Holdsworth Road, Halifax	1.05	0.90	32	
			LP1486	Land off Hambleton Drive, Mixenden, Halifax	0.76	0.76	27	
			<del>LP1487</del> Supporting Information	<del>Land off, Balkram Road, Mixenden, Halifax</del>	<del>0.34</del>	<del>0.34</del>	<del>14</del>	
			LP1488	Land off Hambleton Crescent, Mixenden, Halifax	0.27	0.27	11	

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change					Reason
			LP1489	Land South of Hambleton Crescent, Mixenden, Halifax	0.34	0.34	14	
			LP1547	Supporting Information Land at, Abbey Park, Illingworth, Halifax, HX2 9LQ	<del>2.49</del> <u>2.47</u>	<del>2.49</del> <u>2.47</u>	<del>75</del> <u>83</u>	
			<u>LP1590</u> <b>Published in CC39</b>	<u>Land adjacent to the Wells, Stock Lane, Highroad Well, Halifax, HX2 7QP</u>	<u>0.61</u>	<u>0.4</u>	<u>16</u>	
			LP1603	Land rear of 115, Claremont Road, Halifax	0.44	0.44	16	
			LP1609	Land at Titan Works, Claremount Road, Boothtown, Halifax	<del>0.99</del> <u>1.01</u>	<del>0.99</del> <u>1.01</u>	<del>49</del> <u>46</u>	
MM33	65	Policy SD7	<b>Policy SD7 Allocated Housing Sites – Hebden Bridge</b>					Update
			<b>Site Ref</b>	<b>Location</b>	<b>Size (Ha)</b>	<b>Indicative Developable Area</b>	<b>Indicative Capacity</b>	
			LP1501	Land east of Manor Drive, Hebden Bridge	0.65	0.65	29	
			LP1503	Supporting Information Land at, Stoney Lane, Hebden Bridge	0.43	0.29	<del>27</del> <u>20</u>	
MM34	66	Policy SD7	<b>Policy SD7 Allocated Housing Sites - Mytholmroyd</b>					Update
			<b>Site Ref</b>	<b>Location</b>	<b>Size (Ha)</b>	<b>Indicative Developable Area</b>	<b>Indicative Capacity</b>	
			LP0011	Tenterfields, Burnley Road, Luddendenfoot, Halifax	<del>2.63</del> <u>2.62</u>	<del>2.11</del> <u>2.10</u>	63	
			LP0253	Junction of Grosvenor Place, Burnley Road, Luddendenfoot, Halifax	0.28	0.28	11	

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change					Reason
			<u>LP0931</u> <b>Published in</b> <b>CC39</b>	<u>Land at Greave Houses Field, Luddenden, Halifax</u>	<u>1.21</u>	<u>1.21</u>	<u>44</u>	
			<u>LP1372</u> <b>Published in</b> <b>CC39</b>	<u>Kershaw Drive, Luddenden Foot, Halifax</u>	<u>3.23</u>	<u>1.57</u>	<u>31</u>	
MM35	66	Policy SD7	<b>Policy SD7 Allocated Housing Sites – Northowram and Shelf</b>					Update
			<b>Site Ref</b>	<b>Location</b>	<b>Size (Ha)</b>	<b>Indicative Developable Area</b>	<b>Indicative Capacity</b>	
			LP0221	Land at Spring Head, Northowram, Halifax	1.83	1.27	46	
			LP0589 Supporting Information	Land Adjacent to & Rear of 8 Back Clough, Northowram, Halifax, HX3 7HH	0.38	0.38	<del>15</del> <u>10</u>	
			LP0759 Supporting Information	Land off, Belle Vue Rise, Shelf, Halifax	<del>0.54</del> <u>0.55</u>	<del>0.27</del> <u>0.44</u>	<del>16</del> <u>10</u>	
			<u>LP0766</u> <b>Published in</b> <b>CC39</b>	<u>Land off Hall Lane, Northowram, Halifax, HX3 7SN</u>	<u>5.81</u>	<u>3.83</u>	<u>149</u>	
			LP0782 Supporting Information	Land off, Cock Hill Lane, Shelf, Halifax	<del>5.86</del> <u>5.85</u>	<del>5.52</del> <u>4.67</u>	<del>166</del> <u>141</u>	
			<u>LP1034</u> <b>Published in</b> <b>CC39</b>	<u>Land off Soaper Lane, Shelf, Halifax, HX3 7PT</u>	<u>2.92</u>	<u>2.92</u>	<u>100</u>	
			<u>LP1036</u> <b>Published in</b> <b>CC39</b>	<u>Land north of Shelf Cricket Ground, Carr House Lane, Shelf, Halifax</u>	<u>0.89</u>	<u>0.89</u>	<u>27</u>	

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change					Reason
			<u>LP1037</u> <b>Published in</b> <u>CC39</u>	<u>Land off Burned Road, Shelf, Halifax, HX3 7PT</u>	<del>0.98</del>	<u>0.98</u>	<u>31</u>	
			LP1041 Supporting Information	Land at, West Street & Halifax Road, Shelf, Halifax	<del>1.56</del> <u>1.61</u>	<del>0.57</del> <u>0.91</u>	<del>21</del> <u>32</u>	
			<u>LP1044</u> <b>Published in</b> <u>CC39</u>	<u>Hud Hill Farm, Northowram, Halifax, HX3 7LH</u>	<del>2.11</del>	<u>1.51</u>	<u>45</u>	
			<u>LP1523</u> <b>Published in</b> <u>CC39</u>	<u>Land at Westercroft Lane, Northowram, Halifax, HX3 7EN</u>	<del>1.42</del>	<u>0.89</u>	<u>32</u>	
			LP1543 Supporting Information	Land North and North West of, Wade House Road, Shelf, Halifax	<del>11.17</del> <u>11.15</u>	<del>11.02</del> <u>11.01</u>	<del>331</del> <u>290</u>	



Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason																														
MM36	67	Policy SD7	<p><b>Policy SD7 Allocated Housing Sites - Ripponden</b></p> <table border="1"> <thead> <tr> <th>Site Ref</th> <th>Location</th> <th>Size (Ha)</th> <th>Indicative Developable Area</th> <th>Indicative Capacity</th> </tr> </thead> <tbody> <tr> <td>LP0938</td> <td>Holme House, Holme House Lane, Rishworth, Sowerby Bridge</td> <td><del>0.53</del></td> <td><del>0.27</del></td> <td>11</td> </tr> <tr> <td>LP1023</td> <td>Land off Halifax Road, Triangle, Sowerby Bridge</td> <td><del>1.41</del> <u>1.40</u></td> <td>1.06</td> <td>17</td> </tr> <tr> <td>LP1027</td> <td>Land north of Stonelea, Barkisland, Sowerby Bridge</td> <td><del>0.54</del> <u>0.55</u></td> <td>0.33</td> <td>12</td> </tr> <tr> <td>LP1224 Supporting Information</td> <td>Land North of Meadowcroft Lane, Halifax Road, Ripponden, Sowerby Bridge</td> <td>1.84</td> <td><del>1.18</del> <u>1.02</u></td> <td><del>30</del> <u>24</u></td> </tr> <tr> <td><u>LP1602</u> <b>Published in CC39</b></td> <td><u>Barkisland Cross, Jackson Lane Barkisland, HX4 0HE</u></td> <td><u>0.76</u></td> <td><u>0.76</u></td> <td><u>24</u></td> </tr> </tbody> </table>	Site Ref	Location	Size (Ha)	Indicative Developable Area	Indicative Capacity	LP0938	Holme House, Holme House Lane, Rishworth, Sowerby Bridge	<del>0.53</del>	<del>0.27</del>	11	LP1023	Land off Halifax Road, Triangle, Sowerby Bridge	<del>1.41</del> <u>1.40</u>	1.06	17	LP1027	Land north of Stonelea, Barkisland, Sowerby Bridge	<del>0.54</del> <u>0.55</u>	0.33	12	LP1224 Supporting Information	Land North of Meadowcroft Lane, Halifax Road, Ripponden, Sowerby Bridge	1.84	<del>1.18</del> <u>1.02</u>	<del>30</del> <u>24</u>	<u>LP1602</u> <b>Published in CC39</b>	<u>Barkisland Cross, Jackson Lane Barkisland, HX4 0HE</u>	<u>0.76</u>	<u>0.76</u>	<u>24</u>	Update
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<u>LP1602</u> <b>Published in CC39</b>	<u>Barkisland Cross, Jackson Lane Barkisland, HX4 0HE</u>	<u>0.76</u>	<u>0.76</u>	<u>24</u>																														
MM37	67	Policy SD7	<p><b>Policy SD7 Allocated Housing Sites – Sowerby Bridge</b></p> <table border="1"> <thead> <tr> <th>Site Ref</th> <th>Location</th> <th>Size (Ha)</th> <th>Indicative Developable Area</th> <th>Indicative Capacity</th> </tr> </thead> <tbody> <tr> <td>LP0044</td> <td>Cemetery Lane, Lower Bentley Royd, Sowerby Bridge</td> <td><del>2.95</del> <u>2.94</u></td> <td><del>2.95</del> <u>2.94</u></td> <td>112</td> </tr> <tr> <td>LP0287 Supporting Information</td> <td>Land rear of 287, Willowfield Road, Halifax</td> <td>0.84</td> <td><del>0.73</del> <u>0.84</u></td> <td><del>8</del> <u>10</u></td> </tr> <tr> <td>LP0435</td> <td>Land off, Haugh End Lane, Sowerby Bridge</td> <td>1.91</td> <td>0.30</td> <td>14</td> </tr> <tr> <td>LP0438</td> <td>Land off Dean Lane, Sowerby, Sowerby Bridge</td> <td>0.63</td> <td>0.37</td> <td>13</td> </tr> </tbody> </table>	Site Ref	Location	Size (Ha)	Indicative Developable Area	Indicative Capacity	LP0044	Cemetery Lane, Lower Bentley Royd, Sowerby Bridge	<del>2.95</del> <u>2.94</u>	<del>2.95</del> <u>2.94</u>	112	LP0287 Supporting Information	Land rear of 287, Willowfield Road, Halifax	0.84	<del>0.73</del> <u>0.84</u>	<del>8</del> <u>10</u>	LP0435	Land off, Haugh End Lane, Sowerby Bridge	1.91	0.30	14	LP0438	Land off Dean Lane, Sowerby, Sowerby Bridge	0.63	0.37	13	Update					
Site Ref	Location	Size (Ha)	Indicative Developable Area	Indicative Capacity																														
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Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change					Reason
			LP1356 Supporting Information	Hollins Park, Cemetery Lane, Sowerby Bridge	1.20	<del>0.45</del> <u>0.86</u>	<del>10</del> <u>32</u>	
			<del>LP1391</del> Supporting Information	<del>Upper Bentley Royd, Sowerby Bridge</del>	<del>0.40</del>	<del>0.40</del>	<del>20</del>	
			LP1398	Land on the West Side of Brockwell Lane, Triangle, Sowerby Bridge	<del>4.11</del> <u>4.10</u>	<del>2.90</del> <u>2.89</u>	87	
			LP1412 Supporting Information	Land North of, Lower Brockwell Lane, Sowerby Bridge, HX6 3PB	0.61	0.28	<del>8</del> <u>18</u>	
			LP1415	Wakefield Road, Sowerby Bridge	0.24	0.24	12	
			LP1654 Supporting Information	Politt Fields, 8 Ripon House, Sowerby Bridge, HX6 2LQ	<del>1.51</del> <u>1.22</u>	<del>1.51</del> <u>1.22</u>	<del>44</del> <u>26</u>	
			LP1655 Supporting Information	Rawson Wood, Wood Croft, Sowerby, Sowerby Bridge, HX6 1LJ	1.45	0.72	<del>22</del> <u>30</u>	
MM38	68	Policy SD7	<b>Policy SD7 Allocated Housing Sites - Todmorden</b>					Update
			<b>Site Ref</b>	<b>Location</b>	<b>Size (Ha)</b>	<b>Indicative Developable Area</b>	<b>Indicative Capacity</b>	
			LP0053 Supporting Information	Land off Key Syke Lane, Kilnhurst, Todmorden, OL14 6AW	<del>0.43</del> <u>0.37</u>	<del>0.29</del> <u>0.24</u>	<del>13</del> <u>11</u>	
			LP0635	Land off Fir Street, Walsden, Todmorden	0.93	1.83	37	
			LP0640 Supporting Information	Land off The Hollins,, Stansfield Hall Road, Todmorden, OL14	<del>1.33</del> <u>1.32</u>	<del>1.17</del> <u>1.09</u>	<del>53</del> <u>33</u>	
			LP0651	Land off Stony Royd Lane, Todmorden	1.98	<del>1.73</del> <u>1.72</u>	62	

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change					Reason
			LP0658 Supporting Information	Cinderhill Mills, Halifax Road, Todmorden, OL14 5TH	<del>0.47</del> <u>0.50</u>	<del>0.47</del> <u>0.50</u>	<del>24</del> <u>22</u>	
			LP0659	Land rear of 302 Halifax Road, Todmorden	<del>0.58</del> <u>0.61</u>	<del>0.48</del> <u>0.51</u>	17	
			<del>LP0901</del> Supporting Information	<del>Land off, Woodlands Avenue, Todmorden</del>	<del>0.73</del>	<del>0.32</del>	<del>16</del>	
			LP0914 Supporting Information	Land Opposite 46-48, Hollins Road, Walsden, Todmorden, OL14 8BJ	1.31	1.03	<del>46</del> <u>43</u>	
			LP1534	Birks Mill, Birks Lane, Walsden, Todmorden	0.71	0.40	18	
			<del>LP1637</del> Supporting Information	<del>Land in front of, Bradnor House, Todmorden, OL148RA</del>	<del>0.66</del>	<del>0.55</del>	<del>25</del>	

## Chapter 10 – Addressing Climate Change

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
MM39	70	10.2-10.4	<p><del>10.2 The UK Government is committed by the Climate Change Act 2008 to an 80% reduction in greenhouse gas emissions by 2050 from a 1990 baseline. Calderdale Council, working with partners through the Energy Futures Panel have further refined the target to be more specific for the Borough and the information available. This used a 2005 base year resulting in the 2050 target being about 76% for Calderdale rather than the 80% established for the UK as a whole.</del></p> <p><i><u>10.2 In 2021, an updated interim national target of achieving a 78% cut in carbon emissions by 2035 was set by the UK's Sixth Carbon Budget and enshrined in law. Calderdale Council, working with partners through the Climate Change Working Party, has adopted a specific science-based target for the Borough of net zero by 2038, with significant progress by 2030. This equates to a carbon reduction 'in the order of 85%' by the end of the Plan period based on the following calculation. The UK total GVA is compared to that of Calderdale from 2011 to 2016. The carbon budget (2018-2100) for Calderdale is then apportioned based on Calderdale's average proportion of UK GVA for the period 2011-2016. This can be used as an economic metric to apportion carbon budgets. This provides a carbon budget of 7,960 ktCO2 for 2018-2100. To remain within this Carbon Budget and provide a net zero transitional period emissions have to be cut by 14% year on year and become net zero by 2038. Starting from a 2018 Calderdale annual emissions value of 1,039 ktCO2 a reduction of 14% year on year will mean emissions have to fall to a residual 127 ktCO2 by 2032 equating to an 87% cut in emissions.</u></i></p> <p><del>10.3 — The challenge of Climate Change, including both the causes and effects of climate change, cuts across all policy topics with the Local Plan providing a framework to ensure that these are addressed. In doing so the Plan through its policies seeks to reduce greenhouse gas emissions, supports energy efficiency improvements to</del></p>	Update

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<p>existing buildings, and is consistent with the Government's approaches to carbon emissions in new development.</p> <p><del>10.4</del> The following overarching Policy ensures the different policy areas of the Local Plan respond to the challenges of climate change in order to deliver a sustainable future for the Borough.</p> <p><i>10.3 In order to address the substantial Global Human Health and Environmental threat of climate change, Policy CC1 (Climate Change) provides a broad strategic framework to guide all aspects of development. This approach seeks to reduce Green House Gases and assist in achieving the level of reduction set out in paragraph 10.2 above and in order to contribute to Government targets. Not only must the Local Plan address the causes of climate change but it must also address its effects. This holistic approach where all policies in the Local Plan reinforce each other in this major objective will deliver a sustainable future for the Borough. In doing so it reflects Government initiatives such as for reducing greenhouse gas emissions, supporting energy efficiency improvements to existing buildings and reducing carbon emissions in new development as well as supporting the emerging regional Climate Change Strategy led by the West Yorkshire Combined Authority. A key aspect of this emerging work is the Emission Reduction Pathways Project that seeks to demonstrate how West Yorkshire will comply with emission reduction targets; produce an implementation roadmap and provide policy recommendations and an action plan for the region.</i></p>	
MM40	70	Policy CC1	<p><b>Policy CC1 Climate Change</b></p> <p>Development proposals should contribute aim to mitigating <del>be net zero emitters of Green House Gases such as Carbon Dioxide and</del> <u>adapting to must demonstrate appropriate mitigation and adaptation measures to address</u> the predicted impacts of climate change</p> <ul style="list-style-type: none"> <li>Ensuring energy efficiency and reduced carbon emissions are <u>is maximised and</u> regarded as <u>a priority outcomes outcome</u> in development planning;</li> </ul>	Clarification

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<ul style="list-style-type: none"> <li>• Using Sustainable Design and Construction methods, meeting national standards as a minimum;</li> <li>• Increasing levels of Renewable and Low Carbon Energy Generation, through both a range of technologies and domestic, community and commercial scale schemes, whilst taking account of cumulative and environmental impacts; <i>wherever possible energy demand should be met by onsite renewable energy or a low carbon energy distribution network.</i></li> <li>• Supporting <i>Active and</i> Sustainable Transport Networks through <i>travel planning and providing facilities for active low carbon travel contributing to</i> a reduction in travel demand, traffic growth and congestion;</li> <li>• Locating development in areas accessible by public transport, and safe, attractive well linked cycling and walking routes, whilst recognising the different needs of rural areas</li> <li>• Protecting and enhancing Green and Blue Infrastructure Networks, acknowledging the benefits these can bring;</li> <li>• Minimising flood risk, limiting surface water run off;</li> <li>• Creating, protecting and enhancing biodiversity habitats <i>including the wildlife habitat network</i>, taking care not to create barriers to the movement of wildlife over the wider landscape;</li> <li>• Reducing the amount of waste produced through a reduction in the consumption of materials and resources and maximising the recycling/re-use of waste whilst minimising that going to landfill.</li> </ul>	
MM41	75	Insert new paragraph after Para. 10.22	<p><i><u>When incorporating SuDS in new development, regard should be had to the Leeds City Region Sustainable Drainage Systems Guidance produced by WYCA in February 2020. This guidance does not set new policy but strategically signposts developers to existing national and local policy and best practice. The document also provides developers with a brief introduction to SuDS, provides guidance on the information that should be included with a planning application in order to promote the use of the</u></i></p>	Update

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<u>SuDS in new developments and provides guidance on the hydraulic and other technical standards required to implement SuDS.</u>	
MM42	75	Policy CC3	<p>The Council will work with key stakeholders to protect the quality and quantity of water resources; encourage their efficient use and ensure that they are provided where necessary. Priority will be given to:</p> <ol style="list-style-type: none"> <li>1. Protecting and enhancing ground and surface water features and preventing aquatic pollution;</li> <li>2. Ensuring new development has an adequate means of water supply, sufficient foul and surface water drainage and sewage treatment capacity;</li> <li>3. Only permitting development if there is no adverse impact to the quality or use of surface or ground water resources; and</li> <li>4. Only permitting development if there is no adverse impact on habitats and species dependent on the aquatic environment.</li> </ol> <p>Proposals for development within a Groundwater Source Protection Zone should be supported by a hydrogeological (groundwater) risk assessment that identifies potential risks to groundwater from the development and identifies mitigation measures that will be implemented to reduce unacceptable risks.</p> <p><u>Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:</u></p> <ol style="list-style-type: none"> <li><u>1. Take account of advice from the lead local flood authority;</u></li> <li><u>2. Have appropriate proposed minimum operational standards;</u></li> </ol>	Update

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<p><u>3. Have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and</u></p> <p><u>4. Where possible, provide multifunctional benefits.</u></p> <p>Proposals for development will be supported where they incorporate sustainable drainage systems (SuDS) in order to minimise and manage flooding and improve water quality, compliment water efficiency measures such as rain water harvesting and grey water recycling and benefit biodiversity. Where possible, proposed open spaces and green infrastructure within a development site should contribute to the sustainable drainage of that site.</p> <p>Development will only be permitted if it can be demonstrated that the water supply and waste water infrastructure required is available or can be improved to meet the additional demand generated by the new development. Improvements that are necessitated by new development should be funded in advance of development commencing.</p>	
MM43	76	Para. 10.24	<p>.....Parts of the catchment area of the River Calder lie within <del>the Special Protection Area (SPA) and Special Area of Conservation (SAC), which are protected areas</del> <u>sites designated and protected for their biodiversity and geodiversity importance</u>. Whilst managing the catchment and slowing the flow is important this must be balanced with regard to the SPA and SAC. <u>protected sites</u>. Managing the uplands can also enhance the SAC and SPA whilst also contributing to reducing run-off.</p>	Clarification
MM44	76	Policy CC4	<p>Proposals for natural flood management such as targeted land and vegetation management and planting in upper catchments and along <del>river and canal banks</del> <u>watercourses</u> will be supported in appropriate locations where they are consistent with national and local plan policies and relevant water catchment management plans to reduce flood risk and improve water quality. Proposals should aim to deliver multi benefit projects enhancing water quality, habitat and biodiversity. Proposals should have regard to <del>the Special Area of Conservation and the Special Protection Area</del> <u>sites designated and protected for their biodiversity and</u></p>	Clarification



Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<i>geodiversity importance</i> and ensure that these are enhanced rather than damaged by the proposals.	
MM45	79	Para 10.38	<p>In order to formally address the implications of the Ministerial Statement work was undertaken by Land Use Consultants<sup>15</sup> to identify those areas suitable for wind energy development based on technical considerations. The assessment was undertaken for five different size categories of wind turbine and found that there are a number of very small areas which could be appropriate for wind energy development at the various scales. However, when the Study considered these areas with the findings of the Julie Martin Study most fall within the 'Moderate to High' and 'High' landscape sensitivity categories, particularly for the larger categories of turbine. Whilst it is impossible to assess the suitability of the identified areas definitively without specific schemes, given the high value of much of the landscape the probability is that only a limited number of the identified areas will be found suitable for wind turbines. Showing all identified areas in the Local Plan is not considered to be within the spirit of the Ministerial Statement although this does not actually provide any information regarding the definition of a suitable area. Therefore, the approach taken in the Local Plan is to only show those areas where the impact on landscape sensitivity is between 'Low' and 'Moderate' which has the effect of only showing areas suitable for turbines in the small (25 - 59 m to blade tip) and very small (18 - 24 m to blade tip) categories. These areas are shown on the Policies Map. <u><i>In those areas depicted as 'Wind Energy Areas - Small Turbines' the maximum height of turbine permitted will be 59 metres to blade tip. In those areas depicted as 'Wind Energy Areas – Very Small Turbines' the maximum height permitted will be 24 metres to blade tip. As demonstrated on the Policies Map areas for the small category of turbine overlap with those for the very small category, with the latter being suitable over a more extensive area due to their lower impact on the landscape.</i></u></p> <p><b>Footnote 15:</b> Assessment of Areas of Suitability for Wind Development in Calderdale, Land Use Consultants, January 2017</p>	Clarification

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
MM46	80	Para. 10.40	10.40 The Study employed a threshold of 18 metres height to blade tip and therefore no assessment was made for turbines below this size. However, such turbines can provide and/or contribute to the energy needs of farmsteads and other small businesses as well as being part of community led schemes. Such turbines have a more limited impact and will <u>also</u> be permitted across the Borough with the exception of the SSSI/SPA/SAC but including within the associated buffer area <u>in those areas identified on the Policies map as suitable for small and very small turbines (the two smallest categories in the LUC Study)</u> subject to compliance with the relevant criteria in Policy CC6. The reference to sites of nature conservation or biodiversity value in Part 1 of the Policy includes both areas which have been officially designated and ones where this is not the case.	Clarification
MM47	80	New Para. 10.40a	<u>10.40a Castle Hill, in the Metropolitan Borough of Kirklees, is one of the most distinctive and prominent landscape features in the region. It is visible from a wide area and is a familiar and valued landmark. Victoria Tower, which lies on the south-western end of the hill top, accentuates this dramatic location and has become a key feature of the area's skyline. The visual connections between the site and the rural and urban areas around it are a fundamental aspect of its setting. In order to better understand the contribution which the area around the monument makes to its setting, in 2016 Kirklees Council commissioned a Study to examine the extent to which the significance of Castle Hill is derived from its setting. The 'Castle Hill Setting Study' makes it clear that the extensive wide-ranging views from the hilltops across the surrounding landscape are a critical component of Castle Hill's setting and notes, in particular, the potential harm which tall structures, such as wind turbines could have upon the setting of the monument. Wind turbine proposals, therefore, will also be expected to take into account their potential impacts upon Castle Hill.</u>	Clarification
MM48	80	Para 10.41	10.41 In addressing the wide range of wind energy proposals which could come forward, together with their potential impact on the landscape as set out above, the Local Plan <u>takes a positive approach to wind energy but one which is tempered by the Written Ministerial Statement.</u> <del>is pragmatic balancing the national policy</del>	Clarification

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<p>requirement for a positive approach to renewable energy against an overly strict interpretation of the Ministerial Statement. Additionally, interest currently exists in progressing several Neighbourhood Plans across the borough and these also have the potential to allocate areas for wind energy development.</p>	
MM49	81	Para.10.46	<p>10.46 Heat networks differ from other technologies producing renewable and low carbon energy since they are primarily a form of distribution, although they may also include generation (including from renewable and low carbon sources). Increasing the number of district heat networks is an important part of the Plan for achieving the United Kingdom's <del>legal 80% reduction in emissions by 2050.</del> <u>commitment to reducing emissions to net zero by 2050. Significant policy and funding support exists nationally for heat networks as part of the Government's identification of the technology as the most cost-effective way to decarbonise heat in urban areas.</u></p> <p>10.46a National heat mapping by the Department of Energy and Climate Change (DECC) has identified the locations with the most potential for supporting heat networks whilst further work by Leeds City Region (LCR) has identified the areas within the city region with heat loads sufficient to support district heat networks, with an opportunity identified in Halifax. The Council's Energy Futures Strategy supports this form of development and the Council wish to encourage developers to both investigate and bring forward heat networks and connect to any existing networks. A number of organisations have expressed interest in doing so. Currently the Council are undertaking technical work in relation to a proposed district heating scheme covering central Halifax with support from the Government's Heat Network Delivery Unit. Given that the Plan looks forward to 2033, there is the distinct possibility that opportunities for connections to heat networks will arise during this period and the Council will support these.</p> <p>10.46b Where networks are feasible and viable future <del>residential</del> developments of <del>10 or more dwellings or developments of 1,000 or more square metres</del> will need to either connect to an existing heat network or demonstrate how sites have been designed to allow for connection to a future district heating network. <u>As a guide to identifying developments with sufficient existing or potential heat density, the linear</u></p>	Clarification

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<p><u>heat density MWh demand served per metre of network of 3.1 MWh/m or above (non bulked) provides a useful reference point.</u> Whilst a development of around 40 dwellings is currently required to make connection to a heat network viable, the Plan has a threshold of 10 dwellings in order to both allow for improvements in viability over the Plan period and for situations where sites are developed in close proximity to one another. <u>Viability should be considered on a life-time basis and consider a wide range of technology options and include quantification compared to an appropriate counterfactual of:</u></p> <ul style="list-style-type: none"> <li>• <u>capital cost;</u></li> <li>• <u>operation and maintenance cost;</u></li> <li>• <u>energy cost to consumer and</u></li> <li>• <u>Carbon emissions</u></li> </ul> <p>10.46c Part 3 of the Policy below demonstrates the Council's support for heat networks over the Plan period. Possible means of achieving the necessary infrastructure could be through Local Development Orders and/or the Community Infrastructure Levy or in association with other infrastructure projects such as road improvements.</p> <p><u>10.46d Given both the detailed technical nature of district heat networks and their requirements, together with the expectation that this technology will become more widely available later in the Plan period, the Council will give consideration to a specific Supplementary Planning Document (SPD) on District Heat Networks. This document will be a more appropriate place to accommodate technical detail (including benchmark heat densities) and technological advances than the Local Plan. It will also provide a useful source of information for both developers and planning officers in Development Management when assessing development proposals. The SPD will also consider a heat zoning network to show where a local heat network is operational, soon to be operational, or still in the development stages. Should there be certainty that a heat network will be operational by a specific year the planning requirements relating to development in the defined zone(s) will reflect this fact.</u></p>	

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
MM50	81/82	Policy CC6 criterion 3	<p><b>Policy CC6</b>  <b>Part 1: Assessment of Proposals for Renewable And Low Carbon Energy</b></p> <ul style="list-style-type: none"> <li>any significant harm to sites of nature conservation or biodiversity value <u>and protected species</u>;</li> </ul>	Clarification
MM51	82	Policy CC6 Part 2	<p><b>Policy CC6</b>  <b>PART 2: Assessment of Wind Energy Developments</b>  Additionally for wind energy the proposed development scheme should:</p> <ul style="list-style-type: none"> <li>be within an area identified as suitable for the proposed size category of wind turbine as defined either on the Local Plan Policies Map or in an adopted Neighbourhood Plan; <del>or</del> <u>and</u></li> <li><del>be less than 18m to blade tip, not within the South Pennines Moors SSSI/SPA/SAC, and directly related to, and generate power principally for, the operation of a farmstead, other rural business or a local settlement; and</del></li> <li>following consultation it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.</li> </ul>	Clarification
MM52	82	Policy CC6 Part 3	<p><b>POLICY CC6</b>  <b>Assessment of Renewable and Low Carbon Energy Development Proposals</b>  <b>PART 3: Connecting to District Heat Networks</b>  All larger scale development should consider the opportunities to provide different and innovative <u>low carbon</u> heating to occupiers. Where <del>technically viable</del> <u>(see reasoned justification) and</u> appropriate for the development, <del>and in areas with sufficient existing or potential heat density, developments of 1,000 or more square metres or more or 10 dwellings or more (including conversions where feasible) or</del> <u>developments with sufficient existing or potential heat density should seek low carbon district</u> heating systems according to the following hierarchy:</p> <ol style="list-style-type: none"> <li>Connection to existing district heating networks;</li> <li>Construction of a site wide district heating network served by a new low carbon heat source;</li> </ol>	Update

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<p>3. Collaboration with neighbouring development sites or existing heat loads/sources to develop a viable shared district heating network;</p> <p>4. In areas where district heating is currently not viable, but there is potential for future district heating networks, all development proposals will need to demonstrate how sites have been designed to allow for connection to a future district heating <u>network such as the inclusion of low temperature heating systems.</u></p>	

# Chapter 11 – Managing Growth

No Modifications Proposed

## Chapter 12 – Health and Well Being

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
MM53	85	Policy HW2	<p>A Health Impact Assessment (HIA) should be provided for residential developments of 30 or more units, non-residential developments of 3,000m<sup>2</sup> or more, hot food <del>take-aways</del> <u>takeaways</u> and other developments where the proposal is likely to have a significant impact on health and wellbeing.</p> <p>Where significant health impacts are identified, measures to mitigate the adverse impact of the development should be identified and will be secured by appropriate planning conditions or obligations.</p> <p><u>Expected measures include:</u></p> <ul style="list-style-type: none"> <li>i. Health impacts have been properly considered when preparing the proposals;</li> <li>ii. The development contributes to the creation of a strong, healthy and just society;</li> <li>iii. The applicants have worked closely with those directly affected by their proposals to evolve designs that take account of the views of the community;</li> <li>iv. Any beneficial impacts on health and wellbeing of a particular development are clearly identified;</li> <li>v. Any negative impacts on health and wellbeing of a particular development scheme are minimised.</li> </ul> <p>The HIA will be expected to address the following themes <u>in a manner that is appropriate to the scale and type of development proposal:</u></p> <ul style="list-style-type: none"> <li>i. Healthy, accessible and affordable Housing;</li> </ul>	Clarification



Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<ul style="list-style-type: none"> <li>ii. Physical activity;</li> <li>iii. Availability of green space and play areas;</li> <li>iv. Diet and nutrition;</li> <li>v. Air quality and noise;</li> <li>vi. Active travel, public transport and accessibility;</li> <li>vii. Crime and community safety;</li> <li>viii. Alcohol and drug use;</li> <li>ix. Equality, Social Cohesion and Community;</li> <li>x. Access to Public Services and facilities, including primary care.</li> </ul> <p>Applications will not be approved where the balance of considerations demonstrates that the benefits of the development are outweighed by any adverse impacts on health and wellbeing.</p>	
<b>MM54</b>	85-86	Para 12.10-12.11	<p>12.10 Community facilities include, but are not restricted to, public services, community centres, public halls, emergency services, youth centres, libraries, open spaces, cultural facilities, the voluntary sector, public houses, post offices, health and educational facilities. Some of these issues such as open spaces are dealt with elsewhere within the plan (Green Infrastructure <i>policy GN6</i> and Natural Environment) and Health and Social Care and Educational Facilities are dealt with later in this chapter.</p> <p>12.11 The NPPF identifies the delivery of sufficient community and cultural facilities and services to meet local needs as a core planning principle. <i>Major new development should seek to enhance</i></p>	Clarification

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<p><i>cultural provision in the Borough per Policy RT6.</i> It also advocates the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship, particularly in rural areas where access to services can be limited. Community facilities and emergency services indicates a concentration of services and facilities within and around the main urban areas, with limited facilities elsewhere.</p>	
<b>MM55</b>	87	Policy HW4	<p>Development proposals which would lead to the loss of community facilities, <i>including but not limited to</i> public houses, village shops or post offices will not be supported unless:</p> <ul style="list-style-type: none"> <li>• An appropriate alternative is provided; or</li> <li>• It can be demonstrated that the facility is no longer required within the local area or is no longer viable; and all reasonable efforts have been made to retain the facility and other alternative community uses, community ownership <i>and designation as an Asset of Community Value</i> have been considered; or</li> <li>• The closure of a health or educational facility is required due to an identified operational requirement.</li> </ul> <p>The Council will support the co-location of services where opportunities arise providing such co-location can be demonstrated to improve access to services and more efficient use of land and resources.</p> <p>New developments will, where appropriate, be expected to work with communities to identify community needs and contribute towards the provision of such community facilities in accordance with Infrastructure provision.</p>	Clarification
<b>MM56</b>	87	Policy HW5	<b>Sustainable Local Food Production</b>	Update

Modification Reference	Page	Para/Table/ Box/Policy	Tracked change	Reason
			<p>All new residential developments <del>with the exception of apartments and specialist accommodation</del> shall include gardens or communal areas of adequate size, commensurate in scale with the development, to support household food production.</p> <p><i><u>Where practical developments of apartments or specialist accommodation should have some or all of pot/trough space, window box facilities, communal gardens at ground or roof level, pre-built raised beds and sensory gardens.</u></i></p> <p>Furthermore all developers are encouraged to explore ways to incorporate food growing into landscaping schemes and the spaces around their developments.</p>	
MM57	88	Para 12.19	<p>There is evidence that the type of food on sale nearest to schools influences the diet of schoolchildren</p> <p>(Engler-Stringer, 2014; Smith, 2013), and that the availability of “unhealthy” foodstuffs makes healthier choices less easy(18) Continuing to permit schoolchildren access to food sold in hot food take-aways, often high in fat, salt and sugar, will perpetuate poor food choices. Managing the development of hot food takeaways within a <del>ten-minute</del> <u>400m</u> walking distance of the <del>school</del> <u>secondary schools</u> (i.e. a <del>400m radius</del>) will help limit children’s exposure to food choices that could be associated with obesity.</p>	Clarification
MM58	89	Policy HW6	<p>Proposals for hot food takeaways <u>and other sui generis uses such as drive-thru premises</u> will be permitted where they meet the following criteria:-</p> <p>i. The proposed development is not within 400m <u>walking distance</u> of the principal entry point to a <u>secondary</u> school except where the application site is within the designated town centres of Halifax, Sowerby Bridge, Brighouse, Elland, Hebden Bridge or Todmorden;</p>	Clarification

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<p>ii. No unacceptable environmental, safety or other problems are created (including measures to limit litter generation, through the provision of on site bins or the provision of a litter management plan);</p> <p>iii. The proposed development would not increase the level of disturbance or nuisance to a level that would be unduly detrimental to the amenities of anyone living in the area;</p> <p>iv. The proposals would not generate traffic movements or demand for parking that would be unduly detrimental to highway safety or residential amenities;</p> <p>v. The proposals make adequate and satisfactory arrangements for the discharge of cooking fumes and smells;</p> <p>vi. The proposals comply with shopping frontage policy;</p> <p>vii. The development preserves or enhances Conservation Areas and does not adversely affect Listed Buildings or their settings where these are material considerations;</p> <p>Where proposals are acceptable, restrictions may be imposed on hours of opening in order to protect the amenity and character of the areas within which the development is located.</p>	

## Chapter 13 – Infrastructure and Masterplanning

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
MM59	92	13.15	Of some of the most strategically significant schemes WYCA are supporting new highway interventions with funding sourced from the West Yorkshire Plus Transport Fund. Of these projects, work on the A629 route between Halifax and Huddersfield is the most advanced, and elements focusing on the Salterhebble and Halifax town centre areas will be delivered during the early stages of the plan period. Other elements of the A629 package will follow later although are still programmed for construction completion within the first five years of the life of the Local Plan. These include works at Ainley Top, in West Vale, in the Kirklees section of the A629. Only the northern section of the A629 from Halifax to the boundary with Bradford district is yet to have as agreed completion date. <del>Further work on the A641 between Huddersfield and Bradford, as well as a range of local measures on various highways in and around the Brighouse part of this corridor, are being considered by Calderdale in partnership with WYCA. The development of this A641 Corridor / Brighouse area suite of interventions is at an earlier stage of development as compared to the A629 programme. Any available details are listed in the IDP which will be updated accordingly as this and all other programme areas progress.</del>	Update
MM60	92	New para after 13.15	<u><i>The A641 scheme connects the Spatial Priority Areas of Bradford, Brighouse and Huddersfield and is of strategic significance to the major growth planned in the south-east Calderdale area. The scheme, which is currently at the detailed design stage, is programmed for completion by December 2025 and is being developed by Calderdale Council working collaboratively with Kirklees and Bradford Councils and the West Yorkshire Combined Authority. The three councils have worked collaboratively to develop an integrated package of 41 interventions that will also complement other investments across the area. The scheme will support the delivery of transformational change for communities, the environment and the economy by providing connectivity and equality for all; clean growth and carbon mitigation; and inclusive growth and regeneration. To achieve this a network of improvements will be delivered for people walking, wheeling, and cycling to provide safe and high-quality facilities; improvements for all users at key</i></u>	Update

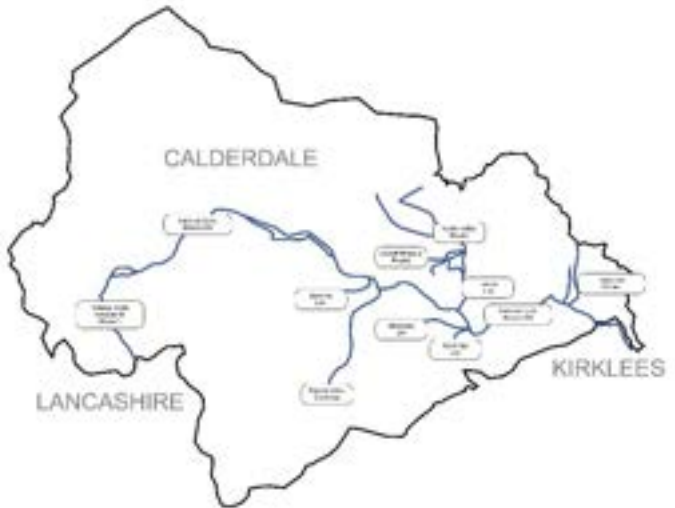
Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<i>junctions to improve crossings, safety and operation; enhanced circulation and access around and into Brighouse for all users; bus lanes, bus priority gates and improved bus stop facilities and access to the bus station to facilitate journey times, reliability and user experience; improved gateway and accessibility for all modes to Brighouse rail station; Streets for People / Low Traffic Neighbourhood improvements to local centres through better access and streetscape enhancements to reduce traffic flow and traffic speed; improved public realm including hard and soft landscaping and a net increase in SuDs and trees; and new access arrangements with provision for all modes supporting the proposed garden communities.</i>	
MM61	92	13.17	The Council is also working with WYCA to deliver walking and cycling related interventions. <del>The Cycle City Ambition Grant (CCAG) 'CityConnect' Programme is delivering improvements to the Rochdale Canal Towpath to provide a multi-modal active travel corridor in the district.</del> <i>The success of the City Connect Programme has provided quality walking and cycling upgrades along the towpaths of the Rochdale Canal and Calderdale &amp; Hebble Navigation forming part of trunk route following the Calder Valley between Todmorden and Brighouse. Future ambitions to extend these routes to the Lancashire and Kirklees boundaries are currently ongoing.</i> Further, the Council is working with WYCA to develop a Cycling and Walking Infrastructure Plan (LCWIP) to identify the key walking and cycling routes of the district that will be the focus of active travel investment in the future.	Update
MM62	93	Policy IM1	Strategic Transport Interventions  The following strategic transport infrastructure interventions are expected to be delivered through the plan period: <ul style="list-style-type: none"> <li>• A629 Corridor (M62 to Halifax, including Halifax town centre);</li> <li>• A641 Corridor / Brighouse Area Schemes;</li> <li>• <i>Cooper Bridge /A641 Highway Scheme (Kirklees led);</i></li> <li>• A646/A6033;</li> <li>• A58/A672 Corridor (West of Halifax);</li> </ul>	Update / clarification

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<ul style="list-style-type: none"> <li>• M62 Junctions 20 (Rochdale) to 25 (Brighouse) Smart Motorway;</li> <li>• Calder Valley railway electrification;</li> <li>• Calder Valley railway improvements (track and service infrastructure);</li> <li>• Elland Station;</li> <li>• Elland Access Package;</li> <li>• Halifax Station Gateway;</li> <li>• West Vale and Ainley Top Improvements;</li> <li>• Rochdale Canal Towpath Improvements;</li> <li>• Ryburn Valley Cycleway;</li> <li>• Hebble Trail Extension;</li> <li>• M62 Junction 26 Capacity Improvement;</li> <li>• Urban Traffic Control System Upgrade.</li> <li>• <u>Halifax Bus Station</u></li> <li>• <u>West Halifax Bus Improvements</u></li> <li>• <u>North Halifax Walking and Cycling (TCF)</u></li> <li>• <u>Park Ward Streets for People</u></li> <li>• <u>Hebden Bridge Rail Station Car Park Extension</u></li> <li>• <u>Mytholmroyd Rail Station Car Park Extension</u></li> <li>• <u>Integrated Ticketing Programme</u></li> <li>• <u>Bradley to Brighouse Cycle Route</u></li> </ul> <p>Potential interventions:</p> <ul style="list-style-type: none"> <li>• A58/A6036 Corridor (East of Halifax);</li> <li>• A629 (Halifax to Bradford Boundary);</li> <li>• Hipperholme Station;</li> <li>• <del>Cooper Bridge / A644 Highway Scheme (Kirklees led)</del></li> <li>• North Halifax Greenway;</li> <li>• <del>M62 Junction 24a.</del></li> <li>• High Speed Rail 2;</li> <li>• Northern Powerhouse Rail.</li> <li>• <u>Mass Transit Vision (West Yorkshire Combined Authority)</u></li> </ul>	

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<ul style="list-style-type: none"> <li>• <u>M62 junction 23 – signalisation of roundabout</u></li> <li>• <u>M62 junction 24 – additional lane on entry to Ainley Top roundabout from J24</u></li> </ul> <p>It is likely that many among the schemes listed above will come forward to delivery across the life of the plan. All are considered priorities by The Council.</p> <p>Favourable consideration will be given to applications that support the delivery of these schemes.</p>	
MM63	95	Map 13.1		Update



Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			 <p>The map shows the geographical area covered by the planning policies, including Calderdale, Lancashire, and Kirklees. It highlights the A629 corridor and various planning areas within the region.</p>	
MM64	95-96	Policy IM3	<p><b>Safeguarding Transport Investment</b></p> <p>Where necessary, land will be safeguarded to ensure the transport schemes can be successfully implemented, in particular:</p> <p><b>Safeguarding Along the A629 Corridor</b></p> <p>Planning permission will not be granted for development that would prejudice the construction of the A629 transport scheme(s).</p>	Update / clarification

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<p><b>Safeguarding Along the A641 Corridor</b></p> <p>The A641 Corridor between Huddersfield and Bradford is being considered for interventions to improve the highway and transport services through the West Yorkshire+Transport Fund. Applicants and decision-takers should be aware of the potential schemes and seek to ensure that proposals take into account the latest published information about the proposed scheme. Where there are uncertainties or concerns about the relationship between a proposed development and the transport corridor scheme, permission is likely to be refused, or conditions placed upon any approval to ensure that the scheme is not prejudiced.</p> <p><b>Safeguarding in the Corridor Improvement Programme (CIP) Area</b></p> <p>CIP is designed to bring a series of schemes to the environment of the A646/A6033 and A58/A672 highway corridors as well as in the environs of some of the key settlements along these routes. Planning permission will not be granted for development that would prejudice the construction of the CIP transport scheme(s).</p> <p><b>Safeguarding the Cooper Bridge / A644 / Bradley Link</b></p> <p>Whilst this scheme is predominantly in Kirklees District a critical section on the A644 is in Calderdale. Planning permission will not be granted for development that would prejudice the construction of the Cooper Bridge / A644 / Bradley Link transport scheme(s).</p> <p><b>Safeguarding Rail Development Schemes</b></p> <p>There are a number of rail related schemes at various stages of development and proximity to Local Plan decision making. These scheme types and their relationship to the necessities of safeguarding within this Policy IM3 are set out in their approximate order of importance and relation to the Local Plan below:</p>	

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<ol style="list-style-type: none"> <li>1. New Station Development - where an entirely new station is planned for development and the land it and related facilities will occupy is required to be safeguarded;</li> <li>2. Station Redevelopment - where land relating to the improvement of station facilities (e.g. station buildings, parking, access arrangements, platforms) is required to be safeguarded;</li> <li>3. Rail Infrastructure Improvements - relating to route improvements.</li> </ol> <p><b>Safeguarding the Elland Access Package Scheme</b></p> <p>In association with other transport improvements planned for the Elland area a number of walking and cycling specific improvements are in development. Planning permission will not be granted for development that would prejudice the construction of the Elland Access Package scheme.</p> <p><b>Safeguarding for Urban Traffic Management Control (UTMC) System Upgrades</b></p> <p>Whilst improvements to UTMC are often on highway land controlled by the Council there are some instances where the necessities of upgrading this system require use of private land. Therefore, as the UTMC upgrade plan emerges applicants and decision-takers should be aware of the potential schemes and seek to ensure that proposals take into account the latest published information about the proposed scheme. Where there are uncertainties or concerns about the relationship between a proposed development and the transport corridor scheme, permission is likely to be refused, or conditions placed upon any approval to ensure that the scheme is not prejudiced.</p> <p><b>Safeguarding the Local Cycling and Walking Infrastructure Plan (LCWIP)</b></p> <p>Calderdale Council is in the process of developing the LCWIP to identify the walking and cycling infrastructure development priorities for the Borough. Applicants and decision-takers should be aware of the potential schemes and seek to ensure that proposals take into account the latest published information about the proposed scheme. Where there are uncertainties or concerns</p>	

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<p>about the relationship between a proposed development and the transport corridor scheme, permission is likely to be refused, or conditions placed upon any approval to ensure that the delivery of any identified scheme is not prejudiced. (Note that the priorities to emerge from this process are a separate safeguarding requirement of the Local Plan from the NPPF defined direction for the protection and enhancement of Rights of Way).</p> <p><b>Safeguarding Disused Railway Lines</b></p> <p>Development on the sites of former railway lines, shown on the Policies Map will not be supported if it would:</p> <p>Prejudice the creation of appropriate rights of way;</p> <p>Prejudice the ability to keep the integrity of a linear route, including potential reinstatement of a railway line;</p> <p>Harm the functioning of the land as a part of a biodiversity network or linear open space.</p> <p><b><u>Safeguarding for Mass Transit</u></b></p> <p><i><u>Calderdale Council is working in partnership with the West Yorkshire Combined Authority on the development of a new mass transit system to serve the region. Mass Transit includes solutions such as trams, tram/train, very light rail vehicles and bus rapid transit vehicles. The technology in this market is constantly evolving, essentially providing a public transport option with capacity greater than buses, but less than heavy rail.</u></i></p> <p><i><u>In the coming years the routes of and phasing of that network will be established and the need for routes to be protected will emerge. Calderdale is likely to be in the later phasing of that network and as such it will be important to ensure that both route protection and the need to avoid planning blight are carefully balanced in the development of an appropriate route protection strategy. The Combined Authority is currently undertaking engagement on the WY</u></i></p>	

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			<u>Mass Transit vision 2040, which sets out the ambition for the region, and those key places to connect by Mass Transit within Calderdale.</u>	
MM65	97	13.27	<p><b>Local Transport Interventions</b></p> <p>13.27 The Council <del>are</del> <u>is</u> keen to see the expansion of technologies which reduce emissions of carbon dioxide. The expansion of charging points for electric cars is seen as a key way to supporting the growth and use of electric cars within the Borough. <del>The Council will therefore encourage and support applications which incorporate electric charging points.</del></p>	Clarification / update
MM66	98	Policy IM4	<p><b>Sustainable Travel</b></p> <p>Decision makers will aim to reduce travel demand, traffic growth and congestion through the promotion of sustainable development and travel modes. This will be achieved by a range of mechanisms that mitigate the impacts of car use and <u>promote</u> <del>encourage</del> the use of other forms of transport with lower environmental impacts. <del>These mechanisms will include;</del></p> <p><u>The requirement to include mechanisms to promote sustainable travel in development proposals will depend on the scale, type and form of development proposed and will be assessed on a case-by-case basis. Mechanisms could include:</u></p> <ul style="list-style-type: none"> <li>• Effective management of the existing road, rail and waterways network to address congestion;</li> <li>• The rolling out of 20mph Zones across the borough;</li> <li>• <del>Road space will be re-allocated</del> Reallocation of road space to support movement by travel modes other than the private car;</li> </ul>	Clarification / update

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<ul style="list-style-type: none"> <li>• Managing demand through the implementation of the Council's parking and transport strategy;</li> <li>• Managing demand so as to reduce the need to travel through, for example, measures to encourage home working;</li> <li>• Enhancement and expansion of the footpath, bridleways and cycle networks within Calderdale and the continued creation of links with neighbouring authorities;</li> <li>• Measures to encourage and facilitate cycle usage such as provision of adequate space in homes and garages for cycle storage and provision of facilities at employment sites for secure cycle storage, showers and locker space;</li> <li>• Improved access and facilities for rail users including enhanced public transport interchange and parking provision at stations;</li> <li>• Improved access and facilities for bus users including the provision of new bus stops, shelters and real time information;</li> <li>• <del>Encourage development within 400 metres of the Core Bus Network or within 750 metres of railway stations;</del></li> <li>• <del>Electric car charging points should be provided and actively pursued in all new major developments;</del></li> <li>• <del>New homes should have provision of electric vehicle charging points provided at their parking spaces;</del></li> <li>• <u>Provision of Electric Vehicle Charging Points in line with Part S of the Building Regulations and any subsequent updates.</u></li> </ul>	

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<ul style="list-style-type: none"> <li>• Provision of park and ride facilities will be appropriate where this supports the use of public transport and/or reduces congestion;</li> <li>• Provision of car club facilities;</li> <li>• All new developments which are likely to generate significant levels of traffic generation will be required to provide a Travel Plan highlighting how they will minimise use of the private car.</li> </ul> <p>Applications which demonstrate a commitment to the principle of sustainable travel and implement the specific types of intervention set out in this policy will be viewed favourably. Applications relating to the Garden Suburbs and those that require the development of a master plan will be expected to demonstrate this commitment.</p>	
MM67	100	Policy IM5	<p><b>Ensuring Development Supports Sustainable Travel</b></p> <p><del>All new development should have regard to the following:</del></p> <p><u>All new development will be required to comply with the following:</u></p> <p><b>Public Transport Accessibility</b></p> <p><del>Proposals should be located within the urban areas or associated with a village inset in the Green Belt. They should also</del> <u>will</u> take account of the public transport network and ideally be:</p> <p>located where public transport services gives at least a 30 minute direct day time service to Halifax and/or Brighouse town centres or higher order centres outside Calderdale (such as Bradford, Huddersfield, Rochdale, Burnley, Dewsbury or Leeds) which is accessed from a bus stop within 400m walking distance or a railway station that is up to 750m walking distance away;</p>	Clarification



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			<p>provide scope and scale of development which would support new public transport services to directly link the development to Halifax and/or Brighouse or equivalent higher order settlement outside of Calderdale.</p> <p><b>Mobility and Accessibility</b></p> <p>Proposals should provide adequate means for those with disabilities and mobility impairments to access all modes of transport as noted in the National Planning Policy Framework (NPPF). This would include access provision into and within the built form as well as in the provision of highway facilities, in particular pavements, to a quality acceptable for all users.</p> <p><b>Car Parking</b></p> <p>New development should manage the travel demand generated through the appropriate application of parking provision not in excess of that demonstrated to meet the anticipated needs of the development. The Council's Parking Standards contained in Annex 1 are provided as guidance to developers in considering the level of parking to seek. In addition:</p> <p>In determining the appropriate level of parking for any given development, consideration will be given to the accessibility of the site, the type, mix and use of development, opportunities to use alternative modes of transport and relevant parking or traffic management strategies.</p> <p>Parking for those with physical disabilities will be for 1 disabled space per 10 spaces provided and this shall be in addition to the maximum allowances indicated in Annex 1.</p> <p>Cycle Parking</p> <p>New development should provide adequate cycle parking to a quantity as specified in the Council's Parking Standards contained in Annex 1.</p>	

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			<p><b>Hierarchy of Road Users</b></p> <p>All development proposals <del>should</del> <i>will</i> take account of the hierarchy of road users and consider how the proposed development will support modal choice and facilitate reductions in carbon emissions. <u>The hierarchy of road users is:</u></p> <ol style="list-style-type: none"> <li>I. Pedestrians, people with disabilities and emergency services</li> <li>II. Cyclists and Horse Riders</li> <li>III. Public transport passengers including taxis and private hire</li> <li>IV. Motorcyclists</li> <li>V. Freight movements including deliveries to local areas</li> <li>VI. Private Cars</li> </ol> <p><b>Transport Assessments</b></p> <p><del>Travel Plans, Transport Assessments and Transport Statements are expected for all developments that generate significant amounts of movement. These should address the requirements of the NPPF and the advice of the national Planning Practice Guidance (nPPG) or the latest policy statements and requirements set at the national level, or as established by local guidance.</del></p> <p><u>Development that is likely to generate a significant amount of movement will require the submission of a Transport Statement or a Transport Assessment, and a Travel Plan, depending on the scale of development and its location. These should address the requirements of the NPPF and the advice of the national Planning Practice Guidance (nPPG) or the latest policy statements and requirements set at a national level, or as established by local guidance. Consultations with</u></p>	

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			<p><i>the Council's Highways Department will ensure that applicants are aware of the specific information required.</i></p> <p><b><u>Strategic Road Network</u></b></p> <p><i>Developments that have the potential for a significant impact on the Strategic Road Network (and its related junctions) will be required to make provision for measures that will reduce and mitigate that impact. A transport assessment will need to demonstrate that any committed schemes are sufficient to deal with the additional demand generated by the site. Where committed schemes will not provide sufficient capacity or where Highways England does not have committed investment, development may need to contribute to additional schemes identified by Highways England and included in the Infrastructure Delivery Plan (IDP) or other appropriate schemes. If development is dependent upon construction of a committed scheme, then development will need to be phased to take place following scheme opening</i></p>	
MM68	102	Policy IM6	<p><b>Telecommunications and Broadband</b></p> <p>Proposals for telecommunications development will be permitted where it can be demonstrated that:</p> <p><i>The Policy does not establish any quantum or spatial distribution of telecommunications development across the Borough. Any telecommunications development proposals coming forward will be appropriately assessed and consider the following matters:</i></p> <ul style="list-style-type: none"> <li>i. The siting and design of the equipment will not cause unacceptable harm to the character or appearance of the area <i>(including considerations relating to the South Penning Moors SPA and SAC)</i> or building on which it is located and will not have an unacceptable effect on the amenity of adjoining residential areas;</li> <li>ii. The special character and appearance of all heritage assets are preserved or enhanced;</li> </ul>	Clarification

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			<p>iii. The quality or special interest of any environmentally sensitive areas (<i>including considerations relating to the South Penning Moors SPA and SAC</i>) are not detrimentally or adversely affected;</p> <p>iv. It can be demonstrated that the equipment will meet the International Commission on Non-Ionising Radiation Protection (ICNIRP) guidelines on the limitation of exposure of the general public to electromagnetic fields;</p> <p>v. It has been demonstrated that mast or site sharing is not feasible and that the equipment cannot be sited on an existing building or other appropriate structure that would provide a preferable environmental solution; and</p> <p>vi. Consideration has been given to the future demands of network development, including that of other operators.</p> <p><del>Additionally: All new housing and employment development should consider how the benefits of high speed broadband can be provided for future occupiers. Larger sites should facilitate provision of broadband, and plan for this as part of the strategic master plan for the site.</del></p> <p><u>All new development will facilitate the provision of high speed broadband where feasible.</u></p>	
MM69	102	13.45	<p>It is important to ensure that developments are well laid out and designed to be future-proof, in order to enable upgrades and expansions to the networks without negative impacts such as road works, or the expense associated with retrofitting. <u>Developers will need to liaise with service providers to ensure the provision of infrastructure to support high speed broadband.</u></p>	Clarification
MM70	103	13.48-13.49	<p>13.48 The Local Plan identifies a number of key sites and locations which are essential to the delivery of the strategy. These include the identified Garden Suburbs at Brighthouse and Rastrick and larger development sites <del>which could accommodate in excess of 500 dwellings.</del></p> <p>13.49 The Local Plan <del>seeks quality designs</del> <u>expects high quality design</u> for all types of development <del>which help to maintain and</del> <u>in order to respect and</u> enhance the character of the local areas. <del>and Master planning is a useful tool to assist in achieving this objective.</del> <u>on larger and more complex sites.</u> Master planning ensures that new development is properly integrated</p>	Update / Clarification

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			with existing settlements, with the focus on sustainable mixed communities. A comprehensive master planning process also ensures that new development is planned in a co-ordinated manner.	
MM71	103	13.49a	New Para  <i><u>Where larger sites are in multiple ownership, masterplanning should inform the processes of collaboration and equalisation between landowners by resolving the extent and location of development, infrastructure, and open space; and also, the phasing of the site.</u></i>	Update / Clarification
MM72	103	13.50a	New Para  <i><u>The Government's Garden Communities Toolkit provides detailed advice on masterplanning and design for schemes of varying scales. The advice sets out guidance in terms of preparation, typical stages of the process and ways in which a masterplan can be tested.</u></i>  footnote  <i><u>Garden Communities Toolkit (27th September 2019)</u></i>	Update / Clarification
MM73	103	13.51	<del>The Council expects developers of strategic sites to follow the principles associated with master planning, but the principles can also help inform all development.</del>  <i><u>The council will require a masterplan to be submitted in the following circumstances:</u></i>  <ul style="list-style-type: none"> <li>• <i><u>Areas of Significant Change</u></i> – where a structured and integrated framework for urban growth is required such as the Garden Suburbs; where a strategy is required for the regeneration of an area; or where cohesive and comprehensive delivery is required involving multiple landowners or developers.</li> <li>• <i><u>Highly Sensitive Areas</u></i> - where important built and natural environmental assets need to be protected, where there are complex issues such as differing objectives between</li> </ul>	Update / Clarification

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			<p><u>developers or landowners or where there are significant ecological and green network considerations.</u></p> <ul style="list-style-type: none"> <li>• <u><b>Cumulative effect</b> - where the cumulative effect of multiple developments may be significant.</u></li> </ul>	
MM74	103	13.51a	<p>New Para</p> <p><u>The various criteria listed in the policy will not apply to all developments requiring masterplanning. The requirements will depend on the scale, type and form of development proposed and will be assessed on a case-by-case basis.</u></p>	Update / Clarification
MM75	103	Policy IM7	<p><b><u>Policy IM7 – Masterplanning</u></b></p> <p><del>Masterplanning is required for all strategic housing sites with a capacity for 500 or more dwellings the Garden Suburbs and Mixed-use allocations. In relation to allocated housing sites below this threshold, the Council will expect the Design and Access Statement to include evidence that the criteria set out under the bullet points in this policy have been taken into account in preparing the application. Where specified in Appendix 1, a masterplan will also be required on other housing and employment allocations.</del></p> <p><u>Where Appendix 1 does not indicate a requirement for a masterplan, the Council will expect the Design and Access Statement to include evidence that the criteria set out under the bullet points in this policy have been considered in preparing the application where applicable.</u></p> <p><u>For non-allocated sites that may come forward during the plan period, a requirement for the site to be masterplanned will be assessed on a case-by-case basis.</u></p> <p>The <del>production</del> <u>preparation</u> of masterplans for strategic housing sites should involve the all relevant stakeholders, including the Council, infrastructure providers, landowners, developers, the local community, service providers and other interested parties. Masterplans should <u>cover the</u></p>	Update / Clarification

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			<p><del>whole of the allocation and</del> be developed in consultation with <del>and endorsed by</del> the Council prior to the <del>submission</del> <u>approval</u> of a planning application <u>for any part of the site.</u></p> <p><u>In relation to the Garden Suburbs, it is essential that development is brought forward in a high quality, comprehensive, phased, and co-ordinated manner. Collaboration and equalisation will need to be informed by a shared design vision that has been prepared transparently. The Council will therefore commission masterplans for the Garden Suburb allocations. The approved masterplans will be adopted through a Supplementary Planning Document.</u></p> <p>Masterplans <del>should</del> <u>are expected to</u> achieve the following (<del>proportionate to</del> <u>dependent on</u> the scale, <u>type and form</u> of development):</p> <ul style="list-style-type: none"> <li>• <u>demonstrate how the proposal adheres to the principles set out in the National Design Guide and any local design guides or design codes;</u></li> <li>• an indicative development layout, <del>and</del> phasing and implementation plan;</li> <li>• high <del>standards of</del> <u>quality, inclusive</u> design that respects the character of the landscape, heritage, adjacent and nearby settlements and built development, reflecting the urban to <u>rural countryside</u> transition <del>with appropriate boundary treatment</del> <u>through sensitive design;</u></li> <li>• make effective use of the site through the application of appropriate densities <del>in terms of</del> <u>considering the character of the site (and its individual phases), including topography and environmental constraints and the character of the surrounding area. Consideration will be given to</u> scale, height and massing, and <del>its</del> <u>the</u> relationship to <del>adjoining buildings and landscape</del> <u>local services and transport infrastructure;</u></li> <li>• create a strong sense of place, ensuring the proposed development makes a positive contribution to local character and distinctiveness;</li> </ul>	

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<ul style="list-style-type: none"> <li>• plan for integrated development, providing for a mix of housing that addresses the range of local housing needs, and encourages community cohesion;</li> <li>• reduce the need for car use and encourage sustainable modes of travel, including provision for public transport, cycle routes, footpaths and bridleways, including the roll-out of 20mph zones across the Borough;</li> <li>• a network of permeable and interconnected streets and public spaces which also contributes to the security of the site through careful design;</li> <li>• measures to mitigate the traffic impacts of the proposed development on the strategic and local road networks;</li> <li>• An assessment of the impact of the development on existing and planned infrastructure, and identification of new infrastructure requirements resulting from the development.</li> <li>• Measures to ensure timely delivery of new and improved infrastructure.</li> <li>• Appropriate <del>employment provision and</del> community facilities <u>and services</u> to serve the new development (including local shops, community halls, schools and health facilities);</li> <li>• accessible open space to meet identified local needs and/or increase accessibility to existing open spaces;</li> <li>• a <u>blue/green</u> infrastructure strategy, providing an integrated network of green spaces and space for water and associated habitat and biodiversity;</li> <li>• facilitate opportunities for local/community led food production either through the provision of dedicated spaces such as allotments, growing space within <del>dwelling curtilages</del> <u>gardens</u> or food based communal landscaping;</li> <li>• appropriate measures to mitigate flood risk and ensure that the development is resilient to the potential impacts of climate change;</li> </ul>	



Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<ul style="list-style-type: none"> <li>• assessment of the potential for energy efficient design including renewable energy schemes; and</li> <li>• demonstration of a good understanding and respect for the natural environment, <del>its</del> heritage assets, and their setting both within the site and in the wider locality, whether designated or not, <del>and</del> <u>Masterplans should</u> include details of how the natural environment and heritage assets will be conserved and enhanced.</li> </ul> <p>A management plan <del>should</del> <u>will</u> be produced as part of the masterplanning process to demonstrate how <u>Open Space</u>, infrastructure and community assets will be maintained and managed following completion of development.</p> <p><del>In relation to the two Garden suburb sites identified in the Local Plan, the Council will expect master plans to demonstrate how the design will achieve enhanced public access to high quality open space.</del></p> <p>The Council will expect subsequent planning and reserved matters applications <del>affecting smaller parcels of land within strategic sites</del> to accord with the principles established through the masterplanning. <u>In relation to the Garden Suburbs, individual phases will be expected to accord with the approved masterplan Supplementary Planning Document.</u></p> <p>In cases where the balance of consideration indicates that the relevant criteria have not been satisfactorily addressed, the application will be refused.</p>	
MM76	107	13.62	<p><b><u>Developer Contributions</u></b></p> <p><u>It is important that new infrastructure is delivered in a timely manner throughout Calderdale so that development does not impose an unacceptable burden on existing facilities. In order to ensure timely delivery of infrastructure it is also important that there is certainty around the mechanisms by which it will be funded.</u></p>	Clarification _ The figure of £35.24m is from the existing evidence

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			<p><u>At the time of drafting the Plan, the council is progressing the CIL however a new 'Infrastructure Levy' is proposed through the Levelling Up Bill; the appropriate funding mechanism will be adopted by the Planning Authority in accordance with the most up to date legislation.</u></p> <p><u>More specifically, within the Brighouse Local Plan Area particular transport and education infrastructure schemes have been identified that must be delivered at the appropriate point in the Plan period to mitigate the impacts of development. These infrastructure schemes include two number two form of entry primary schools; additional secondary school places; and transport interventions comprising elements of the A641 Corridor Improvement Programme. Based on the assumption at the time of writing that there will be a DfE funded secondary school in south east Calderdale the developer contributions will be approximately £35.24 million. These costs will be divided amongst the developments on allocated and windfall sites within the Brighouse Local Plan Area during the life of the Plan (note: the A641 critical interventions will be divided amongst the two Garden Suburbs whereas the developer contributions for the education requirements will be divided amongst all housing developments including allocated and windfall sites).</u></p> <p><u>The mechanism for delivering these contributions will be through planning obligations, secured through legal agreements at the stage of individual planning applications.</u></p> <p><u>The following policy will therefore apply:</u></p>	<p>base; for transport the figure comes from the A641 Multi Modal Corridor Improvement Plan business case.</p>
MM77	107	Policy IM10	<p><b><u>Developer Contributions</u></b></p> <p><u>Applications will be permitted where mechanisms are in place to ensure that the impact of the development on infrastructure can be satisfactorily mitigated. In applying this policy regard will be had to the Council's Infrastructure Delivery Plan and any current Supplementary Planning Documents.</u></p>	Clarification

## Chapter 14 – Employment and the Economy

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
MM78	109	14.11-14.13	<p>14.11 Areas which are predominantly in <del>B-type</del> <u>employment</u> use currently are designated as Primary Employment Areas and are indicated on the Policies Map. The purpose of the designation is to protect existing premises and land from loss due to conversion or redevelopment for <del>other</del> <u>non-employment</u> uses. <i>It is recognised however, that employment complementary uses support the success of Primary Employment Areas in attracting and retaining businesses and employees, by providing small scale ancillary services such as cafés, day nurseries and gyms.</i></p> <p>14.13 New employment sites which are allocated in the Plan, will assume the designation of Primary Employment Area once development is commenced.</p>	Update / Clarification
MM79	109	Policy EE1	<p><b>1. Land and premises within designated Primary Employment Areas</b></p> <p>i) Proposals to develop or redevelop land/premises for Employment uses <u>or Employment complementary uses</u> within the Primary Employment Areas will be supported providing the following criteria are met:</p> <p>a. There is no unacceptable impact on the operation of established employment uses in the area, and</p> <p>b. There is no unacceptable impact on local amenity</p> <p><i>c. The employment complementary use provides a small scale ancillary service to meet the day to day needs of local employees, and is consistent with other Plan policies.</i></p>	Clarification

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			<p>ii) Development proposals resulting in the loss of <del>employment</del> land or premises <u>currently in use (or last used for) B2, B8 or E(g) uses</u>, through change of use or redevelopment on sites within the Primary Employment Areas defined in the Policies Map will not be permitted unless it can be demonstrated that:</p> <p><u>a. the proposed use is a complementary employment use, and will provide a small scale ancillary service to meet the day to day needs of local employees, and is consistent with other Plan policies, or</u></p> <p><del>a</del>b. the site or premises are no longer capable of employment use, or</p> <p><del>b</del>c. there is no demand to use the premises for employment use, supported by evidence of extensive marketing, over a reasonable length of time, at a realistic purchase/lease cost or</p> <p><del>c</del>d. the site has been identified for release in the most up to date Employment Land Review, and</p> <p><del>d</del>e. the proposed use is compatible with neighbouring uses and, where applicable, would not prejudice the continued use of neighbouring land for employment.</p> <p><del>iii) Sites which are allocated for New Employment will adopt the designation of Primary Employment area once development is commenced.</del></p> <p><b><u>2. Land and premises outside designated Primary Employment Areas or employment allocations</u></b></p> <p>Development proposals resulting in the loss of existing <del>employment</del> land or premises <u>currently in use (or last used for) B2, B8 or E(g) uses</u>, through change of use or redevelopment, which is outside the Primary Employment Areas will be not be permitted unless it can be demonstrated that;</p>	

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<p>a. the site or premises are no longer capable of employment use, or</p> <p>b. there is no demand to use the premises for employment use, supported by evidence of extensive marketing, over a reasonable length of time at a realistic purchase/lease cost, <u>or</u></p> <p><u>c. the proposed use is a complementary employment use, and will provide a small scale ancillary service to meet the day to day needs of local employees, and is consistent with other Plan policies.</u></p>	

## Chapter 15 – Retailing and Town Centres

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason
MM80	113	Para 15.6	<p>To help ensure that our future communities are the most sustainable that they can be, and to assist with proposed new housing and employment developments in the plan, the following Retail Hierarchy has been defined for Calderdale in order to focus retailing activity into appropriate locations. The extent of these centres is defined in the Local Plan Policies Map.</p> <ul style="list-style-type: none"> <li>• Strategic Town Centre - Halifax will be the focus for proposals and investment in major comparison retailing as well as other main town centre uses including commercial, leisure, entertainment, food and drink, offices, hotels, recreation and art and culture. <u><i>A Supplementary Planning Document for Halifax Town Centre will be produced which will set out a positive and pro-active framework for the development and regeneration of the centre. This will support independent businesses and ensure Halifax can both evolve and attract new investment and create a platform for economic, social and environmental recovery.</i></u></li> <li>• Town Centres - The Town Centres serve as important service centres in the Borough, providing a range of facilities and services for their own extensive urban and rural catchment areas including: retail, services, office employment, leisure, tourism and cultural facilities. They will be the secondary focus in the Borough for new developments and renovations/improvements to existing facilities.</li> <li>• District Centres - District Centres provide appropriate convenience (food and grocery) facilities to enable a weekly shop, supported by a range of other shops, services, leisure and cultural facilities serving their local communities or rural catchments.</li> </ul>	Update

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason								
			<ul style="list-style-type: none"> <li>Local Centres - Local Centres generally provide a range of small shops and services to meet local day-to-day needs, including typically a small convenience (food and grocery) facility;</li> </ul> <p><del>Neighbourhood Centres – Neighbourhood Centres generally provide facilities to meet basic, essential needs only, to a predominantly walk-in catchment, and may comprise only a very small number of units in a single parade.</del></p>									
MM81	113-114	Policy RT1	<p><b>Calderdale Retail Hierarchy and Town Centre Uses</b></p> <p>The vitality and viability of the Borough's retail centres will be maintained and enhanced by directing retail, leisure and other main town uses (as defined in the NPPF) <del>towards</del> <u>in</u> the centres in line with the network and hierarchy identified below:</p> <p style="text-align: center;">Table 15.1 Calderdale Retail Hierarchy</p> <table border="1" data-bbox="678 906 1563 1374"> <thead> <tr> <th data-bbox="678 906 938 1035">Centre Tier</th> <th data-bbox="938 906 1563 1035">Centre</th> </tr> </thead> <tbody> <tr> <td data-bbox="678 1035 938 1139">Strategic Town Centre</td> <td data-bbox="938 1035 1563 1139">Halifax</td> </tr> <tr> <td data-bbox="678 1139 938 1270">Town Centres</td> <td data-bbox="938 1139 1563 1270">Brighouse; Elland; Hebden Bridge; Sowerby Bridge; Todmorden</td> </tr> <tr> <td data-bbox="678 1270 938 1374">District Centres</td> <td data-bbox="938 1270 1563 1374">Hipperholme; King Cross; Mytholmroyd; Queen's Road; Ripponden; West Vale</td> </tr> </tbody> </table>	Centre Tier	Centre	Strategic Town Centre	Halifax	Town Centres	Brighouse; Elland; Hebden Bridge; Sowerby Bridge; Todmorden	District Centres	Hipperholme; King Cross; Mytholmroyd; Queen's Road; Ripponden; West Vale	Update
Centre Tier	Centre											
Strategic Town Centre	Halifax											
Town Centres	Brighouse; Elland; Hebden Bridge; Sowerby Bridge; Todmorden											
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Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason				
			<table border="1" data-bbox="678 405 1563 815"> <tr> <td data-bbox="678 472 938 647">Local Centres</td> <td data-bbox="938 472 1563 647">Bailiff Bridge; Boothtown (&amp; Akroydon); Luddenden Foot; Northowram; Ovenden Cross; <del>Rastrick</del>; <u>Queen's Road South</u>; Shelf; Skircoat Green; Walsden (<u>&amp; Bottoms</u>)</td> </tr> <tr> <td data-bbox="678 647 938 815">Neighbourhood Centres</td> <td data-bbox="938 647 1563 815">Highroad Well; Holywell Green; Hove Edge; Illingworth; Lee Mount; Mixenden; Ovenden North; Siddal; Southowram; Sowerby; Stainland</td> </tr> </table> <p data-bbox="645 852 1872 1066">Planning permission <u>for any development</u> will only be granted <del>for development which is</del> <u>if</u> appropriate to the role and function of each centre. Loss of a service or facility that would undermine the role of a centre in accordance with the retail hierarchy will be resisted. <u>Proposals for new development within or adjacent to the Strategic Town Centre should have regard to the Halifax Town Centre Supplementary Document.</u> Non-retail uses in centres will be managed through the <u>Policy RT2 Primary Shopping Areas and Shopping Frontages</u> <del>policy and</del> as set out in the Local Plan Policies Map.</p> <p data-bbox="645 1114 1872 1289"><del>New neighbourhood facilities and centres will be considered where they will improve access to services without impacting significantly on other nearby centres. There is particularly poor/under provision of local/neighbourhood centres in some of the populated parts of Halifax and Brighouse; namely Illingworth, Mixenden, Highroad Well and Rastrick. Should opportunities arise to improve local retail and service provision in these areas they will be particularly well supported in line with current deficiencies.</del></p> <p data-bbox="645 1331 969 1358"><b>Out-of-centre retail locations</b></p>	Local Centres	Bailiff Bridge; Boothtown (& Akroydon); Luddenden Foot; Northowram; Ovenden Cross; <del>Rastrick</del> ; <u>Queen's Road South</u> ; Shelf; Skircoat Green; Walsden ( <u>&amp; Bottoms</u> )	Neighbourhood Centres	Highroad Well; Holywell Green; Hove Edge; Illingworth; Lee Mount; Mixenden; Ovenden North; Siddal; Southowram; Sowerby; Stainland	
Local Centres	Bailiff Bridge; Boothtown (& Akroydon); Luddenden Foot; Northowram; Ovenden Cross; <del>Rastrick</del> ; <u>Queen's Road South</u> ; Shelf; Skircoat Green; Walsden ( <u>&amp; Bottoms</u> )							
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Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason
			<p>A number of other existing retail locations outside of the defined centres are located around the Borough, including:</p> <ul style="list-style-type: none"> <li>• Retail warehouse locations: Halifax Retail Park, Greenmount Retail Park and Crossley Retail Park on Pellon Lane (Halifax); <del>Baliff</del> <u>Bailiff</u> Bridge Retail Development, Bradford Road (Brighouse);</li> <li>• Out of town supermarkets/superstores: ASDA, Thrum Hall Lane (Halifax); Morrisons, Keighley Road (Halifax); and LIDL, Carr House Road (Shelf)</li> <li>• Local retailing and service provision: see Policy RT4 - Local Retailing and Service Provision Outside of Centres</li> </ul> <p><del><i>In order to recognise town centres as the heart of their communities</i></del> <u><i>There is a presumption against further retail uses for town centre</i></u> development outside of existing centres <u><i>will be resisted, unless the proposal is for small scale stand alone retail or service provision where Policy RT4 applies, or</i></u> unless it can be demonstrated that all relevant tests outlined in current Government Guidance can be satisfied. Any proposed new development or expansion, or new out-of-centre retail locations, will be subject to the Sequential Test and Impact Assessment procedures as set out in the following policies.</p>	

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason
MM82	114	Map 15.1	<p style="text-align: center;"><b>Map 15.1 Calderdale Retail Hierarchy</b></p> <p style="text-align: right; font-size: small;">© Crown Copyright and Database right 2018. Ordnance Survey (data no. 100023894)</p>	

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason
			<p>The map displays the urban and infrastructure layout of the Halifax area. Key features include:</p> <ul style="list-style-type: none"> <li><b>Calcester Boundary:</b> A thick black line outlining the study area.</li> <li><b>Railway Line:</b> A dashed black line.</li> <li><b>Main Road:</b> A solid red line.</li> <li><b>Urban Area:</b> A grey shaded region.</li> <li><b>Town Centres:</b> <ul style="list-style-type: none"> <li><b>1 Strategic Town Centre:</b> Located in Halifax.</li> <li><b>2 Town Centres:</b> Located in Toomorden, Hebden Bridge, Sowerby Bridge, Elland, and Brighouse.</li> <li><b>3 District Centres:</b> Numerous locations throughout the area.</li> <li><b>4 Local Centres:</b> Numerous locations throughout the area.</li> </ul> </li> </ul> <p>© Crown Copyright and database right 2022. Ordnance Survey Licence No. 100023089.</p>	

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason
MM83	114/115	Para 15.8 - 15.10	<p>The NPPF suggests that in drawing up development plans, local authorities should, in addition to defining the extent of town centres (as set out in the Retail Hierarchy above), define primary shopping areas; <del>and primary and secondary frontages within designated centres,</del> and set policies that make clear which uses will be permitted in such locations.</p> <p>The NPPF indicates that these <del>four</del> <u>two</u> separate designations <del>within town centres</del> have different policy objectives, as follows:</p> <ul style="list-style-type: none"> <li>• Town centre boundaries – <u>Area defined on the local authority’s policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. The boundary ensures the continued</u> vitality and viability protection <u>of the centre</u> and application of the sequential approach;</li> <li>• Primary shopping area – application of the sequential approach and are areas generally comprising <u>areas where retail development is concentrated.</u> <del>the primary frontages and these secondary frontages which are adjoining and closely related to the primary shopping frontage;</del></li> <li>• <del>Primary shopping frontages – maintaining the predominance of Class A1 retail use and are likely to include a high proportion of retail uses which may include food and drink, clothing and household goods; and</del></li> <li>• <del>Secondary shopping frontages – maintaining the mix of retail/non-retail uses with opportunities for a diversity of uses such as restaurants, cinemas and businesses</del></li> </ul> <p>The aim of defining these areas <del>and frontages</del> is to support and maintain a healthy mix of uses whilst enhancing the vitality and viability of these centres. Town Centre boundaries, <u>and</u> Primary Shopping Areas <del>and primary and secondary shopping frontages</del> are all identified on the Local Plan Policies <u>Map</u>.</p>	Update

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason
			<p><i>High quality town centre frontages have a positive impact on the town centre experience, and help to attract both people and businesses. Protecting and enhancing historic shop frontages and the character of town centres, and seeking high quality design and active ground floor uses will contribute to the viability and vitality of the Borough's town centres.</i></p>	
MM84	115-116	Policy RT2	<p><b>Policy RT2 Primary Shopping Areas and Shopping Frontages</b></p> <p>Primary Shopping Areas, <del>Primary Shopping Frontages and Secondary Shopping Frontages</del> have been defined within Halifax and the other Town Centres to <del>safeguard</del> <i>identify</i> these core retail centres <u>areas where retail development is concentrated</u> which will be the focus for main town centres uses.</p> <p>The <b>Primary Shopping Area</b> is the retail core where retail uses and other main town centre uses will be the focus. For Halifax and the other Town Centres an individually defined area has been derived, whilst for District Centres and Local Centres this is the full extent of the defined centre boundary. <del>Retail and other</del> Main town centre use proposals in Primary Shopping Areas will be permitted where:</p> <ol style="list-style-type: none"> <li>i. an active ground floor use is maintained or provided; and</li> <li>ii. a positive contribution is made to the vitality, viability and diversity of the Primary Shopping Area and town centre; and</li> <li>iii. retail floorspace is not lost which would be harmful to the <del>shopping</del> function of the centre.</li> </ol> <p><del><b>Primary Shopping Frontages</b> are frontages within the Primary Shopping Areas as defined for Halifax and the other Town Centres. These frontages contain and be the focus for further retail uses. In order to retain the viability and vitality of the retail core, proposals in the Primary Shopping Frontages at street level should contain retail uses. To ensure that retail remains the predominant use, proposals will be permitted where the proposal is for Class A1 use. Other main town centre uses may be acceptable within the Primary Shopping Frontage where the proposal would:</del></p>	Update

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason
			<p>i. — not harm the predominant retail character of the shopping frontage;</p> <p>ii. — generate significant pedestrian visits during shopping hours;</p> <p>iii. — complement the existing shopping function and neighbouring uses within the town centre;</p> <p>iv. — not create an over concentration of similar uses other than A1 Classes creating a significant break in the shopping frontage; and</p> <p>v. — retain and repair historic shop fronts or, where there are none, improve shop front design.</p> <p><b>Secondary Frontages</b> are frontages within and adjacent to the Primary Shopping Areas as defined for Halifax and the other Town Centres. These frontages consist of retail as well as a mix of other ‘main town centre uses’. In order to retain the viability and vitality of the retail core, proposals in the Secondary Shopping Frontages at street level should continue retail uses and include other main town centre uses. Proposals within the secondary frontages will be permitted where:</p> <p>i. — the proposal is for a retail use (A1), a professional and financial services use (A2), or a café and restaurant(A3);</p> <p>ii. — the proposal is for a drinking establishment (A4) or hot food takeaway (A5) provided the development,</p> <p>iii. — either alone or cumulatively with other A4 and A5 uses in the frontage, does not have an adverse impact</p> <p>iv. — on local amenity, including as a result of fumes, noise, hours of operation or the visual impact of ducting; or</p> <p>v. — the proposal is for a leisure or community use which accords with RT6.</p> <p>And</p> <p>i. — complement the retail function of the centre and not harm its vitality, viability or diversity;</p> <p>ii. — proposals to either retain, enhance or replace shop fronts to improve design and layout and attractiveness of the centre;</p> <p>iii. — provides an active frontage at ground floor level;</p>	

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason
			<p>iv. <del>the proposal would not lead to a dominance of non-retail uses in a particular frontage or fragment frontages;</del>  v. <del>complement neighbouring uses;</del>  vi. <del>provide a diversity of uses within the Secondary Shopping Frontage; and</del>  vii. <del>generate a reasonable level of footfall and be of general public interest or service.</del></p> <p>Outside of the Primary Shopping Areas, but within defined centres, all main town centre use proposals will be considered acceptable in principle.</p> <p><b><u>Town Centre Frontages</u></b></p> <p><u>In order to retain the viability and vitality of the Borough's centres, proposals requiring Planning Permission for street level frontage alterations will be permitted where:</u></p> <p>i. <u>the character of the centre is not harmed, and the proposal would complement the neighbouring uses within the centre;</u>  ii. <u>an active frontage is provided at ground floor level to improve design and layout and attractiveness of the centre; and</u>  iii. <u>proposals will retain and repair historic frontages or, where there are none, improve frontage design.</u></p>	
MM85	116	Title	<b>Sequential Test and <del>Retail</del> Impact Assessments</b>	Clarification
MM86	116-117	Para 15.12-15.15	15.12 The NPPF allows local authorities to set local thresholds for <del>retail</del> impact assessments, and these are set out in the policy below. Each centre in Calderdale will have different sensitivities to new development, therefore this plan proposes local thresholds are set using the Retail Study 2016 where the key consideration is the quantitative assessment of retail needs and the need for new convenience and comparison floorspace within each of the defined centres.	Clarification

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason
			<p>15.14 The analysis for the defined centre's sales density and health check assessment has been weighted equally. The Retail Study 2016 has considered the size of the town and district centres and depending on the analysis, each town centre has been given a locally set <del>retail</del> impact threshold of between 1,000 sq. m gross and 1,750 sq. m gross. Each district centre has been given a locally set <del>retail</del> impact threshold of between 250 sq. m gross and 500 sq. m gross. Halifax town centre is significantly larger than the other town and district centres in the Borough with a turnover far greater than the other defined centres combined. The health check assessment of Halifax has found that the town centre is performing well and is not vulnerable to development outside of the town centre. There are no retail commitments close to the Halifax town centre boundary. For these reasons it is not proposed that Halifax has a locally set <del>retail</del> impact threshold for development proposals outside of the town centre boundary.</p> <p>15.15 It is for <del>retail</del> impact assessments submitted as part of any planning application to define an appropriate catchment area, or other submission material in the absence of a RIA. The catchment area will dictate the centres that should be considered in the context of the sequential approach and impact tests. Where a catchment area extends across a number of centres, the need or otherwise for an impact assessment must have regard to the thresholds for each centre.</p>	
MM87	117-118	Policy RT3	<p><b>Policy RT3 Sequential Test and <del>Retail</del> Impact Assessments</b></p> <p>Sequential Test - Where <del>the proposals</del> <i>come forward for main town centre uses which are is outside of the</i> <u>not in an existing defined centres boundary</u>, <del>all town centre uses will be subject to a Sequential Test approach to development will be required.</del> This <del>will test</del> requires <del>applications for</del> <i>that all main</i> town centre uses to be located firstly in <del>town</del> <u>defined</u> centres, then edge of centre locations, and only if suitable sites are not available should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference will be given to accessible sites that are well connected to <del>the town</del> <u>defined</u> centre. Applicants will have to provide evidence there are no reasonable prospects of the proposed development being accommodated on an</p>	Update



Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason												
			<p>alternative town centre site(s) demonstrating a reasonable degree of flexibility about the scale, format and design of the development and the provision of car parking.</p> <p>Edge-of-centre is defined as:</p> <ul style="list-style-type: none"> <li>● For all retail (Use Class A1) purposes, a location that is well connected and up to 300 metres of the Primary Shopping Area;</li> <li>● For all main town centre uses, a location within 300 metres of a town centre boundary.</li> </ul> <p>Out-of-centre is defined as anything beyond the edge-of-centre.</p> <p><i>Edge-of-centre and Out-of-centre are defined in Annex 2 of the NPPF</i></p> <p><b>Retail Impact Assessments and Local Thresholds</b> – <i>Where planning permission is required</i>, proposals for main town centre uses <i>retail and leisure development</i> on the edge or outside of a defined centre will have to demonstrate that there would not be significant adverse impact on the delivery of existing, committed, and planned public and private investment or on the vitality and viability of any existing centre.</p> <p>Main town centre proposals <i>Retail and leisure development</i> located on the edge or outside of a defined centre will be subject to a retail <i>an</i> impact assessment if they exceed the following floorspace thresholds:</p> <p style="text-align: center;">Impact Assessment Thresholds on New Gross Floorspace</p> <table border="1" data-bbox="645 1142 1868 1361"> <thead> <tr> <th data-bbox="645 1142 1350 1177">Centre</th> <th data-bbox="1350 1142 1868 1177">Retail Proposals (sq.m. Gross)</th> </tr> </thead> <tbody> <tr> <td data-bbox="645 1177 1350 1212">Halifax</td> <td data-bbox="1350 1177 1868 1212">2,500 (NPPF default)</td> </tr> <tr> <td data-bbox="645 1212 1350 1248">Elland, Sowerby Bridge and Todmorden</td> <td data-bbox="1350 1212 1868 1248">1,750</td> </tr> <tr> <td data-bbox="645 1248 1350 1283">Brighouse and Hebden Bridge</td> <td data-bbox="1350 1248 1868 1283">1,500</td> </tr> <tr> <td data-bbox="645 1283 1350 1318">King Cross, Mytholmroyd and Ripponden</td> <td data-bbox="1350 1283 1868 1318">500</td> </tr> <tr> <td data-bbox="645 1318 1350 1361">Hipperholme, Queens Road, West Vale</td> <td data-bbox="1350 1318 1868 1361">250</td> </tr> </tbody> </table>	Centre	Retail Proposals (sq.m. Gross)	Halifax	2,500 (NPPF default)	Elland, Sowerby Bridge and Todmorden	1,750	Brighouse and Hebden Bridge	1,500	King Cross, Mytholmroyd and Ripponden	500	Hipperholme, Queens Road, West Vale	250	
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Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason
			<p><i>In consultation with the Council,</i> the assessment should consider the following <del>impacts</del> <u>criteria</u> on all centres located within the anticipated catchment area of the new development:</p> <ul style="list-style-type: none"> <li>• all relevant impacts set out in national planning policy;</li> <li>• likely effects of development on any town centre strategy</li> <li>• whether the proposal is of an appropriate scale in relation to the size, role and character of the settlement or intended catchment area;</li> <li>• the cumulative impact of the proposal and other similar outstanding permissions or recent completions;</li> <li>• where the catchment area of the proposed development includes a Calderdale markets location, the specific predicted impact on market trading; and</li> </ul> <p>For major <del>applications</del> <u>development</u> the above impacts should be assessed <del>10 years from the time the application is made</del> <u>as applicable to the scale and nature of the scheme.</u></p> <p>All applications to existing <del>Class A1 stores</del> <u>retail and leisure premises</u> and applications to vary the range of goods permitted to be sold from existing floorspace in out-of-centre retail warehouse locations should undertake an impact assessment <u>in line with the thresholds above.</u></p> <p>Where any proposal fails to satisfy the sequential test or is likely to have a significant adverse impact on a defined centre it will be refused.</p>	
MM88	118	Table 15.3	Monitoring: Policy RT1, RT2 and RT3 - Calderdale Retail Hierarchy and Town Centre Uses; Primary Shopping Areas and Shopping Frontages; and Sequential Test, <del>Retail</del> Impact Assessments and Local Thresholds	Clarification
MM89	118/119	Para 15.17 – 15.18	<p><b>Local Retailing and Servicing Provision Outside of Centres</b></p> <p>The Calderdale Retail Hierarchy sets out the retailing and service centres <del>around</del> <u>in</u> the Borough, <del>however</del> <u>in addition</u> a significant number of small local shops <u>of neighbourhood significance</u> also exist, either individually or in small parades across the Borough, outside of these centres serving a much localised need. Not all residents of</p>	Update

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason
			<p>Calderdale have easy access to shopping facilities and rely on these <del>much</del> localised facilities to meet their day to day needs.</p> <p><u>Areas of local retailing and service provision which would benefit from some improvement include Highroad Well; Holywell Green; Hove Edge; Illingworth; Lee Mount; Mixenden; Ovenden North; Siddal; Southowram; Sowerby; and Stainland. However, care must be taken to ensure any such development does not negatively impact other nearby centres.</u></p> <p><del>Recognising this fact</del> <u>Should opportunities arise to improve local retail and service provision in these areas</u> the Council will seek to ensure that the provision of such facilities, and the retention of existing ones, meet the requirements of local communities within easy walking distance of residential areas (5 minutes walking typically 400m). Small scale local food shopping facilities apply to those <del>able to open all day on Sunday, under 280sqm net retail area, including proposals for ancillary retailing at petrol filling stations.</del> <u>selling essential goods, including food, where the shop's premises do not exceed 280 square metres and there is no other such facility within 1000 metres.</u></p>	
MM90	119	Policy RT4	<p><b>Local Retailing and Servicing Provision Outside of Centres</b></p> <p>Development of small scale stand alone retail or service provision in out of centre locations intended to serve local neighbourhoods and communities will be permitted where there is a deficiency in the general area of the proposed development, subject to the following criteria and other relevant Local Plan Policies being met:</p> <ul style="list-style-type: none"> <li>• The proposal meets all relevant sequential and impact test requirements where a defined centre falls within the catchment area of the proposal;</li> <li>• The proposal is of an appropriate scale and nature to meet the specific local need within the catchment area;</li> </ul>	Update

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason
			<ul style="list-style-type: none"> <li>• If the proposal is located within 750m walking distance of a defined centre, accessibility to the proposal on foot is no easier than that to the defined centre from residential areas between the proposal and the centre;</li> <li>• The applicant is able to demonstrate that there is no cumulative impact with other stores in the vicinity on any defined centre; and</li> <li>• The proposal is to develop or modernise an existing store to help secure its future.</li> </ul> <p><del>Shops</del> <i>Areas of local retailing and service provision</i> providing an important service to the local area will, wherever possible, be protected in line with <del>the general principles as set out in Community, Health and Educational Facilities.</del> <i>'Policy HW4 – Safeguarding Community Facilities and Services.'</i></p>	
MM91	120	Policy RT5	<p><b>General Town Centre Principles</b></p> <p>New development in town centres will, through its design and construction, address and aim to improve the following:</p> <ul style="list-style-type: none"> <li>• <b>Attraction</b> - increase the attraction of the centre to the local community, visitors and/or business, considering how the application will help to create a diverse range of uses in the centre, including local independent shops;</li> <li>• <b>Accessibility</b> - improve accessibility from/to the centre and within it, and maximise ease of travel for all users. Proposals should seek to increase physical activity where possible and to contribute a positive health impact. The council will support proposals in line with the Local Transport Plan; and</li> <li>• <b>Amenity</b> - enhance the amenity value of the area/local environment and make a positive contribution to distinctiveness and a unique sense of place in any proposal. This should include consideration of the scheme design, and safety and security of all potential visitors and users.</li> </ul>	Update

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason
			<p>The loss of existing town centre facilities will generally be resisted unless it can be demonstrated that the facility is no longer needed, or it can be served in an alternative location or manner, equally accessible by the community.</p> <p><i>Development proposals should also reflect the key principles of Policy BT1 and other policies in the Built Environment Chapter.</i></p>	
MM92	121	Policy RT6	<p><b>Cultural and Leisure Provision</b></p> <p>Major new development and large-scale investment, particularly in mixed use schemes, should seek to enhance cultural provision in the Borough.</p> <p>Where new facilities are proposed, the use of space for both performing arts and exhibition space should be considered as an integral element of the design.</p> <p>New development for cultural provision should seek to ensure that local participation and audience development is enhanced across the Borough.</p> <p>Cultural and leisure proposals in the town centre which meet the following criteria will be permitted where:</p> <ul style="list-style-type: none"> <li>• the development, including in combination with any similar uses in the locality, does not have a significant impact on local amenity, including as a result of noise and hours of operation; and</li> <li>• the proposal establishes or retains an ‘active frontage’ to the street.</li> </ul> <p>The loss of existing cultural and leisure provision to other uses will be resisted unless:</p> <ul style="list-style-type: none"> <li>• <i>it can be demonstrated that the facility is no longer required by the community and the local community have been given adequate opportunity to manage the asset. ; or</i></li> <li>• replacement facilities are provided in the local area; or</li> </ul>	Update.

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason
			<ul style="list-style-type: none"> <li>• it can be clearly demonstrated that the facility is not viable, and the local community have been given adequate opportunity to manage the asset.</li> <li>• <i>The development is for alternative cultural or leisure provision, the needs for which clearly outweigh the <u>loss</u>.</i></li> </ul>	
MM93	122	Policy RT7	<p>Residential proposals in designated town centres including the conversion of accommodation above shops and businesses will be encouraged and supported where :</p> <ol style="list-style-type: none"> <li>i. the predominant retail character of the Primary Shopping Areas and Primary and Secondary Shopping Frontages are not harmed;</li> <li>ii. there is no fragmentation of any part of the Primary Shopping Area by creating a significant break in the <del>shopping frontage</del> <u>retail core</u>;</li> <li>iii. an active ground floor use is maintained or provided;</li> <li>iv. adequate attenuation of noise measures, the protection of privacy and air quality are provided;</li> <li>v. any external alterations to the building are in accordance with the relevant Local Plan policies relating to design and materials;</li> <li>vi. adequate access arrangements are available including facilities for the storage of, bicycles, refuse; and</li> <li>vii. access to car parking provision in line with the Council's Car Parking Strategy.</li> </ol> <p>Where proposals are classed as a change of use, the Flood Risk Sequential and Exception Tests as detailed in Policy CC2 do not apply. However, there is still a requirement under the NPPF and nPPG to submit an assessment of flood risk which demonstrates that safe access and egress can be achieved.</p>	

## Chapter 16 – Housing

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason
MM94	123	Para 16.2-16.3	<p>16.2 Proposals for residential development on non-allocated sites will generally be supported provided that they are in sustainable locations, complement the overall spatial strategy and objectives of the Local Plan, and are in accordance with other Local Plan policies. Policy HS1 sets out the criteria that will be considered by the Council in determining a planning application. <i><u>The Council will strictly control development on non allocated sites in the Green Belt and Area Around Todmorden, and proposals in these areas will also be subject to Policies GB1 and GB2.</u></i></p> <p>16.3 A fundamental consideration in determining whether a non-allocated site is suitable and sustainable for housing will be its accessibility to services and facilities by good quality public transport, cycling and walking. For the purpose of the policy, walking distance to public transport is taken as within 400m of a bus stop with high frequency bus route or 800m of a railway station; and access to local services such as convenience shops, post offices, health centres/surgeries and primary schools should be a 15–20 minutes public transport journey. (26) It will be important to consider the individual circumstances of each site, including matters such as topography and the amenity and general safety of any route. Other considerations will include the amenity and character of existing residential areas including the effects of residential development on existing gardens. It should also be ensured that proposals can pass the Sequential Test, and if necessary, the Exception Test, if the site is within Flood Risk Zones 2 or 3.</p>	Clarification
MM95	123	Policy HS1	<p><b>Non Allocated Sites</b></p> <p>Proposals for residential development (including those for the renewal of a previous planning permission) on a non-allocated site or building for conversion will be supported, provided that:</p> <ul style="list-style-type: none"> <li>i. The site is sustainably located;</li> <li>ii. <u>i.</u> The proposal complements the strategic objectives of the Local Plan;</li> </ul>	Clarification

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason
			<p>iii. <u>ii.</u> The demands generated from the proposed housing can be accommodated by existing infrastructure;</p> <p>iv. <u>iii.</u> There are no physical and environmental constraints on development of the site which cannot be mitigated;</p> <p>v. <u>iv.</u> If the proposed development falls within Flood Risk Zones 2 or 3, it passes the flood risk Sequential Test, and where necessary, the Exception Test;</p> <p>vi. <u>v.</u> The development creates no unacceptable environmental, amenity, traffic, safety, or other problems;</p> <p>vii. <u>vi.</u> The development conserves or enhances heritage assets and will not harm those elements which contribute to their significance, including their settings;</p> <p>viii. <u>vii.</u> The site does not have any recognised value for nature conservation; and</p> <p>ix. <u>viii.</u> The proposal complies with other relevant Local Plan policies.</p>	
MM96	125	Policy HS2	<p><b>Residential Density</b></p> <p>All new housing developments should use land efficiently.</p> <p><del>The Council will expect the capacities for mixed use and housing allocations indicated in Policies SD6 and SD7 respectively, to be achieved.</del></p> <p>A minimum net density of 30 dwellings per hectare will generally be sought for developments on non-allocated sites, however, higher densities of development will be sought :</p> <ol style="list-style-type: none"> <li>i. In and around the main town centres;</li> <li>ii. Close to main public transport routes and bus and rail stations; and</li> <li>iii. Through innovative design solutions.</li> </ol>	Clarification



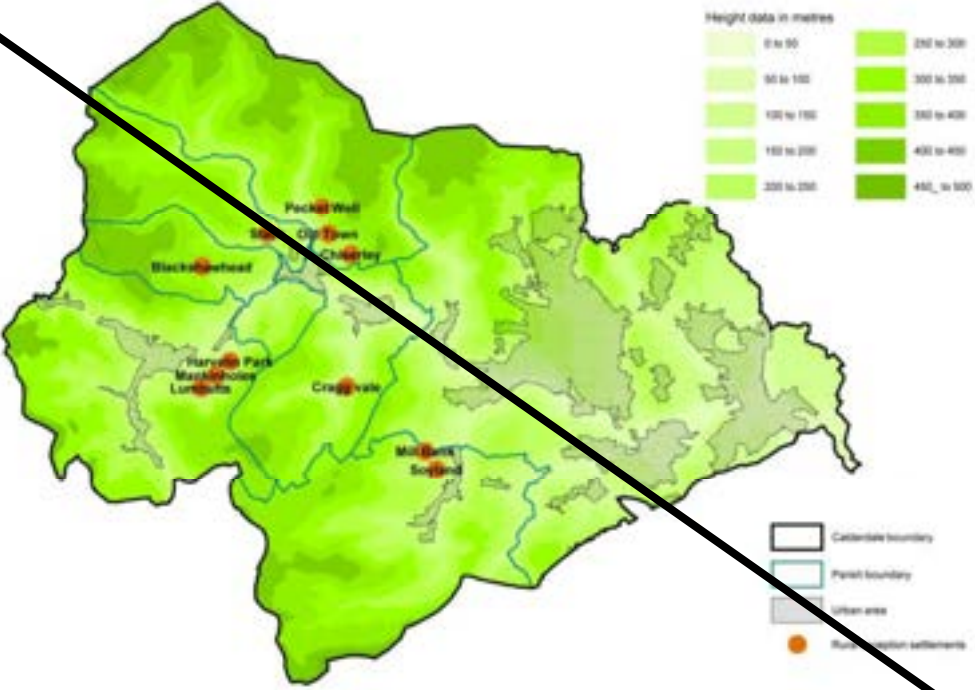
Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason
			<p>Lower densities may be appropriate on certain sites, and proposals for development at lower densities will be determined taking into account the following:</p> <ul style="list-style-type: none"> <li>i. The character of the site, including topography and any biodiversity value;</li> <li>ii. The character of the surrounding area;</li> <li>iii. The need to preserve the amenity of existing or future residents;</li> <li>iv. The availability of local facilities and infrastructure;</li> <li>v. Any aspiration to achieve other objectives, for example, to alter the housing mix in an area as part of wider regeneration projects.</li> </ul>	
MM97	130	Para 16.36	<p>The SHMA <del>has</del> calculated the need for affordable housing in Calderdale, <del>incorporating both current and future need, balanced against supply. over the 19 year plan period (2016 – 2035), and suggested the calculation suggests that a total of 3,671 affordable homes could be needed in Calderdale, equating to circa 193 affordable homes per annum on average.</del></p> <p><i>Over the Plan period 2018/19 – 2032/33, this equates to 2895 affordable homes. Once under delivery from 2016/17 and 2017/18, and completions from 2018/19 have been taken into account, a total of 3140 affordable housing dwellings are required to meet need, equating to 224 per annum over the remaining 14 years of the Plan.</i></p>	Update/Correction
MM98	130	Para 16.37	<p><del>In line with nPPG, the Council should aim to deal with undersupply within the first five years of the plan period where possible, as such t</del> The SHMA identified a need to provide 527 affordable homes annually over the <del>next</del> <i>first</i> five years <i>of the Plan</i>, in order to clear the backlog that has arisen historically while meeting newly arising needs over this period and 74 affordable homes per annum thereafter. However, the Council's monitoring indicates that affordable housing delivery has slowed in Calderdale in recent years, <i>and therefore the backlog has worsened since the SHMA was prepared</i>. Since 2012, an average of <del>97-75</del> affordable homes have been completed each year in the Borough. To clear the backlog and current need for affordable housing, a significant increase in housing delivery would be required in the first five years of the Plan period, and is not considered to be</p>	Update

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			realistic. <i>However, the Council considers that affordable housing needs can be met during the Plan period.</i>	
MM99	132	Para. 16.51 to 16.54	<p><b>Rural affordable housing</b></p> <p>16.51 National planning policy has for some time enabled planning authorities to have policies that support the release of small sites for affordable housing in exceptional circumstances, which development plans would not otherwise allocate for housing within or adjoining villages, and on which housing would not normally be permitted. The <u>current</u> NPPF maintains this approach.</p> <p><i>(Note - number omitted for following paragraph in Publication Draft)</i></p> <p>The <u>current</u> SHMA does not specifically cover the need for affordable housing in rural areas although it does demonstrate a need for affordable housing in the rural sub-areas of the Borough. <u>Future SHMAAs may examine this issue in more detail.</u> Such a <u>A rural exceptions</u> policy, by definition, can only cover the rural parts of the Borough with the exclusion of larger more urban settlements within which or through their planned expansion opportunities exist to provide affordable housing. <u>Therefore, the Policy excludes the towns within the borough (defined as Tiers 1 to 3 of the Settlement Hierarchy). These are listed in Table 2.1 'Settlement Hierarchy' in Section 2 of this Plan. Similarly, settlements located close to the urban areas and/or on good public transport routes are not sufficiently 'remote' to justify being included within the policy. In assessing remoteness, topography as well as distance from the urban areas has been taken into consideration. The sustainability of additional housing in small settlements will also be a consideration given that such settlements are often not well served by public transport. The phrase 'well related to' in criterion i of Policy HS6 means sites clearly associated with the built-up area of a settlement. Where there is a risk that development would erode an existing gap between settlements proposals will not be supported</u></p> <p>16.52 In rural areas, the Council will be responsive to local circumstances and plan housing development to reflect local needs, particularly for affordable housing, including through rural exception sites, where appropriate. <del>The Council will consider whether allowing some market housing would facilitate the provision of significant additional affordable housing to meet the robustly evidenced local need.</del> The exceptional circumstances are where needs have been identified for people with jobs in those settlements, or with strong local connections, which have been difficult to satisfy through lack of development opportunities. Such local need should be strongly justified and may include parish assessments, settlement assessments or similar documents. <u>These should</u></p>	Clarification

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason
			<p><u>demonstrate that there is no suitable housing within the relevant settlement-and the selected site is viable for affordable housing.</u> All affordable homes built on an exception site will have a local lettings policy to ensure the homes are offered to local people in the first instance and arrangements are in place to ensure that the affordable housing units remain affordable in perpetuity, <u>where appropriate.</u> <u>The affordable home must be the main dwelling of the occupant.</u> <u>The Council will verify whether potential buyers/tenants meet the criteria, be that income or local connection.</u> <u>The Council will work with parish and town councils, neighbourhood planning qualifying bodies, Registered Providers and local landowners to identify and meet need.</u> <u>The type of housing provided should be appropriate in size and price to meet local need.</u> <u>Housing on these sites will be offered at less than market prices or rents, while achieving space standards and build quality of market homes elsewhere in the Borough.</u> <u>A small proportion of homes for sale at market prices will only be permitted in very exceptional circumstances, for instance in order to bring back into use a heavily contaminated site, and only when all other means of achieving viability have been exhausted.</u> <u>In particular, land prices inflated beyond existing use values will not be accepted as a reason for allowing market housing on these sites.</u></p> <p>16.54 Rural exception sites are one way of balancing the protection of rural areas with meeting housing need. Careful planning and preparation beforehand to ensures the development is sustainable will be required. Proposals <u>with the potential to affect the South Pennine Moors (phase 2) Special Protection Area/Special Area of Conservation will be required to demonstrate overriding public interest in line with the Habitats Regulations, in order to avoid any adverse impacts on this Natura 2000 site.</u></p> <p>16.53 Therefore an ‘exceptions’ element <del>directed at the parished western half of the Borough</del> is included in Policy HS6 (Affordable Housing). Any proposals for affordable housing on 'exception sites' will need to satisfy the criteria.</p> <p><del>16.54 Rural exception sites are one way of balancing the protection of rural areas with meeting housing need. Careful planning and preparation beforehand ensures the development is sustainable, with the type of housing provided appropriate in size and price to meet local need.</del></p>	
MM100	132-133	Policy HS6	<b>Affordable Housing</b>	Clarification

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			<p>The Council will not require an inclusion of an element of affordable homes in housing developments of 10-units or less, and which have a maximum combined gross floorspace of no more than 1,000 square metres (gross internal area).</p> <p>The Council will expect details of the affordable housing mix to be provided in a statement of Affordable Housing Contribution to be informed by the most recent SHMA, together with Council's published guidance on affordable housing provision.</p> <p>In some instances, the proportion may be less than that prescribed in Table 16.6 where robust viability evidence demonstrates that there are development costs which would otherwise prejudice the implementation of the proposal. For any deviation from the stated requirements, the Council will take account of the most recent evidence, such as the SHMA and any subsequent updates or other relevant and recent information.</p> <p>The affordable homes should be incorporated within the development but where justified, a financial contribution of at least equal value may be accepted to provide affordable homes elsewhere or to re-use or improve the existing housing stock.</p> <p>Planning applications which include proposals for affordable housing must ensure that there are secure and practical arrangements to retain the benefits of affordability for initial and subsequent owners and occupiers, such as the involvement of a registered provider and where appropriate by the use of conditions or planning obligations.</p> <p>The affordable housing provision should be indistinguishable from market housing in terms of achieving the same high quality of design.</p> <p><del>In the western part of the Borough as defined by that part of the Borough which is parished,</del>  <del>Permission will be granted exceptionally for affordable housing on 'exception sites' where policies to protect the countryside would normally preclude planning permission being granted provided that:</del></p> <ol style="list-style-type: none"> <li><i><u>the site is either within, or well related to, a settlement not included in Tiers 1 to 3 of the Settlement Hierarchy, and the scale of proposed schemes relate to that of the settlement concerned;</u></i></li> </ol>	

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason
			<ol style="list-style-type: none"> <li>2. there is a proven local need for affordable housing in the particular settlement;</li> <li>3. residential development would reflect the principles of sustainable development including the objective of maintaining or enhancing the vitality of the particular rural community;</li> <li>4. there are secure arrangements in place to ensure that the affordable housing units remain affordable in perpetuity, <i>where appropriate</i>;</li> <li>5. there are secure arrangements in place to ensure that the affordable housing units are offered to local people (<i>defined as current residents or those who have an existing family or employment connection</i>) in the first instance; and</li> <li>5. <del>the site is within or immediately adjacent to a settlement listed in Map 16.2</del></li> <li>6. <i>the proposal complies with other relevant Local Plan policies</i></li> </ol>	
MM101	135	Map 16.2	<b>Map 16.2 Map of Rural Exception Settlements</b>	Clarification

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason				
								
MM102	135	Table 16.7	<p><b>Monitoring: Policy HS6 - Affordable Housing</b></p> <table border="1" data-bbox="775 1166 1749 1374"> <tr> <td data-bbox="775 1166 976 1270">Outcomes</td> <td data-bbox="976 1166 1749 1270">Meet the Affordable Housing needs of the <i>market sub areas and</i> borough</td> </tr> <tr> <td data-bbox="775 1270 976 1374">Indicators</td> <td data-bbox="976 1270 1749 1374">Number and proportion of Affordable Homes delivered by market sub-area;</td> </tr> </table>	Outcomes	Meet the Affordable Housing needs of the <i>market sub areas and</i> borough	Indicators	Number and proportion of Affordable Homes delivered by market sub-area;	Clarification
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				Number and proportion of Affordable Homes delivered <i>in the borough</i> by market sub-area;  Number of affordable homes in rural exception sites	
			Targets	Number of Affordable Homes as per SHMA	
MM103	135	Para 16.56	The intensification of use associated with HMOs often has implications for the area in which the building is located and the potential for harm increased with recent changes to permitted development rights. An office building falling within Class <del>E(q)</del> <b>B1(a)</b> Under the Town and Country Planning Use Classes Order 1987 (as amended) does not need planning permission to change to residential use (Class C3) whilst a dwelling (Class C3) does not require planning permission to change to a small (3-6 residents) HMO (Class C4). The cumulative effect of these changes is to provide the potential for office buildings to be subdivided into several flats with each in turn converted to a small HMO for 3-6 residents. The Council recognises that over the Plan period the Government may make further changes to planning legislation.		Update
MM104	137	16.61-16.65	<p><b>Gypsies and Travellers and Travelling Showpeople</b></p> <p>16.61 Overall the study found a slight shortfall of provision of both pitches and plots. For Gypsies and Travellers for the five year period 2014/15 to 2018/19 the study identified a shortfall of 7 pitches if <i>when</i> assumptions regarding households wanting to move from bricks and mortar accommodation onto a pitch are included, <del>or zero pitches if assumptions regarding bricks and mortar households are not included.</del> Analysis of future requirements for the 15 year period (2019/20 to 2033/34) suggests that there will not be any requirement for pitches from new households. For Travelling Showpeople the study identified a need over the next 5 years (2014/15 to 2018/19) for two additional plots and for a further plot during the period 2019/20 to 2033/34.</p> <p><i>16.62a For travelling showpeople the study identified a need over the next five years (2014/15 to 2018/19) for two additional plots and for a further plot during the period 2019/20 to 2033/34.</i></p>		Clarification

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason
			<p><u>16.62b The Government changed the definition of gypsies and travellers for planning purposes to exclude those who have permanently ceased from travelling, just as the GTAA was being concluded, precluding a full reassessment of need in line with the revised definition. In its Local Development Scheme the Council states its intention to bring forward a Development Plan Document (DPD) upon adoption of the Local Plan in order to address the needs of gypsies and travellers and travelling showpeople. As part of the preparation of this document evidence of need will be refreshed in order to ensure that the DPD is based on both the most up-to-date evidence and most recent definition of gypsies and travellers. In accordance with Annex 1 to “Planning Policy for Traveller Sites” (DCLG, 2015) this evidence will include determination of whether persons are gypsies and travellers for the purpose of planning policy through consideration of the following relevant (although not exclusive) matters:</u></p> <ul style="list-style-type: none"> <li>• <u>whether they previously led a nomadic life</u></li> <li>• <u>the reasons for ceasing their nomadic habit of life</u></li> <li>• <u>whether there is an intention of living a nomadic habit of life in the future, and if so, how soon and in what circumstances.</u></li> </ul> <p><u>The update to the GTAA 2015 will also include a reassessment of the needs of travelling showpeople. The existing travelling showpeople site at Atlas Mill Road (Brighouse) is currently proposed to remain unchanged. When assessing the accommodation needs of gypsies and travellers, prior to drafting the DPD, this work will seek to identify the needs of all gypsies and travellers, including those currently travelling and those who have ceased to travel. The Development Plan Document will subsequently make provision for all needs identified in the update to the 2015 GTAA.</u></p> <p><u>16.62c Provision will be made to meet any identified needs for permanent or transit pitches for gypsies and travellers and plots for travelling showpeople. Potential land allocations considered for inclusion in the proposed DPD will be assessed against the criteria in Policy HS8 (with the exception of criterion ii relating to the Green Belt), building on the work already undertaken by the Council. This process will also reflect the advice of Planning Policy for Traveller Sites (2015) and other Government publications on the design of sites such as “Designing Gypsy and Traveller Sites - Good Practice Guide”, (CLG, 2008). Sustainability Appraisal will be an integral part of the site assessment process.</u></p>	



Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason
			<p><u>16.62d) Planning applications for gypsy and traveller pitches and travelling showpeople plots will be assessed against Policy HS8 and prior to adoption of the Development Plan Document the existing evidence, including any updates, will be used to determine applications. In the case of permanent pitches for gypsies and travellers the element of current need should be interpreted as being equivalent to 7 pitches as determined in the GTAA and assuming the inclusion of those in bricks and mortar. However, the accommodation circumstances of those seeking pitches will also be taken into account at the time of a planning application in order that the decision complies with the current definition of need as set out in Annex 1 to “Planning Policy for Traveller Sites” (DCLG, 2015).</u></p> <p>16.63 As stated in ‘Planning Policy for Traveller Sites’, traveller sites in the Green Belt represent inappropriate development and Green Belt boundaries should only be altered in exceptional circumstances. If a limited alteration is to be made to a Green belt boundary to meet a specified need for a traveller site, it should be specifically allocated in the development plan as a traveller site only. Other sensitive locations must also be protected as should local amenity and the environment generally. <u>This includes heritage assets and their settings and is a statutory requirement in the National Planning Policy Framework which requires the impact on the historic environment to be evaluated and development preserve or enhance any heritage asset and not harm those elements which contribute to its significance, including its setting, where this is a material consideration. These requirements are set out in greater detail in Policy HE1 (The Historic Environment) of this Local Plan and is an approach supported by Historic England.</u> Sites also need to be located sustainably and therefore within a reasonable distance of local services and facilities such as shops, hospitals, and schools (so that children can attend school on a regular basis). Sites should have access from a properly surfaced road and a reasonable level of service provision including electricity and drinking water supplies, sewage disposal and refuse collection. The impacts on local infrastructure and services should be assessed in order to avoid placing undue pressure on local infrastructure and services. Sites should not be located in areas at high risk of flooding, including functional floodplains or where noise and air quality would be detrimental to the health and well-being of travellers locating on a particular site. Provision also needs to be made to enable some travellers to live and work from the same location thereby reflecting traditional lifestyles and contributing to sustainability by omitting many travel to work journeys.</p> <p>16.64 The existing travelling showpeople site at Atlas Mill Road (Brighouse) is currently proposed to remain unchanged.</p>	

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason
			<p>16.65 Whilst Policy HS8 sets out how planning applications for sites to accommodate Gypsies and Travellers and Travelling Showpeople will be assessed, this Local Plan does not include any further provision to meet their needs and a separate Development Plan Document (DPD) will be brought forward upon adoption of the Local Plan to address this issue.</p>	
MM105	137-138	Policy HS8	<p><b>Meeting the Need of Gypsies and Travellers and Travelling Showpeople</b></p> <p><u>Following adoption of the Local Plan the Council will adopt a separate Development Plan Document to provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople, currently identified as 7 permanent pitches for gypsies and travellers, 6 transit pitches for gypsies and travellers and 3 Travelling Showpeople plots. The Development Plan Document will be based on an update to the the GTAA 2015, in order to ensure that the future needs of Gypsies and Travellers and Travelling Showpeople are met. Where need is identified the allocation of land to meet those needs will be guided by the criteria set out below (with the exception of criterion ii relating to the Green Belt). This Development Plan Document will be submitted to the Secretary of State for examination within one year of the Local Plan being adopted.</u></p> <p>Any <del>p</del><u>Planning</u> applications for sites to accommodate Gypsies and Travellers and Travelling Showpeople will be assessed in accordance with the following <u>these</u> criteria.</p> <ul style="list-style-type: none"> <li>i. <del>The level of local provision and need for sites;</del></li> <li>ii. The site is not located in the Green Belt;</li> <li>iii. <u>The development creates no unacceptable environmental, amenity, traffic, safety or other problems;</u> <del>the site will have minimal impact upon the environment and the surrounding areas, particularly nearby residential areas;</del></li> <li>iv. The development includes adequate landscaping and measures to protect and enhance biodiversity;</li> </ul>	Clarification

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason
			<p>v. A scheme has been provided to ensure that any historic ground contamination can be managed safely;</p> <p>vi. Adequate access is available to the site;</p> <p>vii. The necessary utilities such as electricity, water, gas and drainage are provided, are readily available or satisfactory alternative means of provision can be demonstrated;</p> <p>viii. <del>Schools and other community facilities including health services are easily accessible from the site;</del> <u>The site is located within a reasonable distance of health facilities and schools;</u></p> <p>ix. <del>Development of the site preserves or enhances any heritage asset and will not harm those elements which contribute to its significance, including its setting, where this is a material consideration;</del></p> <p>x. The site would provide a suitable environment for travellers to inhabit with regard to, for example, air quality and noise levels;</p> <p>xi. The site is not located in Flood Zone 3 <u>and if located in Flood Zone 2 the requirements of the Flood Risk Sequential and Exception Tests are met;</u></p> <p>xii. Where required the site offers the opportunity for travellers to live and work on the same site;</p> <p>xiii. Where required opportunities for the grazing of animals such as ponies are provided; and</p> <p>xiv. <del>The site complies with the locational criteria for development elsewhere in the Local Plan.</del></p>	
MM106	138	Policy HS8	<p><b>New criterion (to be positioned at the end of the list of criteria):</b></p> <p><u>The site complies with other relevant Local Plan policies</u></p>	Clarification

## Chapter 17 – Built Environment

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
MM107	140	Para 17.20	The use of the principles associated with Passive Solar Design and applying construction standards such as Passivhaus and EnerPHit Standard could be useful in helping to address sustainability and climate change, whilst consideration of resilience in potential flood risk areas can help reduce risk and contribute to the delivery of more sustainable development. Whilst the Government has abandoned the principles of "Zero-Carbon Homes" from 2016, achieving zero-carbon is still an overarching aspiration in order to meet the legally binding <u>target of net zero carbon reductions</u> by 2050. The possibility of encouraging greater sustainability in the provision of new dwellings in particular is an aspiration of the Council, which will mean that homes do not have to be retrofitted at a later date. The Energy Savings Trust (May 2017) have released "The Clean Growth Plan : A "2050-ready" new build homes policy". This approach, whilst not Government policy, is worthy of consideration in Calderdale in order to help the borough meet the obligations that apply in facilitating the national <del>80% reduction in greenhouse gas emission</del> <u>target of achieving net zero</u> by 2050, and the <del>75.8%</del> 87% reduction that Calderdale will need to achieve <u>by 2032</u> . The initial additional cost can be quite a small percentage of construction costs so the pay back period can be quite short, given that significant savings in energy costs can be achieved. <u>This is illustrated in Table 17.1 below which, whilst a little dated now in absolute terms, does serve to demonstrate the relative additional costs associated with building zero carbon homes.</u>	Update
MM108	141	Para. 17.22	The Deregulation Act <del>2015</del> has made a significant change to the Planning and Energy Act 2008, by <del>removing</del> <u>amending</u> the clause which enabled Local Authorities to establish <del>any</del> additional local technical standards or requirements relating to the construction, internal layout or performance of new dwellings. The introduction of a new simplified Technical Housing Standard <del>to be incorporated into</del> <u>implemented through</u> the Building Regulation regime has established standards for water consumption, <del>energy</del> , accessibility, security and space. <u>For energy standards above those in the current Building Regulations Local Authorities must justify these by</u>	Clarification

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			<p><i>demonstrating the evidence exists to justify such an approach. Following release of the Publication version of this Local Plan in 2018, the Government has further clarified its position in relation to reducing the carbon emissions associated with homes and set out its programme for implementation of the Future Homes Standard in its document “Summary of responses received and Government response” (January 2021). This followed the 2019 consultation on the proposed Future Homes Standard. The relevant revisions to the Building Regulations aimed at reducing carbon emissions are being incrementally strengthened leading up to the adoption of the full Future Homes Standard in 2025. Additionally, in responding to the earlier consultation on the future Homes Standard the Government has stated its intention to clarify the longer-term role of local planning authorities in determining local energy standards as part of its response to the Government White Paper on Planning Reforms (consultation closed October 2020). In order to provide some certainty in the immediate term the government will not amend the Planning and Energy Act 2008, which means that local planning authorities will retain powers to set local energy efficiency standards for new homes. However, the Government’s objective is that as the country moves to ever higher levels of energy efficiency standards for new homes with the 2021 Part L uplift and Future Homes Standard, it is less likely that local authorities will need to set local energy efficiency standards in order to achieve the goal of net zero.</i></p>	
MM109	142	Policy BT1	<p><b>PART 3 Sustainability</b> (a) All new residential development (including conversions and extensions) will be expected to incorporate sustainable design and construction principles throughout the development process in line with the Government’s objective of setting energy standards through the Building Regulations function. In addition, residential development proposals will be encouraged to:</p>	Clarification

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<ul style="list-style-type: none"> <li>i. <del>Consider</del> <u>Incorporate</u> the principles associated with Passive Solar Design in the design and layout of development, and to facilitate the provision of "2050-ready" homes;</li> <li>ii. Incorporate the use of recycled and energy efficient materials;</li> <li>iii. Maximise the reuse of existing resources and materials to minimise waste and the loss of embodied energy associated with the production of building materials and products; and</li> <li>iv. Incorporate the use of locally sourced building materials.</li> </ul> <p>(b) All new non-residential development in excess of 1000sqm will be expected to meet at least BREEAM level 'very good' with immediate effect, with an aspiration for higher BREEAM standards, subject to review over the plan period to ensure the target remains relevant.</p>	
MM110	145	Policy BT3	<p>Landscaping</p> <p>Development proposals will be required, where appropriate, to be accompanied by landscaping schemes that include good quality hard and soft landscaping. The landscaping aspects of a development proposal will be required to form an integral part of the design and should consider providing opportunities for possible areas for local food production, including the potential for the use of fruiting trees and shrubs.</p> <p>Landscaping schemes should ensure that new development integrates appropriately into its surroundings, contributes to the character of the area, and enhances local biodiversity if practicable.</p> <p>The scheme should be implemented in full within an agreed timescale and include details of:-</p> <ul style="list-style-type: none"> <li>I. the retention of existing trees, hedgerows, priority habitats, walls, fences, paving, and other site features which contribute to the character and amenity of the area;</li> </ul>	Update

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<ul style="list-style-type: none"> <li>II. the incorporation of appropriate soft and hard landscaping which enhances the landscape character, amenity, appearance and safety of the site and its setting for all sectors of the community;</li> <li>III. the introduction of boundary treatments, wherever appropriate that minimise the visual intrusion of the development on neighbouring uses or the wider landscape;</li> <li>IV. maximising the potential for increasing net biodiversity gains on site through the creation of wildlife habitats; and</li> <li>V. the provision for adequate maintenance and long term management of the landscaping scheme.</li> </ul> <p>In the case of major proposals, consideration should be given to advanced landscaping works being carried out before building or enabling works commence.</p>	
<b>MM111</b>	148	Policy BT5	<p>Designing out crime and designing in community safety should be central to the planning and delivery of new development. In order to create safe environments and reduce opportunities for crime, development proposals should demonstrate they have due regard to the following criteria:</p> <ul style="list-style-type: none"> <li>i. Where possible promote the incorporation of active frontages and a mix of uses to create a range of activities throughout the day and night, increasing the opportunities for natural surveillance.</li> <li>ii. All developments should promote a safe and attractive street and footpath network. Routes should be direct, well lit and where possible, overlooked.</li> <li>iii. Landscaping should be designed to help define public and private space. Schemes are encouraged to maintain visual surveillance corridors by limiting the height of planting and avoid creating hiding places and secluded areas.</li> </ul>	Clarification

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<p>iv. Car parking facilities should be designed for both vehicle and personal safety through being well lit, overlooked where possible and to avoid opportunities for concealment.</p> <p>v. Area lighting and closed-circuit television surveillance (CCTV) will be provided in a manner which does not significantly harm amenity and has no detrimental impact on the local environment. Proposals should preserve or enhance Conservation Areas and not adversely affect Listed Buildings, Historic Parks and Gardens or their settings, where these are material considerations.</p> <p><del>vi. The use of target hardening measures will be encouraged where sympathetic to the character of the building and the wider streetscene.</del></p> <p><u><i>The use of target hardening measures will only be permitted where sympathetic to the character of the building and the wider streetscene</i></u></p> <p>Proposals will be required, where appropriate, to be accompanied by a scheme outlining how the above listed designing out crime considerations have been incorporated into the design of the proposal.</p> <p><b>Security Measures</b></p> <p>Development proposals will be required, where appropriate, to be accompanied by a scheme outlining security standards having regard to advice set out in Crowded Places: The Planning System and Counter-Terrorism (and any subsequent updates) and advice provided by the Counter Terrorism Security Advisor.</p>	



## Chapter 18 – Historic Environment

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
MM112	151	Para 18.2-18.3	<p>18.2 The historic environment includes architectural, archaeological<sup><i>Footnote</i></sup> and artistic features, some of which are designated assets including:</p> <ul style="list-style-type: none"> <li>•Conservation Areas;</li> <li>•Listed Buildings;</li> <li>•Registered Historic Parks and Gardens; and</li> <li>•Scheduled Ancient Monuments.</li> </ul> <p><i>Footnote</i> <u>Scheduled Ancient Monuments are designated heritage assets and are Class I archaeological sites for the purpose of the Local Plan. Class II sites are undesignated heritage assets of regional importance which have been identified as warranting preservation in situ. Class III sites are those whose importance has not yet been assessed. Details of all sites are held in the West Yorkshire Historic Environment Record</u></p> <p>18.3 In addition, the historic environment of Calderdale also includes non-designated heritage assets - those which, though not formally designated, have been identified as having positive heritage value. Non-designated heritage assets can be identified through the West Yorkshire Historic Environment Record, the West Yorkshire Historic Landscape Characterisation, or by the Local Planning Authority (such as during assessment of development proposals, <u>Conservation Area Character Appraisals and Management Plans</u>, or through developing a Local List). <u>Developers are encouraged to consult with these resources to establish the likelihood of their proposals affecting a heritage asset.</u></p>	Clarification / Correction

## Chapter 19 – Green Belt and Rural Areas

Modification Reference	Page	Box/Para/ Policy/Table	Tracked Change	Reason
MM113	154	Para 19.8-19.9	<p>19.8 Paragraph 89 of the NPPF states that a local <u>Local</u> planning authority <u>authorities</u> should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are:</p> <ul style="list-style-type: none"> <li>• buildings for agriculture and forestry;</li> <li>• <del>provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;</del></li> <li>• <u>the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;</u></li> <li>• the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;</li> <li>• the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;</li> <li>• limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or</li> <li>• <del>limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.</del></li> <li>• <u>limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:</u></li> </ul>	Update

Modification Reference	Page	Box/Para/ Policy/Table	Tracked Change	Reason
			<p><i><u>– not have a greater impact on the openness of the Green Belt than the existing development; or</u></i></p> <p><i><u>– not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the Borough.</u></i></p> <p>19.9 Paragraph 90 of the NPPF states that certain <i>Certain</i> other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:</p> <ul style="list-style-type: none"> <li>• mineral extraction;</li> <li>• engineering operations;</li> <li>• local transport infrastructure which can demonstrate a requirement for a Green Belt location;</li> <li>• the re-use of buildings provided that the buildings are of permanent and substantial construction; <del>and</del></li> <li>• <i><u>material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and</u></i></li> </ul> <p>development brought forward under a Community Right to Build Order <i>or Neighbourhood Development Order.</i></p>	
MM114	155	Policy GB1	<p>Within the Green Belt, the construction of new buildings is inappropriate development except in the following circumstances:-</p> <ul style="list-style-type: none"> <li>• Buildings for agriculture and forestry;</li> <li>• <del>Provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;</del></li> <li>• <u>the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds</u></li> </ul>	Update

Modification Reference	Page	Box/Para/ Policy/Table	Tracked Change	Reason
			<p><u>and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;</u></p> <ul style="list-style-type: none"> <li>• The extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;</li> <li>• The replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;</li> <li>• Limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or</li> <li>• <del>Limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development;</del></li> <li>• <u>limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:</u> <ul style="list-style-type: none"> <li>– <u>not have a greater impact on the openness of the Green Belt than the existing development; or</u></li> <li>– <u>not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the Borough.</u></li> </ul> </li> </ul> <p>Other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:</p> <ul style="list-style-type: none"> <li>• mineral extraction;</li> <li>• engineering operations;</li> <li>• local transport infrastructure which can demonstrate a requirement for a Green Belt location;</li> </ul>	

Modification Reference	Page	Box/Para/ Policy/Table	Tracked Change	Reason
			<ul style="list-style-type: none"> <li>• the re-use of buildings provided that the buildings are of permanent and substantial construction;</li> <li>• <u>material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and</u></li> <li>• development brought forward under a Community Right to Build Order <u>or Neighbourhood Development Order.</u></li> </ul> <p>Uses other than those identified will constitute inappropriate development and will not be supported except in very special circumstances to be demonstrated by the applicant. Development which is not inappropriate should not detract from the visual amenity of the Green Belt by reason of siting, materials or design or lead to traffic, amenity, environmental or other problems which cannot be effectively mitigated.</p>	
MM115	156	Policy GB2	<p>Within the Area Around Todmorden, development proposals which are considered appropriate will generally be supported providing they do not have a negative impact upon the openness or character of the countryside or upon the Special Protection Area (SPA) or Special Area of Conservation (SAC). The types of appropriate development are:-</p> <ul style="list-style-type: none"> <li>• Uses necessary for agriculture, forestry or equestrian activity or other social and economic uses which have a functional need to locate in the countryside;</li> <li>• Uses which support sustainable growth and diversification of the rural economy including for tourism;</li> <li>• <u>Limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan;</u></li> <li>• The re-use and adaptation of existing buildings;</li> <li>• The extension or alteration of existing buildings providing that it does not result in a disproportionate addition over and above the size of the original building;</li> <li>• Sport and recreation uses appropriate to a rural area which do not conflict with other land uses; and</li> </ul>	Update

Modification Reference	Page	Box/Para/ Policy/Table	Tracked Change	Reason
			<ul style="list-style-type: none"> <li>• <u>limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:</u> <ul style="list-style-type: none"> <li>– <u>not have a greater impact on the openness of the countryside than the existing development; or</u></li> <li>– <u>not cause substantial harm to the openness of the countryside, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the Borough.</u></li> </ul> </li> </ul> <p>Development which is appropriate should not detract from the visual amenity of the open countryside or lead to traffic, amenity, environmental or other problems which cannot be effectively mitigated.</p>	

## Chapter 20 – Green Infrastructure and Natural Environment

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reasons
MM116	157	Policy GN1	<p><b>Securing green infrastructure provision</b></p> <p>The Council will put mechanisms in place to secure Green Infrastructure provision in the Borough, <i>in part to help avoid increased recreational disturbance on the South Pennine Moors SAC and SPA.</i></p> <p>To achieve this, the primary focus will be on:</p> <ul style="list-style-type: none"> <li>• Improving and enhancing existing Green Infrastructure assets, and/or expanding existing, or creating new, Green Infrastructure assets;</li> <li>• Encouraging the protection, enhancement and creation of Green Infrastructure through the Development Management System;</li> <li>• Encouraging partnership delivery of Green Infrastructure in the Borough; and</li> <li>• Making good deficiencies in quantity and quality of Green Infrastructure by a range of means including developer contributions.</li> </ul> <p>New development must be served by Green Infrastructure to meet the needs of the prospective residents in a manner which will contribute to the creation of a high quality environment and provide access to high quality open space for leisure and recreational purposes. Development proposals should ensure that:</p> <ul style="list-style-type: none"> <li>• The Green Infrastructure function of the land is retained and where possible improved; The opportunity is taken to extend and increase Green Infrastructure by linking green spaces and water body corridors, filling in gaps in Green Infrastructure provision, and/or creating and increasing biodiversity corridors and Species and Habitats of Principal Importance, <i>whilst also seeking to avoid increased recreational use of the South Pennines SPA and SAC.</i></li> </ul>	Clarification
MM117	160	Policy GN3	<b>Natural Environment</b>	Clarification

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reasons
			<p>The Council will seek to achieve better management of Calderdale’s natural environment by requiring developments to:</p> <ul style="list-style-type: none"> <li>i. Conserve and enhance the biodiversity and geological features of the Borough by protecting and improving habitats, species, sites of wildlife and geological value and maximising biodiversity and geodiversity opportunities in and around new developments;</li> <li>ii. Conserve, enhance and restore the habitats, water quality, physical structure and local distinctiveness of the Borough's canal and river corridors as natural floodplains, functioning ecosystems and important strategic wildlife habitat networks allowing the free movement of wildlife;</li> <li>iii. Ensure there are no residual adverse impacts resulting from a proposed development, where in exceptional circumstances the reasons for the proposed development clearly outweigh the value of the ecological feature adversely affected and there are no appropriate alternatives. The adverse impacts of the development must be proportionately addressed in accordance with the hierarchy of: mitigation, compensation and finally offsetting. When appropriate, conditions will be put in place to make sure appropriate monitoring is undertaken and make sure mitigation, compensation and offsetting is effective;</li> <li>iv. Take appropriate steps to maintain or enhance the favourable conservation status of populations of protected species and species of conservation concern;</li> <li>v. <u>Takes appropriate steps to avoid recreational disturbance and urban edge effects, mitigating for recreational disturbance through the provision of recreational green space where appropriate;</u></li> <li>vi. Protect, restore and enhance other features of natural environmental importance, in line with local environmental priorities;</li> <li>vii. Design-in wildlife, <del>maximise multi-functionality</del> and provide appropriate management, ensuring development follows the mitigation hierarchy and achieves <u>measurable net gains in biodiversity in accordance with the most up to date national and local guidance;</u></li> <li>viii. Contribute towards the targets set out for Habitats and Species of Principal Importance and the environmental priorities of Local Nature Partnerships and biodiversity offsetting schemes, as appropriate;</li> <li>ix. Deliver enhancement and compensation, commensurate with their scale, which contributes towards the achievement of a coherent and resilient ecological network;</li> </ul>	



Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reasons
			<ul style="list-style-type: none"> <li>x. Protect and enhance the distinctive landscape character of Calderdale;</li> <li>xi. Adopt good environmental site practices as appropriate, including in the form of a Construction Environmental Management Plan (CEMP) where appropriate;</li> <li>xii. Be informed by adequate ecological information, prepared by a competent ecology professional, conforming to British Standard BS42020, Biodiversity - Code of practice for planning and development; and</li> <li>xiii. Where opportunities arise, water bodies should be taken out of culvert, or daylighted if not possible, and physical barriers made passable to fish species. Under exceptional circumstances where culverting is delivered, daylighting should be integrated for habitat protection.</li> </ul> <p>Development proposals which are likely to have a significant adverse impact on a site with one or more of the following designations, habitats or species will not be permitted except in exceptional circumstances where the reasons for the proposed development clearly outweigh the value of the ecological feature adversely affected and there are no appropriate alternatives:</p> <ul style="list-style-type: none"> <li>i. Local Nature Reserves (LNR);</li> <li>ii. Local Wildlife Sites (LWS);</li> <li>iii. Local Geological Sites (LGS);</li> <li>iv. Calderdale Wildlife Habitat Network (or similar designation);</li> <li>v. Priority habitats and species within the Calderdale Biodiversity Action Plan;</li> <li>vi. Habitats and Species of Principal Importance within the UK Biodiversity Action Plan;</li> <li>vii. Habitats and species listed in respect of Section 41 of The Natural Environment and Rural Communities Act 2006;</li> <li>viii. Legally protected species;</li> <li>ix. Areas of Ancient and Semi-Natural Woodland; and</li> <li>x. Nature Improvement Areas.</li> </ul> <p>Development proposals which are likely to have a significant adverse impact on a site with one or more of the following national or international designations will not be permitted:</p> <ul style="list-style-type: none"> <li>i. Special Protection Areas (SPAs);</li> <li>ii. Special Areas of Conservation (SACs);</li> <li>iii. Sites of Special Scientific Interest (SSSI); and</li> </ul>	

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reasons
			<p>iv. Sites identified, or required, as compensatory measures for adverse effects on European sites.</p> <p>An ecological assessment will be required for development located within the 2.5km South Pennine Moors (phase 2) SPA &amp; SAC buffer and outside the urban area in order to establish if the land is of functional importance to designated South Pennine Moors (phase 2) SPA species.</p> <p>Any proposed development which may directly or indirectly compromise the conservation objective of a SAC or SPA will not be permitted unless the proposal meets the conditions specified in regulation 61 and 62 of the Conservation of Habitats and Species Regulations 2010 (Habitats Regulations).</p>	
MM118	163	Para 20.11	<p>In much of Calderdale the countryside is of a very high visual quality; a combination of impressive landscape, buildings of architectural and historical significance and areas of ecological importance. <u><i>It is therefore important that new development avoids or minimises harm to the areas of highest landscape quality, and this should include consideration of how new development may impact on the purposes of including land within the SLA designation, i.e. impact on scenic quality, opportunities for access and recreation, and impact on landscape quality, sense of place and local distinctiveness.</i></u></p> <p><u><i>Development outside the Special Landscape Area may affect the way it is experienced or the ability to appreciate its special qualities and significance. Development outside the SLA could have an impact on key views of, and from the SLA. Therefore, consideration will also be given to how the proposed development may affect the setting of the SLA, and the contribution the setting makes to the significance of the Special Landscape Area.</i></u></p> <p>The most important landscapes of the Borough need to be safeguarded and the following seven Special Landscape Areas have been designated:</p> <ul style="list-style-type: none"> <li>• Northern Calderdale Moorlands and Fringes;</li> <li>• Hardcastle Crag, Hebden Water and Colden Water;</li> <li>• Luddenden Dean;</li> <li>• Shibden Valley;</li> <li>• Ringstone Edge and Norland Moor Fringes;</li> </ul>	Clarification

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reasons
			<ul style="list-style-type: none"> <li>• Southern Calderdale Moorland and Fringes;</li> <li>• Cragg Vale.</li> </ul>	
MM119	163	Policy GN4	<p><b>Landscape Character</b></p> <p><u>Special Landscape Area</u></p> <p><u>Proposals for development within or affecting the Special Landscape Area (SLA) or its setting should be carefully designed to ensure they are in keeping with their location in the SLA in terms of density, height, massing, scale, form, siting and materials.</u></p> <p><u>Proposals for development within or affecting the Special Landscape Area (SLA) will only be supported if the proposal:</u></p> <ol style="list-style-type: none"> <li>1. <u>Does not adversely affect the scenic quality of the SLA. Consideration should be taken to protecting important and distinctive views, and protecting remoteness and tranquillity.</u></li> <li>2. <u>Does not adversely affect opportunities for access and recreation; and</u></li> <li>3. <u>Protects and enhances landscape quality, sense of place and local distinctiveness, including retention and enhancement of features and habitats of significant landscape, historic, ecological and wildlife importance.</u></li> </ol> <p><u>In determining whether a proposed development may affect the SLA, consideration will be given to how the proposed development may impact its setting. Proposals should preserve or enhance those elements that contribute to the SLA's significance, and development which will adversely affect the setting of the SLA resulting in harm to the significance of the SLA will not be supported.</u></p> <p><u>Proposals within or affecting the SLA or its setting should be accompanied by a Landscape Impact Assessment setting out how the proposal protects and enhances the landscape, taking into account the requirements of this policy.</u></p>	Clarification

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reasons
			<p><b><u>Landscape Character Areas</u></b></p> <p>New development should be designed in a way that is sensitive to its landscape setting, retaining and enhancing the distinctive qualities of the landscape area in which it is situated. For each Landscape Character Area, planning permission will only be granted if the proposed development would:</p> <ul style="list-style-type: none"> <li>• Make adequate provision as far as is practicable for the retention of features and habitats of significant landscape, historic, ecological and wildlife importance;</li> <li>• Where possible, enhance the character and qualities of the landscape area through appropriate design and management;</li> <li>• Reflect and enhance local distinctiveness and diversity; and</li> <li>• Provide appropriate landscape mitigation proportionate in scale and design, and/or suitable off-site enhancements.</li> </ul> <p><del>The Policies Map identifies the Special Landscape Area in Calderdale. Within this area, development which would adversely affect landscape quality will not be permitted. Special attention should be paid to conserving and enhancing the visual quality and minimising the environmental impact of development in the area through detailed consideration of the siting, materials and design of the new development.</del></p>	
MM120	166	Policy GN6	<p>In determining the required open space provision, the council will have regard to the type of development proposed and the availability, quality and accessibility of Open Spaces in the area assessed in accordance with the Council's Borough wide open space standards and relevant national standards. <u><i>In the case of outdoor sports facilities, the Council will also have regard to the most up to date version of the Calderdale Playing Pitch Strategy which provides key information on quantitative shortfalls in sports pitches and the need for qualitative improvements.</i></u></p>	Clarification

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reasons																						
MM121	168	Para 20.21	<p>Locally, the Calderdale Open Space, Sport and Recreation Study: Open Space Assessment Report (2006) <del>sets the following</del> <u>set</u> open space standards <i>for the Borough</i> which <del>have been</del> <u>were</u> carried forward in the 2015 update. <u>These standards have now been updated to include new quantitative standards and are detailed below:</u></p> <p><b>Calderdale Open Space, Sport and Recreation Standards</b></p> <table border="1" data-bbox="763 560 1845 1324"> <thead> <tr> <th data-bbox="763 560 987 624">Typology</th> <th colspan="2" data-bbox="987 560 1845 624">Standard</th> </tr> </thead> <tbody> <tr> <td data-bbox="763 624 987 922" rowspan="3">Parks and Gardens</td> <td data-bbox="987 624 1211 687"><u>Quantity</u></td> <td data-bbox="1211 624 1845 687"><u>0.8 ha/1000 people</u></td> </tr> <tr> <td data-bbox="987 687 1211 751">Quality</td> <td data-bbox="1211 687 1845 751">Score of 60% or higher on qualitative site assessment</td> </tr> <tr> <td data-bbox="987 751 1211 922">Accessibility</td> <td data-bbox="1211 751 1845 922">All settlement areas within 400m of small local open sp (0.04ha-1ha) and 600m of local park (1.00ha-3.00ha) an 1200m of Borough park (greater than 3ha)</td> </tr> <tr> <td data-bbox="763 922 987 1193" rowspan="3">Natural/semi-natural greenspace</td> <td data-bbox="987 922 1211 986"><u>Quantity</u></td> <td data-bbox="1211 922 1845 986"><u>2.0 ha/1000 people</u></td> </tr> <tr> <td data-bbox="987 986 1211 1050">Quality</td> <td data-bbox="1211 986 1845 1050">Score of 60% or higher on qualitative site assessment</td> </tr> <tr> <td data-bbox="987 1050 1211 1193">Accessibility</td> <td data-bbox="1211 1050 1845 1193">All settlement areas within 400m of a site (0.04ha-1ha) and 600m of a site (1.00ha-3.00ha) and 1200m of a site greater than 3ha</td> </tr> <tr> <td data-bbox="763 1193 987 1324" rowspan="2">Amenity greenspace</td> <td data-bbox="987 1193 1211 1257"><u>Quantity</u></td> <td data-bbox="1211 1193 1845 1257"><u>0.6 ha/1000 people</u></td> </tr> <tr> <td data-bbox="987 1257 1211 1324">Quality</td> <td data-bbox="1211 1257 1845 1324">Score of 60% or higher on qualitative site assessment</td> </tr> </tbody> </table>	Typology	Standard		Parks and Gardens	<u>Quantity</u>	<u>0.8 ha/1000 people</u>	Quality	Score of 60% or higher on qualitative site assessment	Accessibility	All settlement areas within 400m of small local open sp (0.04ha-1ha) and 600m of local park (1.00ha-3.00ha) an 1200m of Borough park (greater than 3ha)	Natural/semi-natural greenspace	<u>Quantity</u>	<u>2.0 ha/1000 people</u>	Quality	Score of 60% or higher on qualitative site assessment	Accessibility	All settlement areas within 400m of a site (0.04ha-1ha) and 600m of a site (1.00ha-3.00ha) and 1200m of a site greater than 3ha	Amenity greenspace	<u>Quantity</u>	<u>0.6 ha/1000 people</u>	Quality	Score of 60% or higher on qualitative site assessment	Update Clarification
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Modification Reference	Page	Para/Table/Box/Policy	Tracked change			Reasons
				Accessibility	All settlement areas within 400m of a site (0.04ha-1ha) and 600m of a site (1.00ha-3.00ha) and 1200m of a site greater than 3ha	
			Allotments	Quality	Score of 60% or higher on qualitative site assessment	
				Accessibility	All settlement areas within 400m of a site (0.04ha-1ha) and 600m of a site (1.00ha-3.00ha) and 1200m of a site greater than 3ha	
			Provision for children and young people	<i>Quantity</i>	<i>0.25 ha/1000 people</i>	
				Quality	Score of 60% or higher on qualitative site assessment	
				Accessibility	All settlement areas within 240m (5min walk) of a LEAP and 600m (15min walk) of a NEAP	
			Cemeteries	Quantity	0.286 ha/1000people	
				Quality	Score of 60% or higher on qualitative site assessment	
				Accessibility	Accessibility is not a directly relevant measure	
			Civic Spaces	Quantity	0.021 ha/1000people	
				Quality	Score of 60% or higher on qualitative site assessment	
				Accessibility	Accessibility is not a directly relevant measure	
				Quantity	1.73 ha/1000people	

Modification Reference	Page	Para/Table/Box/Policy	Tracked change			Reasons	
			Outdoor sports facilities	Quality	Site quality rating of good (as defined by Sport England Electronic Toolkit)		
				Accessibility	Teams to have access to appropriate site at relevant time		
MM122	170	Policy GN8	<p><b>Protection of Local Green Spaces</b></p> <p><del>Development that would affect the openness and character of a designated Local Green Space will not be permitted other than in very special circumstances, except:-</del></p> <ul style="list-style-type: none"> <li><del>● Provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, provided they do not conflict with the purpose of the Local Green Space designation;</del></li> <li><del>● The extension or alteration of a building provided that it does not result in a disproportionate addition over and above the size of the original building;</del></li> <li><del>● The replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces.</del></li> </ul> <p><u>The Council will give special protection to sites designated as Local Green Space that are important to the local community. Development proposed within a Local Green Space will be considered having regard to Green Belt policy.</u></p>			Clarification	

## Chapter 21 – Environmental Protection

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason
MM123	173	Para 21.12-21.13	<p>21.12 <u>The Council has a number of responsibilities for and contributions to make to, air quality including Environmental Health, Public Health, Highways, Planning and Community Engagement. These combine in our role as place leader, working with communities and other local partners to maximise quality of life in local neighbourhoods. The Council's strategic air quality objectives are:</u></p> <ol style="list-style-type: none"> <li>1. <u>To have a good understanding of air quality issues in Calderdale so that we can take an intelligence led approach</u></li> <li>2. <u>To ensure air quality is considered in everything we do</u></li> <li>3. <u>To raise awareness and understanding of air quality in Calderdale</u></li> <li>4. <u>To design the physical and natural environment to improve air quality</u></li> <li>5. <u>To reduce pollution from vehicle journeys, by reducing the overall number of journeys and increasing use of low emission vehicles</u></li> <li>6. <u>To protect the health of those most vulnerable to the harmful effects of air pollution</u></li> </ol> <p><u>Under the local air quality management legislation and guidance, the Council is required to monitor air quality in the Borough. The Environment Act 1995, states eight pollutants that councils must consider as part of a national Air Quality Strategy. These include nitrogen dioxide and fine particles. Monitoring currently focuses on traffic-related nitrogen dioxide. This has been identified as exceeding the air quality objectives in eight areas. These areas have been designated as Air Quality Management Areas (AQMAs). Particulate matter is also being monitored in connection with road traffic emissions.</u></p> <p><u>Most of our nitrogen dioxide monitoring is undertaken using diffusion tubes; however, there are also a number of automatic monitoring sites.</u></p>	Clarification



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			<p><u>The Local Plan is a key part of the Council’s air quality strategy. Reflecting the above objectives, the Plan aims to improve air quality in the Borough and achieve compliance with legal Air Quality objectives as soon as possible. To achieve this, the strategy of the Plan is firstly to minimise, so far as practicable, air pollution from development in all locations, irrespective of whether there are current or potential exceedances of legal objectives. Secondly, the Plan requires the residual impacts of development on air quality to be mitigated. Thirdly, the Plan requires that development is located and designed in such a way as to protect people from exposure to poor air quality so far as possible .</u></p> <p>The Local Plan affects air quality in a number of ways, including through consideration of what development is proposed and where, the encouragement given to sustainable transport, the potential for compensatory mitigation, and the need to meet <i>legal</i> air quality objectives and limit values. Therefore, in plan making, it is important to consider the impact of development on air quality across the Borough</p> <p>21.13 Individual planning decisions can influence exposure to poor air quality in a number of ways <u>and positively further the Council’s aim of achieving and maintaining compliance with national air quality objectives. It is essential that these air quality objectives are achieved and subsequently maintained if human health is to be protected.</u> In considering proposed developments and the application of policy EN2 the following <u>mitigation measures</u> factors should <u>therefore</u> be considered applied:</p> <ul style="list-style-type: none"> <li>• Siting new buildings and estates so that the need for motorised travel is minimised;</li> <li>• Minimising the exposure of vulnerable groups to air pollution by siting buildings away from busy roads, siting living accommodation away from roadside facades, and ensuring facilities such as schools, nurseries and retirement homes are located in areas where pollution levels will be low;</li> </ul>	

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			<ul style="list-style-type: none"> <li>• Avoiding the creation of street and building configurations (such as street canyons, or traffic calming that causes vehicles to break sharply) that encourage pollution to build up where people spend time;</li> <li>• Providing an infrastructure to support low- and zero-emission travel. This could include: cycling and walking routes and points for electric vehicles in residential areas and commercial developments. Furthermore installing the fastest possible broadband connections will reduce the need to travel by facilitating working from home;</li> <li>• Use of travel plans to reduce the number of motorised trips (this could include parking availability, car clubs and charging facilities for electric vehicles);</li> <li>• Planting of appropriate trees and vegetation in open spaces and use of vegetation to create 'green' walls or roofs where this does not restrict ventilation.</li> </ul>	
MM124	173	Policy EN2	<p><b>Policy EN2 Air Quality</b></p> <p><i><u>In order to ensure that the effect of development on air quality is minimised so far as practicable, residual impacts are mitigated, compliance with legal Air Quality objectives is achieved as soon as possible, and to support the Council's overall strategy set out in the reasoned justification above,</u></i> all proposals that have the potential to increase local air pollution either individually or cumulatively must be accompanied by proportionate evidence to show that the impact of the development has been assessed. Assessments must be in accordance with the guidance contained in the West Yorkshire Low Emissions Strategy and Air Quality &amp; Emissions Technical Planning Guidance (or equivalent guidance) where this guidance is relevant to the proposal. In cases where industrial emissions may be introduced or increased an appropriate assessment must be submitted. Proposals that are not accompanied by that evidence or which do not incorporate adequate mitigation</p>	Clarification

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason
			<p>measures as indicated by the guidance <u>to secure and maintain compliance with air quality objectives to protect human health</u> will not be permitted.</p> <p><u>In order to meet the requirements of this policy, air quality assessments will be expected to include the following information:</u></p> <ul style="list-style-type: none"> <li><u>a. Relevant details of the proposed development</u></li> <li><u>b. The policy context for the assessment</u></li> <li><u>c. Description of the relevant air quality standards and objectives</u></li> <li><u>d. The basis for determining significance of effects arising from the impacts</u></li> <li><u>e. Details of the assessment methods</u></li> <li><u>f. Model verification</u></li> <li><u>g. Identification of sensitive locations</u></li> <li><u>h. Description of baseline conditions</u></li> <li><u>i. Assessment of impacts</u></li> <li><u>j. Description of construction phase impacts</u></li> <li><u>k. Cumulative impacts and effect</u></li> <li><u>l. Mitigation measures</u></li> <li><u>m. Summary of the assessment results</u></li> </ul> <p><u>Where there is assessed to be an adverse effect on air quality applicants must provide an assessment of Damage Cost of the development to secure additional mitigation measures. The mitigation measures will be secured through Planning Conditions or a Legal Agreement.</u></p> <p><u>New development in Air Quality Management Areas must be consistent with the Council's Air Quality Action Plan. In these areas development should not materially</u></p>	

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			<p><u>worsen air quality or undermine strategies and actions to achieve compliance with the air quality objectives in the shortest time possible.</u></p> <p><u>Where the development introduces new <i>sensitive</i> receptors into Air Quality Management Areas the development must incorporate sustainable <i>mitigation</i> measures that protect the new receptors from unacceptable levels of air pollution as defined in national air quality objectives. Where sustainable <i>mitigation</i> measures cannot be introduced which to prevent receptors from being exposed to such risks, unacceptable levels of air pollution, development will not be permitted.</u></p>	
MM125	173	Table 21.1	<p>Outcomes: A reduction in air pollution to within lawful limits in a <del>specified timeframe</del> <u>the Plan Period; an overall improvement to air quality in all parts of Calderdale over the Plan period.</u></p>	Clarification

## Chapter 22 – Minerals

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason																								
MM126	176	Para 22.9	The LAA is prepared jointly by the West Yorkshire MPAs and is based on a rolling average of 10 years' sales data and other relevant local information and an assessment of all supply options (including marine dredged, secondary and recycled aggregate sources). The most recent West Yorkshire LAA was approved in <del>2016</del> <u>2021</u> and combines the aggregate data at a sub regional level for the years <del>2015-2019</del> <u>and 2020</u> .	Update																								
MM127	176	22.11	The Borough has a number of sandstone quarries, some of which produce crushed rock as a by-product of the building stone product, although the actual tonnages produced at the majority of sites is small. Subsequent permissions have been granted for extensions to existing sandstone quarries; planning statements accompanying the applications indicate that these will continue to produce some crushed rock, ensuring Calderdale continues to make a contribution to the sub regional crushed rock apportionment. The West Yorkshire LAA identified that the 10 year average sales figure is around the <del>0.86</del> <u>0.92</u> million tonnes (mt) mark for West Yorkshire, and based on reserves of some <del>29.82mt</del> <u>36.96</u> mt this would mean a land bank of some <del>34</del> <u>33</u> years. <del>and 8 months.</del>	Update																								
MM128	176	Table 22.1	West Yorkshire Crushed Rock Sales <del>2007-2016</del> <u>2011-2020</u> <table border="1" data-bbox="703 970 1783 1283"> <thead> <tr> <th></th> <th>2007</th> <th>2008</th> <th>2009</th> <th>2010</th> <th>2011</th> <th>2012</th> <th>2013</th> <th>2014</th> <th>2015</th> <th>2016</th> <th>Ten-Year average</th> </tr> </thead> <tbody> <tr> <td>Crushed Rock Sales (mt)</td> <td>1.1</td> <td>0.9</td> <td>0.9</td> <td>0.53</td> <td>0.43</td> <td>0.79</td> <td>0.78</td> <td>1.03</td> <td>1.03</td> <td>1.1</td> <td>0.86</td> </tr> </tbody> </table>		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Ten-Year average	Crushed Rock Sales (mt)	1.1	0.9	0.9	0.53	0.43	0.79	0.78	1.03	1.03	1.1	0.86	Update
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Ten-Year average																	
Crushed Rock Sales (mt)	1.1	0.9	0.9	0.53	0.43	0.79	0.78	1.03	1.03	1.1	0.86																	

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				<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>		<u>Ten Year average</u>													
			<u>Crushed Rock Sales (mt)</u>	<u>0.43</u>	<u>0.79</u>	<u>0.78</u>	<u>1.03</u>	<u>1.03</u>	<u>1.10</u>	<u>1.03</u>	<u>1.04</u>	<u>0.86</u>	<u>1.07</u>	<u>0.92</u>														
MM129	176	Table 22.2	<p><b>Table 22.2 West Yorkshire Crushed Rock Landbank</b></p> <table border="1"> <thead> <tr> <th>Crushed Rock reserves as at 31/12/16</th> <th>10 year Crushed Rock Sales Average</th> <th>Crushed Rock Landbank (Based on Average Sales)</th> </tr> </thead> <tbody> <tr> <td>29.82</td> <td>0.86mt</td> <td>34 years and 8 months</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th><u>Crushed Rock reserves as at 31/12/2020</u></th> <th><u>Annual sales average 2011-2020</u></th> <th><u>22% Uplifted Aggregate Apportionment</u></th> <th><u>Landbank</u></th> </tr> </thead> <tbody> <tr> <td><u>36.96mt</u></td> <td><u>0.92mt</u></td> <td><u>1.12 mt</u></td> <td><u>33 years</u></td> </tr> </tbody> </table> <p><i>Table note: an uplift factor has been applied to the 10 year aggregate sales averages for the purpose of calculating the West Yorkshire Aggregate Landbank. This uplift represents an estimate of the increase in aggregate sales which would be required to deliver on planned future housing growth and associated infrastructure demands. (WYLAA, 2021).</i></p>											Crushed Rock reserves as at 31/12/16	10 year Crushed Rock Sales Average	Crushed Rock Landbank (Based on Average Sales)	29.82	0.86mt	34 years and 8 months	<u>Crushed Rock reserves as at 31/12/2020</u>	<u>Annual sales average 2011-2020</u>	<u>22% Uplifted Aggregate Apportionment</u>	<u>Landbank</u>	<u>36.96mt</u>	<u>0.92mt</u>	<u>1.12 mt</u>	<u>33 years</u>	
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MM130	176/177	Table 22.3	<p>Table 22.3 Proportion of Aggregate Consumption Met by Imports 2019 NB Figures relate to 2009 and are in thousands of tonnes</p> <table border="1" data-bbox="703 475 1836 699"> <thead> <tr> <th data-bbox="703 475 1077 571">Aggregate</th> <th data-bbox="1081 475 1456 571">Consumption</th> <th data-bbox="1460 475 1836 571">% of Consumption met by Imports</th> </tr> </thead> <tbody> <tr> <td data-bbox="703 574 1077 635">Sand and Gravel</td> <td data-bbox="1081 574 1456 635">810</td> <td data-bbox="1460 574 1836 635">94%</td> </tr> <tr> <td data-bbox="703 638 1077 699">Crushed Rock</td> <td data-bbox="1081 638 1456 699">2,332</td> <td data-bbox="1460 638 1836 699">80%</td> </tr> </tbody> </table> <p><i>Table 22.3 Proportion of Aggregate Consumption Met by Imports 2019</i></p> <table border="1" data-bbox="703 1018 1767 1216"> <thead> <tr> <th data-bbox="703 1018 909 1078"><u>Aggregate</u></th> <th data-bbox="913 1018 1344 1078"><u>Consumption 2019 (thousand tonnes)</u></th> <th data-bbox="1348 1018 1767 1078"><u>% Consumption met by imports 2019</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="703 1082 909 1142"><u>Sand and Gravel</u></td> <td data-bbox="913 1082 1344 1142"><u>466</u></td> <td data-bbox="1348 1082 1767 1142"><u>100%</u></td> </tr> <tr> <td data-bbox="703 1145 909 1216"><u>Crushed Rock</u></td> <td data-bbox="913 1145 1344 1216"><u>2342</u></td> <td data-bbox="1348 1145 1767 1216"><u>96%</u></td> </tr> </tbody> </table>	Aggregate	Consumption	% of Consumption met by Imports	Sand and Gravel	810	94%	Crushed Rock	2,332	80%	<u>Aggregate</u>	<u>Consumption 2019 (thousand tonnes)</u>	<u>% Consumption met by imports 2019</u>	<u>Sand and Gravel</u>	<u>466</u>	<u>100%</u>	<u>Crushed Rock</u>	<u>2342</u>	<u>96%</u>	
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MM131	177	Para 22.16	<p>Table 22.3 sets out that approximately <del>94%</del> <u>100%</u> of the sand and gravel consumed in West Yorkshire is imported from outside the sub region. As the Borough is not considered to have viable reserves of sand and gravel, there is a need to ensure that, as with high specification crushed rock, a continuation of supply can be secured from outside the sub region. The LAA (<u>2021</u>) states that the West Yorkshire sand and gravel landbank is <del>7</del> <u>1 year and 6 months</u>. <del>In terms of those areas that export sand and gravel to the sub region, although the North Yorkshire LAA sets out potential mid term supply issues for sand and gravel, it does acknowledge that there is continuing industry interest in securing new permissions and this implies that the remaining sand and gravel resources within North Yorkshire is present in quantities capable of continuing to supply a significant proportion of West Yorkshire's requirement in the short to medium term, subject to these permissions being granted. Although the South Yorkshire LAA considers that it is unlikely flows of sand and gravel into West Yorkshire will be sustained in the future, there is the potential for the substantial remaining reserves of limestone to play a role in meeting West Yorkshire's future demands for concreting and other non-concreting construction projects.</del> <u>The West Yorkshire LAA (2019 2021) sets out that the majority of sand and gravel consumed in West Yorkshire is imported from Durham and North Yorkshire. Lesser, but still potentially significant, quantities of sand and gravel also thought to be transported into West Yorkshire from East Yorkshire, Nottinghamshire, Lincolnshire, Cheshire and Doncaster. The LAA (2021) sets out that in relation to imports of crushed rock , the Yorkshire Dales National Park remains far and away the most important supplier, accounting for over 50% of the crushed rock aggregates consumed within West Yorkshire. Significant quantities of crushed rock aggregates are also supplied from the East Midlands (Derbyshire, The Peak District and Leicestershire), with lesser, but still significant, quantities supplied from the North-East, North Yorkshire, South Yorkshire and the North-West.</u></p> <p><u>The LAA concludes that it is clear, that planning for continuity in the supply of the aggregates consumed in West Yorkshire is far more dependent upon effectively cooperating with neighbouring authorities and safeguarding minerals transportation infrastructure than managing aggregate supplies within West Yorkshire itself. It is also clear that the future of aggregate extraction within the Yorkshire Dales National Park is of key strategic economic importance to West Yorkshire. The LAA goes on to set out that Under the Duty to</u></p>	



Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<p><u>Corporate the West Yorkshire authorities should seek agreement with the Minerals Planning Authorities for the areas which are the main sources of the aggregates supplied into West Yorkshire, to ensure that these authorities continue to provide for sustainable supplies of aggregates into West Yorkshire in their Local Plans.</u></p>	
MM132	179	Policy MS2	<p>In order to protect mineral reserves from sterilisation from non mineral development, the Council designates Mineral Safeguarding Areas (MSA) for the following resources:</p> <ul style="list-style-type: none"> <li>• Sandstone;</li> <li>• Coal;</li> <li>• Brickclay and Fireclay;</li> </ul> <p>All non-minerals development proposals that fall within the MSA will be encouraged to explore the potential for prior extraction. <del>Except for exempt development</del> <u>Other than the exempt developments</u> defined in Box 1 below, all proposals will be required to carry out a site-specific mineral resource assessment, which shall identify <del>if</del> <u>whether</u> a mineral is present, in what quantity, and whether development would sterilise the mineral lying under the site or adjacent to it. Permission will be refused unless it can be evidenced that <u>at least one of the following criteria can be met:</u></p> <p><u>i</u> The proposed development outweighs the requirement to extract the mineral;</p> <p><u>ii</u> The mineral resources are not present or have been previously extracted;</p> <p><u>iii</u> The mineral resources identified are of no economic value;</p> <p><u>iv</u> It is not viable to extract the potential resource;</p> <p><u>v</u> Prior extraction of minerals would cause unacceptable impacts on neighbouring uses, local amenity and other environmental assets.</p>	Clarification

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			<p>Where non-mineral development is proposed, prior extraction of the mineral resource is especially encouraged as part of regeneration, land remediation or where it would assist any land stabilisation schemes.</p> <p>Non-minerals development proposed in former building stone quarries will be required to evidence that the remaining resources are not of sufficient quality or quantity to make provision for prior extraction. Mineral Allocations and working mineral sites are included within the MSA and identified on the Policies Map.</p> <p>The Council will also safeguard areas within 500m of the MSA as a buffer to safeguard the resource from the impact of development in its vicinity.</p> <p><i><u>Applications for non-mineral development in the MSA Buffer Zone will be expected to demonstrate how they have mitigated the development to ensure that any future mineral extraction within the MSA shall not be compromised.</u></i></p> <div data-bbox="703 898 1834 1390" style="border: 1px solid black; padding: 10px;"> <p style="text-align: center;"><b><u>Box 1: Exempt Development from MSA Requirements</u></b></p> <ul style="list-style-type: none"> <li>• Applications for advertisement consent;</li> <li>• Applications for alterations and extensions to existing buildings and for change of use of existing development;</li> <li>• Applications for reserved matters;</li> <li>• Prior notifications;</li> <li>• Certificates of Lawfulness of Existing Use or Development (CLEUD);</li> <li>• Certificates of Lawfulness of Proposed Use or Development (CLOPUD);</li> <li>• Applications for works to trees;</li> <li>• Applications within urban areas affected by the coal and Brick Clay / Fireclay safeguarding areas, where the development does not constitute ‘major development’ as defined by the Town and Country Planning (General Development Management Procedure) (England) Order 2015 (Article 2)</li> </ul> </div>	

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MM133	182/183	Policy MS5	<p>Mineral Allocations</p> <p>A) The following table is a list of the existing mineral sites for allocation in the Local Plan.</p> <p>Table 22.8 Mineral Allocations - Existing Mineral Sites</p> <table border="1"> <thead> <tr> <th>Local Plan Site Ref</th> <th>Site Name</th> <th>Status</th> <th>Commodity</th> <th>Aggregates</th> <th>Site Area (ha)</th> </tr> </thead> <tbody> <tr> <td>MLP1</td> <td>Ashgrove Clay Works</td> <td>Inactive</td> <td>Fireclay</td> <td>No</td> <td>60.9</td> </tr> <tr> <td>MLP2</td> <td>Beacon Lodge</td> <td><del>Active</del> <i>Inactive</i></td> <td>Sandstone</td> <td>Yes</td> <td>1.8</td> </tr> <tr> <td>MLP3</td> <td>Calder Brick Works N</td> <td>Active</td> <td>Clay &amp; Shale</td> <td>No</td> <td>31.7</td> </tr> <tr> <td>MLP4</td> <td>Calder Brick Works S</td> <td>Inactive</td> <td>Clay &amp; Shale</td> <td>No</td> <td>9.9</td> </tr> <tr> <td>MLP5</td> <td>Clockface Quarry</td> <td>Active <i>Undergoing restoration</i></td> <td>Sandstone</td> <td>No</td> <td>17.1</td> </tr> <tr> <td>MLP6</td> <td>Corporal Lane , Shelf</td> <td>Active</td> <td>Fireclay</td> <td>No</td> <td>18.2</td> </tr> </tbody> </table>	Local Plan Site Ref	Site Name	Status	Commodity	Aggregates	Site Area (ha)	MLP1	Ashgrove Clay Works	Inactive	Fireclay	No	60.9	MLP2	Beacon Lodge	<del>Active</del> <i>Inactive</i>	Sandstone	Yes	1.8	MLP3	Calder Brick Works N	Active	Clay & Shale	No	31.7	MLP4	Calder Brick Works S	Inactive	Clay & Shale	No	9.9	MLP5	Clockface Quarry	Active <i>Undergoing restoration</i>	Sandstone	No	17.1	MLP6	Corporal Lane , Shelf	Active	Fireclay	No	18.2	Update
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MLP6	Corporal Lane , Shelf	Active	Fireclay	No	18.2																																									

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			MLP7	Cromwell Quarry	Undergoing Restoration	Sandstone	Yes	36.5	
			MLP8	Crownest Quarry, Hipperholme	Inactive	Sandstone	No	4.6	
			MLP9	Delph Hill Quarry	<del>Active</del> <u>Area C not worked</u> <u>A&amp;B Restored</u>	Sandstone	Yes	11.1	
			MLP10	Elland Edge Quarries	Active	Sandstone	Yes	10.3	
			MLP11	Fly Delph	Active	Sandstone	Yes	3.4	
			MLP12	Hunter Hill Quarry	Active	Sandstone	No	6.8	
			MLP13	Marsh Hill Quarry	Active	Sandstone	No	0.89	
			MLP14	Mount Tabor Quarry	<del>Active</del> <u>Inactive</u>	Sandstone	Yes	0.7	
			MLP15a	Northowram Hills Quarry 1	Active	Sandstone	Yes	4.6	
			MLP15b	Northowram Hills Quarry	<del>Active</del> <u>Inactive</u>	Sandstone	Yes	0.9	
			MLP16	Pasture House Quarry	<del>Active</del> <u>Undergoing Restoration</u>	Sandstone	Yes	12.1	

Modification Reference	Page	Para/Table/Box/Policy	Tracked change					Reason	
			MLP17	Pinnar Lane Quarry	Active	Sandstone	Yes	9.3	
			MLP18	Pond Quarry, Halifax Road, Brighouse	Active	Sandstone	Yes	2.9	
			MLP19	Pond Quarry, Granny Hall Lane, Brighouse	<del>Dormant</del> <u>Exhausted</u>	Sandstone	No	0.6	
			MLP20	Ringby Quarry, Swalesmoor Road, Halifax	<del>Active</del> <u>Inactive</u>	Sandstone	Yes	3.7	
			MLP21	Rock End Moor Delph	Active	Sandstone	No	0.5	
			MLP22	Scout Quarry	Active	Sandstone	Yes	5.8	
			MLP23	Spaniard Hall Quarry	Active	Fireclay	No	18.7	
			MLP24	Spring Hill Quarry	Active	Sandstone	Yes	0.9	
			MLP25	Squire Hill Quarry	Active	Sandstone	Yes	3.7	
			MLP26	Sunny Bank Quarries	Active	Sandstone	No	3.0	
			MLP27	Thumpus Quarry	<del>Active</del> <u>Undergoing Restoration</u>	Sandstone	No	2.6	
			MLP28	White Rock	Inactive	Sandstone	Yes	3.5	

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason																								
			<p>1. Larger area of quarry worked out, although subject to a S106 agreement</p> <p>B) The following table lists the new mineral sites in the Local Plan. Sites MLP29 and MLP30 are extensions to an existing quarry at Pasture House Farm, Southowram, whilst MLP31 is allocated in order to safeguard minerals related infrastructure. A full site assessment can be viewed in the Minerals Evidence Report.</p> <p style="text-align: center;">New Mineral Sites</p> <p><i>The following table lists new Mineral Allocations, Planning applications for these sites will need to address the issues identified in Appendix 1.</i></p> <table border="1"> <thead> <tr> <th>Local Plan Site Ref</th> <th>Site Name</th> <th>Status</th> <th>Commodity</th> <th>Aggregates</th> <th>Site Area (ha)</th> </tr> </thead> <tbody> <tr> <td>MLP29</td> <td>Pasture House Quarry site a</td> <td>New Allocation</td> <td>Sandstone</td> <td>Yes</td> <td>11.1</td> </tr> <tr> <td>MLP30</td> <td>Pasture House Quarry site b</td> <td>New Allocation</td> <td>Sandstone</td> <td>Yes</td> <td>4.5</td> </tr> <tr> <td>MLP31</td> <td>Concrete Batching Plant, West Lane, Southowram</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> <td>21.1</td> </tr> </tbody> </table>	Local Plan Site Ref	Site Name	Status	Commodity	Aggregates	Site Area (ha)	MLP29	Pasture House Quarry site a	New Allocation	Sandstone	Yes	11.1	MLP30	Pasture House Quarry site b	New Allocation	Sandstone	Yes	4.5	MLP31	Concrete Batching Plant, West Lane, Southowram	N/A	N/A	N/A	21.1	
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MLP31	Concrete Batching Plant, West Lane, Southowram	N/A	N/A	N/A	21.1																							

## Chapter 23 – Waste

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason												
MM134	198	23.19	In allocating the <del>Sharneyford site and the Swalesmoor Farm site, alongside the sites at Wakefield Road and Stainland Road, three waste sites W1, W2, and W3</del> the Local Plan provides sufficient allocations <u>capacity of 4.55ha</u> to meet the <u>forecasted waste capacity</u> scenarios presented in the Waste Data Report Update. <u>There is the potential of additional capacity on site W4 on Land North of Holmfield Industrial Estate.</u> This is in addition to the spare capacity that exists in a number of the existing operational sites, which will also be safeguarded in the Local Plan.													
MM135	200	WA2	<p>New Waste Facilities: The following sites are allocated for waste facilities:</p> <table border="1"> <thead> <tr> <th>Site Ref. No.</th> <th>Site Location</th> <th>Total Score</th> <th>Site Area (ha)</th> </tr> </thead> <tbody> <tr> <td>WLP1</td> <td>Bacup Road, Sharneyford, Todmorden</td> <td>785</td> <td>3.15</td> </tr> <tr> <td>WLP2<sup>(*)</sup></td> <td>Swalesmoor Farm, Ploughcroft, Boothtown, Halifax</td> <td>730</td> <td>9.74</td> </tr> </tbody> </table>	Site Ref. No.	Site Location	Total Score	Site Area (ha)	WLP1	Bacup Road, Sharneyford, Todmorden	785	3.15	WLP2 <sup>(*)</sup>	Swalesmoor Farm, Ploughcroft, Boothtown, Halifax	730	9.74	Update
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WLP2 <sup>(*)</sup>	Swalesmoor Farm, Ploughcroft, Boothtown, Halifax	730	9.74													

Modification Reference	Page	Para/Table/Box/Policy	Tracked change					Reason
			WLP3	Stainland Road, Salterhebble, Halifax	635	1.55		
			WLP4	Land / Premises at Wakefield Road, Brighouse	760	0.98		
			1 This site requires a Heritage Impact Assessment					
			<u>Site Ref. No (publication version and CC158)</u>	<u>Site Ref No. Modifications</u>	<u>Site Location</u>	<u>Site Area (ha)</u>	<u>Indicative Developable Area (ha)</u>	
			<u>WLP1</u>	<u>W1</u>	<u>Bacup Road Sharneyford, Todmorden</u>	<u>3.15</u>	<u>1.48</u>	
			<u>133</u>	<u>W2</u>	<u>Lacy Way, Lowfields, Elland</u>	<u>2.27</u>	<u>2.27</u>	
			<u>436</u>	<u>W3</u>	<u>Atlas Mill Road, Brighouse</u>	<u>2.08</u>	<u>0.8</u>	
			<u>LP1219*</u>	<u>W4</u>	<u>Land North of Holmfield Industrial Estate, Halifax</u>	<u>6.85</u>	<u>*</u> <u>-</u>	



Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
			<p><i><u>*Also allocated as a New Employment Site (Site Ref LP1219) – Part of this Employment Site could provide additional waste capacity</u></i></p> <p><i><u>Planning applications will need to address the issues identified in Appendix 1.</u></i></p>	
MM136	200	Policy WA3	<p><b>Safeguarded Waste Sites</b></p> <p>There are a number of existing operational waste sites that operate in the Borough and contribute to the provision of the network of waste facilities <u>set out in Policy WA5</u> . It is important that these sites are safeguarded to ensure the Borough continues to have the ability to reduce both the amounts of waste ending up in landfill and the levels of waste it exports elsewhere.</p> <p>Alternative uses proposed for Safeguarded Waste Sites that result in a loss of an existing or allocated waste management facility must be accompanied by the following <u>evidence</u>:</p> <ul style="list-style-type: none"> <li>• <del>evidence setting out</del> <u>Qualitative assessment of</u> how much waste management capacity would be lost as a result of the proposal; <u>and</u></li> <li>• <del>the impact on the Borough's waste management capacity and justification for the loss of capacity;</del></li> <li>• <del>That the proposed development does not prejudice the implementation of the waste hierarchy; and the effective operation of such facilities would not be compromised</del></li> <li>• <u>it can be demonstrated that there is no longer a need for the facility or capacity can be met elsewhere in the district; or</u></li> <li>• <u>the need for the non-waste development overrides the need for safeguarding</u></li> </ul> <p>Policy WA3 will also apply to Local Plan waste allocations that are developed within the lifetime of the plan.</p>	Update

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason
MM137	201	Policy WA4	<p>Applications for new waste management facilities should <i>prioritise</i> sites <del>be located on</del> previously developed land, sites identified for employment uses, and redundant agricultural and forestry buildings and their curtilages. All applications for new or extended waste management facilities will be required to provide evidence that the proposal would not give rise to unacceptable impacts on people or the environment. Therefore the following criteria will apply:</p> <p>i proposals will be required to avoid unacceptable impacts on the local environment including noise, dust, air quality, vibration, odour, litter, contamination, attraction of vermin or birds; in particular, the following will be assessed:</p> <p>ii the proposal does not create unacceptable impacts on water resources and the natural water environment, groundwater levels, water quality, flood risk, along with the capacity of flood storage or existing flood defence structures;</p> <p>iii the proposal will not give rise to unacceptable impacts on those elements which contribute to the significance of a heritage asset, including its setting;</p> <p>iv the proposal respects the surrounding landscape character, being of a scale, form and design appropriate to its location and setting;</p> <p>v biodiversity and geodiversity, including sites subject to European, national and local statutory protection, will suffer no unacceptable impacts as a result of the proposal;</p> <p>vi evidence as to the ability of the existing highway network to safely accommodate the traffic generated;</p> <p>vii the impact on Potentially Unstable Land;</p>	Correction

Modification Reference	Page	Para/Table/Box/Policy	Tracked change	Reason																					
			<p>viii no unacceptable impacts result from a cumulative impact of waste management facilities in a particular location;</p> <p>ix additional information concerning the operation of the facility will be required, including hours of operations, traffic movements, vehicle cleansing, loading, and unloading arrangements;</p> <p>x the proposal is consistent with other policies in the Local Plan.</p>																						
MM138		Policy WA5	<p><b><u>Existing Waste Management Facilities</u></b></p> <p><i>The Council has a number of existing major waste facilities which are identified below and on the Proposals Map.</i></p> <table border="1" data-bbox="792 746 1767 1358"> <thead> <tr> <th data-bbox="792 746 969 858"><b><u>Site category</u></b></th> <th data-bbox="969 746 1155 858"><b><u>Facility Type</u></b></th> <th data-bbox="1155 746 1619 858"><b><u>Facility Name</u></b></th> <th data-bbox="1619 746 1767 858"><b><u>Site Ref</u></b></th> </tr> </thead> <tbody> <tr> <td data-bbox="792 858 969 1177" rowspan="4"><i><u>Metal Recycling Site</u></i></td> <td data-bbox="969 858 1155 927"><i><u>Car Breaker</u></i></td> <td data-bbox="1155 858 1619 927"><i><u>Dam Top Works, Ripponden</u></i></td> <td data-bbox="1619 858 1767 927"><i><u>WEX1</u></i></td> </tr> <tr> <td data-bbox="969 927 1155 995"><i><u>Car Breaker</u></i></td> <td data-bbox="1155 927 1619 995"><i><u>Fairlea Mill, Halifax</u></i></td> <td data-bbox="1619 927 1767 995"><i><u>WEX2</u></i></td> </tr> <tr> <td data-bbox="969 995 1155 1064"><i><u>Car Breaker</u></i></td> <td data-bbox="1155 995 1619 1064"><i><u>Calder Mill, Hebden Bridge</u></i></td> <td data-bbox="1619 995 1767 1064"><i><u>WEX3</u></i></td> </tr> <tr> <td data-bbox="969 1064 1155 1177"><i><u>Metal Recycling</u></i></td> <td data-bbox="1155 1064 1619 1177"><i><u>Land / Premises at Exmoor Street, Halifax</u></i></td> <td data-bbox="1619 1064 1767 1177"><i><u>WEX4</u></i></td> </tr> <tr> <td data-bbox="792 1177 969 1358"><i><u>Processing</u></i></td> <td data-bbox="969 1177 1155 1358"><i><u>Paper Recycling</u></i></td> <td data-bbox="1155 1177 1619 1358"><i><u>Stainland Board Mill, Hollywell Green</u></i></td> <td data-bbox="1619 1177 1767 1358"><i><u>WEX5</u></i></td> </tr> </tbody> </table>	<b><u>Site category</u></b>	<b><u>Facility Type</u></b>	<b><u>Facility Name</u></b>	<b><u>Site Ref</u></b>	<i><u>Metal Recycling Site</u></i>	<i><u>Car Breaker</u></i>	<i><u>Dam Top Works, Ripponden</u></i>	<i><u>WEX1</u></i>	<i><u>Car Breaker</u></i>	<i><u>Fairlea Mill, Halifax</u></i>	<i><u>WEX2</u></i>	<i><u>Car Breaker</u></i>	<i><u>Calder Mill, Hebden Bridge</u></i>	<i><u>WEX3</u></i>	<i><u>Metal Recycling</u></i>	<i><u>Land / Premises at Exmoor Street, Halifax</u></i>	<i><u>WEX4</u></i>	<i><u>Processing</u></i>	<i><u>Paper Recycling</u></i>	<i><u>Stainland Board Mill, Hollywell Green</u></i>	<i><u>WEX5</u></i>	Update
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Modification Reference	Page	Para/Table/Box/Policy	Tracked change				Reason
			<i>Transfer</i>	<i>Household Waste Recycling centre</i>	<i><u>Ainleys (Elland) HWRC</u></i>	<i><u>WEX6</u></i>	
					<i><u>Atlas Mill, Brighouse HWRC</u></i>	<i><u>WEX7</u></i>	
					<i><u>Eastwood, Todmorden HWRC</u></i>	<i><u>WEX8</u></i>	
					<i><u>Lee Bank, Halifax HWRC</u></i>	<i><u>WEX9</u></i>	
					<i><u>Meerclough Rd, Sowerby Bridge HWRC</u></i>	<i><u>WEX10</u></i>	
				<i>Non Hazardous Waste Transfer</i>	<i><u>Belmont industrial Estate, Sowerby Bridge</u></i>	<i><u>WEX11</u></i>	
					<i><u>Halifax Transfer Station (also HWRC), Lee Bank</u></i>	<i><u>WEX12</u></i>	
			<i><u>Unit 6 Woodman Works, South Lane, Elland</u></i>		<i><u>WEX13</u></i>		
			<i>Treatment</i>	<i>Composting</i>	<i><u>Far Shawcroft Farm, Akroyd Lane, Wadsworth, Hebden Bridge</u></i>	<i><u>WEX14</u></i>	

Modification Reference	Page	Para/Table/Box/Policy	Tracked change				Reason
					<u>Sharneyford Works, Bacup Road, Todmorden</u>	<u>WEX15</u>	
				<u>Material Recycling Facility</u>	<u>High Level Way Material Recycling Facility, Pellon Lane Halifax</u>	<u>WEX16</u>	
				<u>Non Hazardous Waste Transfer (Treatment)</u>	<u>Balkram Edge Farm, Mount Tabor, Halifax</u>	<u>WEX17</u>	
					<u>Stanley Works, Lucy Street, Halifax</u>	<u>WEX18</u>	
					<u>Yard 1, George Street, Brighouse</u>	<u>WEX19</u>	
				<u>Physical – Chemical Treatment</u>	<u>Swalesmoor Farm, Swalesmoor Road, Boothtown, Halifax,</u>	<u>WEX20</u>	
					<u>Brighouse Upper Sludge Treatment Facility</u>	<u>WEX21</u>	
				<u>WEEE Treatment Facility</u>	<u>North Dean Business Park, Stainland Road, Halifax</u>	<u>WEX22</u>	
					<u>Unit 10-17, Ashday Works Business Park Elland Road Brighouse</u>	<u>WEX23</u>	
					<u>North Dean Business Park, Halifax, West Yorkshire</u>	<u>WEX24</u>	

Modification Reference	Page	Para/Table/Box/Policy	Tracked change				Reason
				<u>Inert Waste Transfer / Treatment</u>	<u>Wood Top Quarry, Swales Moor Road, Halifax</u>	<u>WEX25</u>	
			<u>Landfill</u>	<u>Inert Landfill</u>	<u>Clockface Quarry</u>	<u>WEX26</u>	
<p><i>Note: The list is made up of active waste sites according to Environment Agency Data</i></p> <p><i>In addition to these sites, there are a number of smaller waste sites that contribute to managing waste in Calderdale; although not shown on the proposals map, such waste management sites will be protected in line with the waste policies in the Local Plan.</i></p>							

## Annex 1 Car & Bicycle parking standards

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change	Reason																					
MM139	204 Annex 1	Table 1.1	<table border="1"> <thead> <tr> <th colspan="3" data-bbox="721 518 1892 598">Table 1.1 Car Parking Guidelines</th> </tr> <tr> <th data-bbox="721 598 864 738">USE CLASS</th> <th data-bbox="864 598 1229 738">TYPE OF DEVELOPMENT</th> <th data-bbox="1229 598 1883 738">PARKING GUIDELINES: Parking for Disabled Users is ADDITIONAL to this Maximum (See Note 1) 1 space per xx sq.m Gross</th> </tr> </thead> <tbody> <tr> <td data-bbox="721 738 864 818"><del>A1</del> <u>E(a)</u></td> <td data-bbox="864 738 1229 818">SHOPS</td> <td data-bbox="1229 738 1883 818"></td> </tr> <tr> <td data-bbox="721 818 864 930"></td> <td data-bbox="864 818 1229 930">Food Retail - Under 500 sq.m</td> <td data-bbox="1229 818 1883 930"> <ul style="list-style-type: none"> <li>• 35 sq.m</li> </ul> </td> </tr> <tr> <td data-bbox="721 930 864 1042"></td> <td data-bbox="864 930 1229 1042">Food Retail - 500 to 999 sq.m</td> <td data-bbox="1229 930 1883 1042"> <ul style="list-style-type: none"> <li>• 20 sq.m</li> </ul> </td> </tr> <tr> <td data-bbox="721 1042 864 1182"></td> <td data-bbox="864 1042 1229 1182">Food Retail - 1,000 sq.m or over</td> <td data-bbox="1229 1042 1883 1182"> <ul style="list-style-type: none"> <li>• URBAN: 14 - 25 sq.m</li> <li>• RURAL: 14 - 20- sq.m</li> </ul> </td> </tr> <tr> <td data-bbox="721 1182 864 1287"></td> <td data-bbox="864 1182 1229 1287">Non-Food Retail - Under 1,000 sq.m</td> <td data-bbox="1229 1182 1883 1287"> <ul style="list-style-type: none"> <li>• 25 sq.m</li> </ul> </td> </tr> </tbody> </table>	Table 1.1 Car Parking Guidelines			USE CLASS	TYPE OF DEVELOPMENT	PARKING GUIDELINES: Parking for Disabled Users is ADDITIONAL to this Maximum (See Note 1) 1 space per xx sq.m Gross	<del>A1</del> <u>E(a)</u>	SHOPS			Food Retail - Under 500 sq.m	<ul style="list-style-type: none"> <li>• 35 sq.m</li> </ul>		Food Retail - 500 to 999 sq.m	<ul style="list-style-type: none"> <li>• 20 sq.m</li> </ul>		Food Retail - 1,000 sq.m or over	<ul style="list-style-type: none"> <li>• URBAN: 14 - 25 sq.m</li> <li>• RURAL: 14 - 20- sq.m</li> </ul>		Non-Food Retail - Under 1,000 sq.m	<ul style="list-style-type: none"> <li>• 25 sq.m</li> </ul>	Update
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Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change		Reason
				Non-Food Retail - 1,000 sq.m or over	<ul style="list-style-type: none"> <li>• URBAN: 25 - 60 sq.m</li> <li>• RURAL: 20 - 30 sq.m</li> </ul>
			<b>A2 <u>E(c)</u></b>	<b>FINANCIAL AND PROFESSIONAL SERVICES</b>	
				Under 2,500 sq.m	<ul style="list-style-type: none"> <li>• 35 sq.m</li> </ul>
				2,500 sq.m or over	<ul style="list-style-type: none"> <li>• URBAN: 35 - 60 sq.m</li> <li>• RURAL: 35 sq.m</li> </ul>
			<b>A3 <u>E(b)</u></b>	<b>FOOD AND DRINK</b> <b><u>CAFÉS AND RESTAURANTS</u></b>	<ul style="list-style-type: none"> <li>• In settlements defined on the Policies Map - 5 sq.m</li> <li>• Green Belt and the area Around Todmorden - 3.5 sq.m</li> </ul> <p>(The different maximum recognises that within urban areas, opportunities for walking to these facilities are much greater than within rural areas, where the preponderance to use a vehicle may be greater).</p>
			<b><u>E(b)</u></b>	<b><u>PUBS, DRINKING ESTABLISHMENTS, TAKE AWAYS</u></b>	<p><i>If there is sufficient public car parking available in close proximity, parking within the site will not normally be required unless dictated by local conditions.</i></p> <p><i>Parking within the site curtilage is required where there are parking restrictions in the vicinity. The number of spaces</i></p>



Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change			Reason
					<i>required will be informed by the Transport Statement submitted with the planning application.</i>	
			<b>B4-E(g)</b>	<b>BUSINESS</b> <i>Uses which can be carried out in a residential area without detriment to its amenity</i>		
				Under 2,500 sq.m	<ul style="list-style-type: none"> <li>• 30 sq.m (All areas)</li> </ul>	
				Over 2,500 sq.m	<ul style="list-style-type: none"> <li>• URBAN: 30 - 60 sq.m</li> <li>• RURAL: 30 sq.m</li> </ul>	
			<b>B2</b>	<b>GENERAL INDUSTRY</b> <i>Use for industrial process other than one falling within class E(g)</i>	<ul style="list-style-type: none"> <li>• URBAN: 50 - 75 sq.m</li> <li>• RURAL: 30 - 50 sq.m</li> </ul>	
			<b>B8</b>	<b>WAREHOUSING STORAGE OR DISTRIBUTION</b>	<ul style="list-style-type: none"> <li>• 250 sq.m</li> </ul>	
			<b>MIXED USE</b>	<b>MIXED USE DEVELOPMENTS</b>	These should provide parking to meet the needs of each element of the development within the Maximum Allowances set out in this Policy.	

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change			Reason
			C1	HOTELS	<ul style="list-style-type: none"> <li>1 space per 4 staff (likely to be present at any one time); PLUS 1 space per bedroom</li> </ul>	
			C2	RESIDENTIAL INSTITUTIONS		
			<u>C2</u>	HOSPITALS (Levels of parking at hospitals may be varied in accordance with the Transport Assessment and Travel Plan)	<ul style="list-style-type: none"> <li>1 space per 4 staff (likely to be present at any one time); PLUS</li> <li>1 space per 4 daily visitors.</li> </ul>	
			<u>C2</u>	NURSING HOMES / RESIDENTIAL HOMES	<ul style="list-style-type: none"> <li>1 space per 4 staff (likely to be present at one time); PLUS</li> <li>1 space per 5 bedrooms</li> </ul>	
			C3	DWELLING HOUSES	<p>NOTE:</p> <p><b>For residential uses, given the problems with footway parking and other inconsiderate parking on new developments with low levels of off-street parking, raising concerns about road safety and the free flow of traffic, these standards should be treated as minimum.</b></p> <p>Provision of parking for residential developments should be within curtilage except where communal parking is proposed.</p>	

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change		Reason	
			<u>C3</u>	<b>ALL HOUSES, DWELLINGS FLATS AND APARTMENTS</b>	<ul style="list-style-type: none"> <li>• 1 space per dwelling PLUS</li> <li>• 1 space per dwelling where parking is available within the curtilage of the dwelling otherwise 1 space per 2 dwellings, (giving a total of 1.5 spaces per dwelling on developments where communal parking is provided). These numbers can further be considered as part of the transport assessment supporting the development proposals and should not be regarded as maximum allowances.</li> <li>• Larger dwellings, in excess of 5 bedrooms will be assessed separately.</li> <li>• Lower provision of residential parking will generally be acceptable in more sustainable locations such as Town Centres or in locations of high accessibility.</li> </ul>	
			<u>C3</u>	<b>SHELTERED HOUSING</b>	<ul style="list-style-type: none"> <li>• 1 space per 2 units PLUS</li> <li>• 1 per 4 units for visitors</li> </ul>	
			<u>C4</u>	<b>Houses in Multiple Occupation (HMOs)</b>	<ul style="list-style-type: none"> <li>• 1 space per 4 units</li> </ul>	

## Annex 4 Glossary

Modification Reference	Page	Box/ Para/ Policy/ Table	Tracked Change		Reason
MM140	224	Annex 4 Glossary	<u>Complementary Employment Uses</u>	<u>Complementary employment uses include uses within the E, F, and sui generis use classes, eg small shops, takeaways, cafés, restaurants, day nurseries/creches, gyms and other leisure uses.</u>	Clarification