



Kirklees
METROPOLITAN • COUNCIL

Sustainability Appraisal Scoping Report

**Informal policy framework
Kirklees Strategic Economic Zone**

**SPD10; Developer Contributions Transport
(Leeds Road, Huddersfield)**

**UDP Policy T10: Highway and Accessibility
Consideration in New Development**

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1. INTRODUCTION

This document is the scoping report for the sustainability appraisal (SA) of the Kirklees Strategic Economic Zone (KSEZ) and the Supplementary Planning Document (SPD) Developer Contributions: Transport (Leeds Road, Huddersfield). The SPD itself is being undertaken in relation to the 'saved' Unitary Development Plan (UDP) policy T10: Highways and Accessibility Considerations in New Developments.

The Council is required to undertake a sustainability appraisal of an SPD under section 39 of the Planning and Compulsory Purchase Act 2004. Such sustainability appraisals need to include the obligations required of a Strategic Environmental Assessment (SEA) as defined in the Environmental Assessment of Plans and Programmes Regulations 2004 which transposes the European Union Directive 2001/42/EC into English Law.

The KSEZ is a non statutory planning framework. As such there is no legal requirement to undertake any sustainability appraisal. However in line with Kirklees Council's Environment Policy which states that the Council will 'conduct sustainability appraisals on significant new policies and projects' and that it is anticipated that development within the KSEZ will also attract significant funding from Yorkshire Forward and similar bodies (such aid agencies require sustainability appraisals to be undertaken as part of the eligibility criteria) it is appropriate to undertake such an appraisal.

The SA Scoping report is a formal requirement of the SEA and SA processes and is prepared for consultation with the four designated consultation bodies¹ and other parties who may be interested within in Kirklees Council.

The scoping report has been prepared by a corporate working group consisting of officers from a variety of services within Kirklees Council. Central government has published interim guidance to undertaking SA for Local Development Frameworks², subsequently supplemented by interim guidance³, and a practical guide for undertaking SEA⁴. Both have been considered in the preparation of this report.

The purpose of this Scoping Report is to:

- Identify and review other relevant plans, programmes and policies that will affect or influence the KSEZ and the SPD
- Provide baseline information on environmental, social and economic characteristics within Kirklees
- Consider key sustainability issues of the KSEZ and SPD
- Set out an appropriate framework for the Sustainability Appraisal including objectives
- Provide background information on the KSEZ
- Set out the strategic objectives of KSEZ and the SPD

¹ Countryside Agency, English Heritage, English Nature, Environment Agency

² ODPM: Sustainability Appraisal of Regional Spatial Strategies & Local Development Frameworks – Consultation Paper, September 2004

³ Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks Interim Advice. Note of Frequently Asked Questions (ODPM, April 2005)

⁴ Practical Guide to the Strategic Environment Assessment Directive (ODPM, Sep 2005)

2. BACKGROUND

Concept of Sustainable Development

Sustainable development is a term that has been commonly used since the Earth Summit at Rio de Janeiro in 1992. Its aim is to balance economic progress with social and environmental needs. More recently the Government refined its strategy for sustainable development and published *Securing the Future*⁵ where a number of shared principles are described:

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

What is Strategic Environmental Assessment and Sustainability Appraisal?

Strategic Environmental Assessment (SEA) is a process of identifying and evaluating the environmental impacts of a plan or programme. In 2004 the European Union (EU) adopted Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment. The Directive came into force in the UK on 21st July 2004 and applies to a range of plans and programmes⁶.

Sustainability Appraisal (SA) extends the concept of SEA to include economic and social concerns. Under the Planning and Compulsory Purchase Act 2004, local authorities must undertake SA for their Local Development Framework and Supplementary Planning Documents.

The government's approach is to incorporate the requirements of the SEA Directive into a wider SA process. The Council has developed a single corporate framework that combines SA and SEA into one overall appraisal method (referred to as "SA" for simplicity in the rest of this document).

What is the aim of Sustainability Appraisal?

The aim of SA is to make sure plans are doing as much as they can to support the delivery of social, economic and environmental objectives. Although plan makers do their best to address these issues, it is easy to miss opportunities to incorporate the various factors and reduce any conflict which may arise. SA offers a systematic way for checking and improving plans as they are developed. The process provides a mechanism to identify ways to maximise the benefits and minimise the dis-benefits through a series of trade offs and mitigation taking the above factors into account.

⁵ Securing the Future - UK Government Sustainable Development Strategy , March 2005

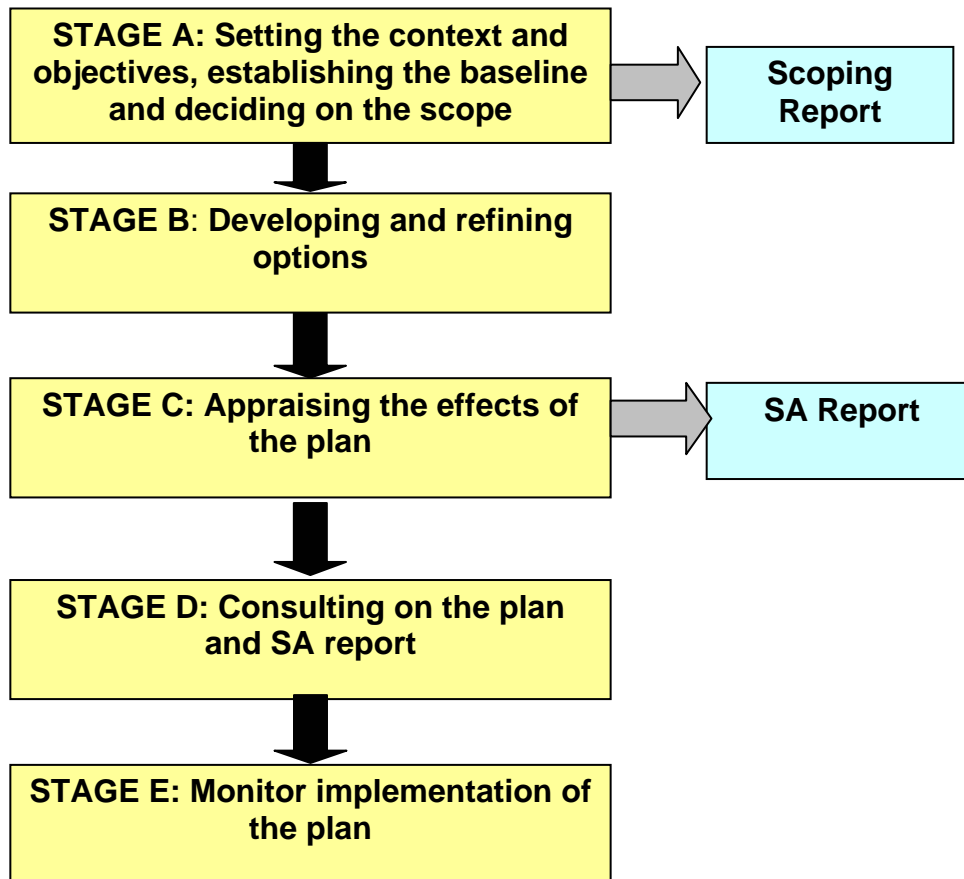
⁶ Defined under the Environmental Assessment of Plans and Programmes Regulations 2004

Five Stages of Appraisal

For SA to be beneficial it should be started as soon as the plan or programme is considered so that it is an integral part of plan making and not be seen as separate activity.

There are five stages (A to E) to the appraisal shown in the diagram below and follow those indicated in the ODPM guidance.

Figure 1: The Approach to SA and the key reports required



The process to be followed

Kirklees Council is in the process of developing the KSEZ and SPD Developer Contributions: Transport (Leeds Road, Huddersfield). The approach so far has involved a number of officers from key services including Economic Development Services, Highway Services, the Environment Unit, Planning Services and Corporate Development Unit. This group of officers, with expert help from other technical staff, will carry out the SA following processes laid out in the ODPM's guidance. This will satisfy both SA legislation and the SEA Directive.

There are two formal documents required:

1. The Scoping Report
2. The Sustainability Appraisal Report

The scoping report is the formal report on the first part (Stage A) of the process. It gives an overview of the scope of the appraisal process and must include the objectives of the plans to be appraised. It should also outline the sustainability objectives which will be considered and the baseline information.

The following table sets out Stage A in more detail.

TABLE 1

Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope
A1. Identify and review other relevant plans, programmes and policies, and sustainable development objectives that will affect or influence the plan (Context Review)
A2. Collecting baseline information
A3. Identifying key sustainability issues for the SA to address
A4. Developing the SA framework , consisting of sustainability objectives, indicators and targets
A5. Produce a scoping report and consult relevant authorities (Consultation of the scope)

3. KIRKLEES STRATEGIC ECONOMIC ZONE AND THE SPD DEVELOPER CONTRIBUTIONS: TRANSPORT (Leeds Road, Huddersfield)

Background Information

The KSEZ seeks to encourage the redevelopment of brownfield sites within the Leeds Road corridor in Huddersfield for employment uses. It proposes to do this by a combination of co-ordinated investment within a clear policy framework.

The KSEZ has been developed as a policy response to a number of significant economic and land use issues.

- Firstly, the employment allocations within Kirklees have gradually been developed during the 1990's and moving into 2000 it has become increasingly difficult for companies to find good quality, available industrial land.
- Secondly, over the last 5 years there has been increasing pressure to redevelop existing industrial premises and sites for residential use and this has meant that in overall terms the total stock of land and premises has reduced while at the same time putting more companies in a position where they are having to move.
- Thirdly, brownfield sites have become a higher priority compared to the use of greenfield land.

Over the last 3 years the KSEZ has evolved to its current position where there is a draft informal policy framework and a draft supplementary planning document dealing with issues of developer contributions to off site highway works. Although the KSEZ proposal has been developed prior to the requirement to carry out a Strategic Environmental Assessment, sustainability issues have been taken into account in the development of the proposals. Kirklees Council works within the context of European, national and regional and local policies that place significant emphasis on the issue of sustainability. The KSEZ is partly a response to concerns around sustainability i.e. the development of greenfield land but the draft framework also includes responses to a number of the environmental issues raised by developing land within the Leeds Road corridor.

Kirklees Strategic Economic Zone Aims and Objectives

The aim of the KSEZ is to create one of the most significant and sustainable concentrations of employment-related activity within West Yorkshire over the next decade. The Council and its partners will raise awareness of the area for investment, maximise the economic impact of development and implement policies to promote the retention and growth of employment, and progressively remove or reduce constraints to development. The objectives are taken from the draft KSEZ strategic framework.

- KSEZ1.** Bring forward brownfield and other allocated land for development by employment uses
- KSEZ2.** Improve the ability to move within and through the KSEZ in more sustainable ways such as by bus, rail, bicycle, walking
- KSEZ3.** Where necessary, improve the capacity of the highway network to accommodate traffic growth generated by new developments
- KSEZ4.** Improve the visual appearance of the Leeds Road corridor, thereby enhancing its role as a 'Gateway' to the KSEZ, Huddersfield Town Centre and the town as a whole

- KSEZ5.** Address issues related to air quality
- KSEZ6.** Progressively remove or reduce other constraints to development in the KSEZ
- KSEZ7.** Implement policies and strategies that promote the retention and growth of employment within the KSEZ
- KSEZ8.** Raise awareness of the KSEZ as an investment and employment location
- KSEZ9.** Maximise the local economic impact of this investment
- KSEZ10.** To ensure that transport improvements are fully co-ordinated with redevelopment within the KSEZ

SPD: Developer Contributions: Transport (Leeds Road, Huddersfield) Objectives

Supplementary Planning Documents (SPDs) form part of the Local Development Framework for Kirklees. They will not be subject to independent examination and will not form part of the statutory development plan. However, they should be subjected to rigorous procedures of community involvement.⁷

SPDs may cover a range of issues, and can usefully expand development plan policy. SPDs may be prepared before a development plan document provided the authority shows clear conformity with a saved policy.

The SPD is being prepared to provide further guidance to Unitary Development Plan (UDP) saved policy T10: Highways and Accessibility Considerations in New Development. It intends to provide guidance on seeking contributions towards necessary transport infrastructure to complement the KSEZ.

The SPD is intended to apply to development sites within the KSEZ and to other proposals outside its boundary generating 50 or more trips per day on the A62 within the KSEZ.

The draft objectives of the SPD are set out below. These largely draw on PPG13 and the planning obligations sections within it, shown in Appendix 1.

- SPD1. To provide a framework upon which to achieve planning obligations for developer financial contributions to transport infrastructure improvement
- SPD2. To give greater certainty to developers as to what will be expected as part of development proposals and also provide a firmer basis for investment decisions within the KSEZ
- SPD3. To provide a tool to achieve improved accessibility to sites by all travel modes and to secure Travel Plans to encourage the use of public transport, walking and cycling.

Saved Unitary Development Plan policy (T10) did not undergo a sustainability appraisal or environmental impact assessment. In such case Government guidance is that the SA of the SPD needs to set out the likely significant social, environmental and economic effects of the saved policy it is seeking to implement. The potential effects will be quantified where

⁷ Quoted from Planning Policy Statement 12: Local Development Frameworks

possible, or a subjective judgement made where this is not. This provides the baseline against which the effects of the SPD itself can be considered.

It should be noted, however, that it is not necessary to document the significant effects of the saved plan as a whole, or of alternatives to the saved policy.

Saved policy T10 Objectives

Policy T10 is one of a number of transport related policies contained in the Unitary Development Plan that was adopted by the Council in March 1999. It details the highway and accessibility considerations that need to be taken into account in determining the acceptability of a planning application. Appendix 2 sets out policy T10 along with the supporting information from the UDP and provides a short history of the policy relating to the UDP adoption

The objectives below are derived from policy T10 and the relevant parts of the “Highway and Accessibility Considerations in New Development” section of the UDP. It is considered that saved policy T10s objectives conform with the content of PPG13.

- T.10.1. New development should avoid significant negative impact upon the safety and environment of the highway network
- T.10.2. Development should be located where it can be served by good quality public transport.
- T.10.3. Secure appropriate new transport infrastructure including off site works and public transport improvements
- T.10.4. Secure developer funding for transport infrastructure improvements where necessary
- T.10.5. Incorporate good highway design based on the Council's Highway Design Guide⁸ and Design Bulletin 32⁹

⁸ Kirklees MC Highway Design Guide (1985)

⁹ Design Bulletin 32 (2nd ed): Residential Roads and Footpaths: Layout considerations (1992)

4. CONTEXT REVIEW

A1. Identify and review other relevant plans, programmes and policies, and sustainable development objectives that will affect or influence the plan

Purpose of the Context Review

The KSEZ and SPD are set within the context of other policies, plans, programmes, strategies and initiatives (PPPSIs). These PPPSIs may influence the content of the KSEZ and SPD and vice-versa. It is therefore important that the relationships between the PPPSI's and KSEZ and SPD are identified so that potential inconsistencies and constraints can be addressed.

The purpose of this review is to:

- Identify social, environmental or economic objectives that should be reflected in the KSEZ and SPD;
- Identify any factors that might influence the preparation of the KSEZ and SPD;
- Consider whether the policies in other plans or programmes might lead to cumulative effects when combined with the strategies and proposals of the KSEZ and SPD.
- Highlight any incompatibilities between PPPSIs.

Review of PPPSIs relevant to Leeds Road KSEZ

When collating the PPPSIs to be assessed it is important to note that;

- The context will be dynamic because other relevant PPPSIs will emerge which will need consideration through the assessment process.
- PPPSIs are usually located in a hierarchy ranging from international to local level.
- Whilst the list of PPPSIs is extensive it is not, and never can be, fully exhaustive. The context review seeks to identify those PPPSIs which are key to the KSEZ and SPD.

To ensure the review was conducted in a coherent and systematic manner each PPPSI was reviewed using a standard pro-forma and the full review is included in Appendix 3 of this report.

5. BASELINE INFORMATION

A2. Collecting baseline information

Purpose of baseline information

The collection of baseline information is a key element of the SA process and meets the requirement of the SEA Directive to provide information on the environmental, social and economic factors of the area likely to be affected. The purpose of collecting baseline information is to describe the current situation and assemble sufficient data to provide a basis for predicting and monitoring future effects of plans and programmes.

The aim is to collect information relating to each of the sustainability objectives outlined in Table 2. These objectives have been agreed corporately and provide a starting point for each SA. The plan makers need to agree which ones are relevant to their respected plans and supplement other, more specific local level indicators where appropriate. The next stage is to identify and collect data for each indicator going down to as local a level as possible.

The Baseline Review of Kirklees is included in Appendix 4. The document includes a number of indicators for which data is still being researched. The additional information and relevant data will be provided in the final SA report. Any information from consultees on potential sources of data would be welcome.

Researchers in the Council are pulling together key indicators from a range of sources to produce a resource for decision-makers and anyone else who would like to see a strategic picture of Kirklees. Primarily the resource will consist of a series of indicator reference sheets, which will present simply and graphically a single indicator together with comparative data either on a national or regional basis. This document will describe the Picture of Kirklees and will provide the starting point for all SAs.

6. SUSTAINABILITY ISSUES

A3. Identify key sustainability issues for the SA to address

Purpose of identifying sustainability issues

Identifying sustainability issues is an opportunity to define key issues within Kirklees and improve the sustainability objectives. The majority of issues facing our authority are already well known but it is important to look for other potential problems on the basis of:

- Earlier experience with issues identified in other plans and programmes
- Identification of possible tensions with other plans and programmes
- Identification of possible tensions between current and future baseline conditions and existing objectives, targets or obligations
- Consultation with the consultation bodies and public

The identification of sustainability issues also provides useful information for the SA process itself. It will help inform Stage B of the process where options and policies will be tested against appraisal objectives.

The identification of sustainability issues meets the requirements of the SEA Directive to identify 'any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance'.

Key Sustainability Issues for the KSEZ and SPD

The identification of key sustainability issues facing Kirklees provides an opportunity to define issues for the KSEZ and SPD and to develop sustainable plan objectives and options for resolving these. The key sustainability issues for Kirklees have been identified through the assessment of the PPPSI's and the preliminary baseline data for the district by a group corporate of officers. As the baseline data is refined and gathered it is possible that other issues may emerge, therefore the key issues will be reviewed on a regular basis.

The sustainability issues can be viewed below.

Key Issues	Description	How can the KSEZ/SPD address this?
Economic		
Safeguarding and growing existing Firms	It is important that existing companies with the ability to sustain and hopefully grow employment have the ability to invest in new equipment and facilities. To remain competitive, manufacturing and other companies, need to be able to invest in new facilities, while retaining their local skilled workforce. Many local companies are in old outmoded accommodation and need to move to new premises if they are to remain	The KSEZ will provide opportunities for local companies to build and rent new premises appropriate to modern day demands in a location that is accessible to the existing workforce and well located to wider strategic road network.

	<p>competitive. This is in the context that (1) footloose investment is less prevalent than it used to be (2) other districts have financial incentives/packages to secure such investment. (3) the areas rate of new business formation is behind other areas.</p>	
<p>Diversifying the Economy</p>	<p>20% of Kirklees residents, who are in current employment, are based in manufacturing. The economy is therefore particularly vulnerable to further decline in the manufacturing sector.</p>	<p>The KSEZ will provide opportunities for firms in a variety of sectors to relocate and expand and will also offer opportunities for inward investment that are almost by definition, in activities that have better prospects for employment growth. To remain competitive companies need to be able to invest in new facilities while retaining their local skilled workforce. The KSEZ will provide opportunities for businesses to build/rent new premises in a location that is accessible to the existing workforce. Almost inevitably some manufacturing capacity in the KSEZ will be lost in the next 5-10 years. Recycling the resultant brownfield land for new forms of employment activity will help to diversify the economy making it more robust in the future.</p>
<p>Shortage of good quality employment land</p>	<p>There is a severe shortage of good quality industrial land available on the market. Many of the original allocations in the Unitary Development Plan have been developed. The allocated sites that remain tend to have considerable constraints to their development. The recent trends to redevelop the sites of old industrial premises for higher value uses, particularly housing is likely to continue. Businesses will not be able to relocate/expand without suitable alternatives sites or premises.</p>	<p>By undertaking a comprehensive programme of activity including investment in the corridors infrastructure, improving the environment and putting in place a presumption in favour of redeveloping existing employment sites for employment uses in the future the KSEZ will help to encourage the recycling for employment use the substantial amounts of brownfield opportunities that will become available in the corridor over the next 10 years. The land is flat, is accessible to a substantial labour catchment and is well located to strategic road network and M62 motorway.</p>
<p>Social</p>		
<p>High levels of unemployment</p>	<p>The district is identified as one of the 50 most deprived districts in England. Although overall levels of unemployment are now below the national average, there remain geographical areas within the district and social groups who experience levels of unemployment well above the national average.</p>	<p>The KSEZ is within, and bordered by, the largest single concentration of deprived areas in the district. This includes 8 Super Output areas that are within the worst 10% by the IoD rank and another 6 within the worst 20%. One of the aims of the KSEZ is to improve the transport links (in all its forms) between these communities and the employment opportunities in the Leeds Road corridor.</p>

Low average pay rates	The average weekly pay for jobs in Kirklees is 14% below the national average and is among the lowest in West Yorkshire. This impacts upon the prosperity of Kirklees residents.	The KSEZ will enable business investment and other things being equal should mean that better, higher paid jobs will become available. However the draft KSEZ Strategic Framework does not actively promote the area for any particular types of employment use.
Reducing Barriers to Employment	There are concentrations of unemployment in areas that are potentially accessible to the KSEZ. Many individuals face multiple barriers to gaining employment which if not addressed will mean they remain excluded from the opportunity to work. Travelling to work in a timely and cost effective manner is one of the barriers that many disadvantaged people face.	The KSEZ will improve the links between the adjacent residential areas, plus areas further a field, and the employment opportunities in the corridor e.g. improved bus routes, footpaths. In addition complementary work that will go 'hand in hand' with the improvements to the physical infrastructure, will address the other barriers.
Environmental		
Delivering Accessibility	The KSEZ is within, and bordered by, the largest single concentration of deprived areas in the district. This includes 8 Super Output areas that are within the worst 10% by the IoD rank and another 6 within the worst 20%. Access between these areas and the new and existing employment in KSEZ is poor by public transport, walking and cycling. In particular, bus services on Leeds Road do not penetrate adjacent residential areas of Sheepridge, Brackenhall and Rawthorpe. The latter is located on a plateau above the valley bottom and access via the steep valley side is difficult by walking or cycling.	The KSEZ will improve the links between the adjacent residential areas, plus areas further afield, and the employment opportunities in the corridor e.g. by improved bus routes, footpaths and cycleways. The promotion of more sustainable modes of transport will have associated health benefits by the encouragement of more active lifestyles. It will also improve social interaction. The KSEZ could also help to improve links to a strategic joined up Green framework for Kirklees. There is also scope for the KSEZ opening up areas to the riverside which are not at present accessible.
Reducing traffic congestion	The highway network currently suffers from congestion especially during the morning and evening peak periods. For example, delays due to congestion approaching Cooper Bridge roundabout from M62 average 3 minutes throughout peak hours and at Three Nuns from Sunnybank Road 2 minutes 20 seconds.	Highway infrastructure improvements will be developed to accommodate increased traffic generations from the proposed development but also encourage sustainable travel such that KSEZ will not increase congestion.
Safer Roads	There had been a total of 114 personal injury accidents on the A62 Leeds Road during the three years up to 2004.	The overall rate of accidents at 54 per 100 million vehicle-kilometres is well below the national average of 181 for roads of this type. There are, however, small clusters of accidents, generally at junctions and occasionally involving pedestrians which the highway improvements will address and thereby contribute to providing a safer highway network.

<p>Improved Air Quality</p>	<p>Local authorities have an obligation under the Environment Act 1994 to review and assess air quality in their area, and to report their findings to DEFRA. This reporting is now on an annual basis. If statutory air quality objectives (AQOs) are likely to be exceeded where there are dwellings, schools or similar “relevant receptors” then an “Air Quality Management Area (AQMA) must be declared. Normally a plan must then be developed comprising measures “in pursuit of the achievement of air quality objectives” – known as an “Air Quality Action Plan” (AQAP). Kirklees is classified as an “excellent” authority under Corporate Performance Assessment and would not have to produce a formal AQAP. It still has a duty to exercise its powers “in pursuit of air quality objectives” and would need to adopt a strategy incorporating various elements of an AQAP with more general guidance and measures.</p> <p>A62/ Leeds Road has been the subject of detailed air quality assessments by Kirklees’ Environmental Services. These identify the Leeds Rd corridor as borderline for complying with the nitrogen dioxide (NO2) annual air quality objective. On Leeds Rd most of the NO2 pollution comes from traffic. Monitoring information indicates that the NO2 annual AQO is exceeded at certain points along the road although this does not occur at any location where there are relevant receptors. It is anticipated that the increased traffic flow from further development along the A62 corridor would lead to this AQO being exceeded on more parts of the corridor if no improvements are carried out.</p>	<p>At present an AQMA has not been declared for any section of the Leeds Rd corridor. An approach has been taken to closely monitor NO2 levels and to declare if actual monitoring information indicates that an exceedence is likely in the vicinity of a relevant receptor. This approach has been set out and accepted in three reports to DEFRA. In the absence of a declared AQMA Kirklees is still obliged to consider the negative impact on air quality of any significant developments in this borderline corridor area, and to ensure that measures are implemented to mitigate any further deterioration in air quality.</p> <p>An examination of possible measures for inclusion in an AQAP shows the following as having most potential to improve air quality</p> <ul style="list-style-type: none"> • improving traffic flows along the road • reducing vehicle fleet emissions by better engine technology • travel plans • new traffic signal technology • roadside emissions testing and enforcement <p>Additional roadside monitoring equipment will also enable accurate measurement of ongoing NO2 levels as well as assessment of the effectiveness of mitigation measures.</p> <p>The highways infrastructure improvements and measures to encourage use of sustainable modes of transport will mitigate the air quality impact of the proposed developments. These measures and any others which emerge will be examined in detail as part of the development of a Local Air Quality Strategy, parts of which will become an AQAP if an Air Quality Management Area is declared.</p>
<p>Brownfield site development</p>	<p>The district contains substantial areas of outworn industry in need of regeneration. National and regional policy is aimed at sustainable development and regeneration of our existing towns. A compatible approach to policy on housing development, which gives preference to development of brownfield sites before Greenfield sites, is in need of consideration.</p>	<ol style="list-style-type: none"> 1. The designation covers a substantial part of the outworn industrial areas of Huddersfield and includes measures to overcome transport constraints to the redevelopment of sites for new uses. 2. The approach includes promotion of the redevelopment of brownfield sites. 3. Contextual advice will be available on remediation of brownfield sites and on background issues connected with flood risk, health and safety, air quality, biodiversity value and water quality.

		4. The SPD may be adjusted to support brownfield development by reducing the contribution towards transport infrastructure costs relative to greenfield sites.
Water Management	A strategic flood risk assessment (SFRA) has been undertaken for Kirklees. In accordance with national planning policy it indicates that development should only proceed if an appropriate minimum standard of flood risk mitigation can be maintained for the life of the development in areas at risk. New development should include measures to ensure the safety of the development and its inhabitants is not jeopardised and flood risk is not increased elsewhere.	<p>1. The KSEZ lies within the valley of the river Colne. Areas subject to flood risk are definable to make clear where further flood risk assessment will be needed.</p> <p>2. The approach sets the context for development establishing that dense redevelopment of brownfield land or the development of greenfield sites may be problematical.</p> <p>3. The Council will look to work with the Environment Agency to establish how the issue of flood risk can be addressed, possibly through a comprehensive approach as an alternative to requiring individual developers to undertake their own assessments.</p>
Environmental Quality	<p>Biodiversity Local authorities have an obligation to develop Local Biodiversity Action Plans (LBAPs) to implement conservation action priority habits and species, and locally important wildlife sites. The content of the LBAPs are informed and guided by national targets so their implementation is firmly linked to national priorities.</p> <p>The district has many important significant areas of open land and sites that are havens for flora and fauna. In addition to having an intrinsic importance, biodiversity contributes significantly to the quality of life of the people of Kirklees, to their wellbeing and to the attractive environment in which they live and work.</p> <p>Within the KSEZ corridor there is 10407.79ha open land comprising a range of the following open land classifications: indoor facilities, public parks, playing fields – private and public, school grounds, playing fields, multiuse games area, children’s playground, skateboard park/basketball goal/hanging out area/teenage shelter etc, informal open space, bowling greens(private and public), tennis court (public/private), woodland, allotments, agricultural land, horse grazing, un-used land (non public and public access), church grounds/cemeteries, green corridors pedestrians /cycleways, golf course, open land associated with scheduled monument/listed building and private</p>	<p>To open up corridors for biodiversity linking key sites together for both amenity and biodiversity value.</p> <p>To open up the riverside as and when the areas become available for amenity and biodiversity value.</p> <p>To maximise the protection and deliver improvements for existing habitats.</p> <p>The SPD can also help to make links to areas such the Bradley Greenway.</p> <p>Through the KSEZ programme of development it can look to maximise CO2 emissions through good design standards, maximising renewable energy and energy efficiency measures. In addition to encouraging transport modal shifts to more sustainable modes.</p> <p>Opportunities to build in a better energy infrastructure through developing a district heating network from the waste to energy plant for example.</p> <p>The KSEZ could help stipulate better waste management and recycling areas throughout the zone, one of the benefits of which will help to offset numbers of waste vehicles entering the area therefore reducing vehicles on the roads.</p>

	<p>gardens.</p> <p>There are BAP Sites under management in the area totalling 44.69ha. These include Yorkshire Water (Bradley) - Habitat – Woodland, Riverside, Grassland, Scrub, Kilner Bank - Habitat – Woodland, Acid grassland, Heath Woodhouse Mill Ponds – habitat – water body and Dalton bank – habitat – Woodland, Acid grassland.</p> <p>There is also a Huddersfield Narrow Canal which runs through the corridor comprising of an area of 7.04ha and a length of 5.5km, the canal is a Site of Scientific Interest (SSI) designated for species protection at the national level for it contains Floating water plantaine (<i>Luronium natans</i> (Linnaeus) Raf.).</p> <p>The River Colne also runs through the area meeting the River Calder at Cooper Bridge.</p> <p>In addition there is some ancient woodland within the vicinity of the KSEZ comprising of Upper Fell greave Lower Fell greave, Screamer Wood, Bradley gate wood, Dyson Wood. This equates to Ancient woodland total managed area of 128.18ha, semi natural area 8.38ha and replanted area 33.55ha which although might not fall within the KSEZ corridor linkages to such should be considered.</p> <p><i>Note – these figures are calculated using an schematic delineated area for the KSEZ and as such may not represent to total potential areas in the scheme.</i></p> <p>Climate Change Impacts</p> <p>There is a need to mitigate and adapt to climate change impacts within Kirklees through better planning and carrying out more work to improve energy efficiency through installations of renewable energy and a programme of energy efficiency conservation.</p> <p>Resource use and consumption (including waste production)</p> <p>The KSEZ will open up land for development for business premises. Waste production from the demolition and building stage will be significant over the years of the KSEZ development and the impact of such is need of consideration.</p>	
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7. SA FRAMEWORK

A4. Developing the SA framework, consisting of sustainability objectives, indicators and targets

Purpose of the SA Framework

Sustainability appraisal is an objective-led process whereby the potential impacts of a plan are assessed against a series of sustainability objectives. This provides the methodology for identifying possible conflicts and suggesting solutions.

All English regions have now agreed Regional Sustainable Development Frameworks (RSDFs) which represent high-level visions for sustainable development required by the UK Sustainable Development Strategy. The RSDF sets out the aims for sustainable development so that they can be integrated with other regional and local strategies, a combined focus that is designed to ensure a consistent approach.

Kirklees SA Framework

The table overleaf shows the sustainability aims and objectives that have been corporately agreed for Kirklees. By modifying the Yorkshire and Humber RSDF we have come up with a series of clear objectives which reflect specific priorities and the needs of the Kirklees District. This is by no means a conclusive list, plan makers should take these in consideration before producing objectives which are specific to their plan.

In Kirklees we have also included a series of cross-cutting indicators which along with the sustainability aims should be taken into account throughout plan development and preparation.

The objectives will then be tested under Stage B of the process and recorded in the SA report. It is intended to use the tables and matrices outlined in [Appendix 6](#)

It must be noted that these tables and matrices may be amended in the light of comments received from other consultations on the scoping report for the LDF Core Strategy and any revised guidance.

TABLE 2 - KIRKLEES SA OBJECTIVES

Sustainability Aims	Objectives
A. Good quality employment opportunities available to everyone	1. Ensure location and type of employment opportunities increases availability of jobs for local people
B. Conditions which enable business success, economic growth and investment	2. Encourage conditions which promote business success 3. Increased inward investment
C. Education and training opportunities which build the skills and capacity of the population	4. Develop and enhance education and training opportunities and facilities
D. Conditions and services which engender good health	5. Ensure people have equitable access to high quality health and social care services as close to their homes as possible 6. Improve public health and reduce inequalities, especially by reducing smoking, increasing physical activity, increasing healthy eating and appropriate alcohol and substance use
E. Safety and security for people and property	7. Minimise the risk of crime and maximise security for people and property 8. Reduce crime rates and fear of crime
F. Vibrant communities which participate in decision making	9. Ensure vibrant communities where people participate in decision making and are engaged in shaping and enhancing where they live, work and play
G. Culture, leisure and recreation available to all	10. Encourage participation in CLR activities 11. Protect and enhance existing CLR facilities within Kirklees

H. Quality and affordable housing available to all	12. Meet housing needs in accessible locations through a mixture of type and tenure 13. Ensure effective and efficient design
I. A transport network which maximises access whilst minimising detrimental impacts	14. Create an effective transport network which maximises access to key services and amenities 15. Reduce transport related emissions, especially by minimising the distance travelled and facilitating more sustainable modes of travel
J. A quality built environment and efficient land use patterns that make good use of derelict sites, minimise travel and promote balanced development	16. Protect and enhance local distinctiveness 17. Maximise use of existing developed land
K. Protect and enhance the districts historic building and assets	18. Preserve and enhance the character of historic buildings, features and conservation areas 19. Promote the sensitive re-use of historic and culturally important buildings
L. A bio-diverse and attractive natural environment	20. Maximise opportunities to increase bio-diversity 21. Protect and enhance local natural distinctiveness
M. Minimal pollution levels	22. Reduce air, water, land, noise and light pollution
N. Minimal greenhouse gas emissions and a managed response to the effects of climate change	23. Minimise greenhouse gas emissions by including energy efficiency and renewable energy measures, especially from the major emitters, including housing, industry and agriculture 24. Minimise the adverse effects of development in areas of high flood risk and promote sustainable drainage systems
O. Prudent and efficient use of natural resources with minimal production of waste	25. Increase efficiency in water, energy and raw material use 26. Increase prevention, re-use, recovery and recycling of waste close to the source

Cross cutting themes:	
i social inclusion and equity across all sectors:	<ul style="list-style-type: none"> • Does the proposal address the needs of groups who experience disadvantage or discrimination? • Cohesion proofing – Does the proposal actively promote positive relations between different sections of the community?
ii a partnership and participative approach	<ul style="list-style-type: none"> • Has the development of the proposal involved working in partnership with the involvement of affected groups?
iii geographic adaptation to the needs of rural and urban communities	<ul style="list-style-type: none"> • Does the activity take into account the varying needs and circumstances of the different types of rural and urban communities?
iv creativity, innovation and the appropriate use of technology	<ul style="list-style-type: none"> • Does the proposal take steps to increase innovation? • Does the proposal suggest steps to use technology appropriately?

GLOSSARY

Baseline data:	A description of the data that is used to describe the present and future state of an area and enable comparisons for future observations or results.
Biodiversity:	The richness and variety of living things (i.e. plants, birds, animals, fish and insects) that exist in a given area and the habitats that support them.
Brownfield sites:	Any land which has previously been used for any purpose and is no longer in use for that purpose. It does not have to be contaminated although contaminated land will automatically be brownfield.
Consultation body:	An authority which because of its environmental responsibilities is likely to be concerned by the effects of implementing plans and programmes and must be consulted under the SEA Directive. The consultation bodies designated in the SEA regulations are the Countryside Agency, English Nature, English Heritage and the Environment Agency.
Development Plan Document (DPD):	Development Plan Documents are a statutory element of the LDF and will be subject to an independent examination by an Inspector. DPDs include the following documents; core document, site specific land allocations, policies, area action plans, general development control policies.
Development Co-ordination Group (DCG)	A senior established with representation from all services with responsibility for the preparation or delivery of spatial and physical strategies and plans. It is also the body that decides which plans and programmes would require SA with support from the SA Co-ordinator.
Greenfield	A term generally used to describe land that has not been previously developed.
Indicator:	A measure of variables over time often used to measure achievement of objectives.
Iterative:	Characterised by or involving repetition, recurrence, reiteration or repetitiousness
Local Development Framework (LDF):	This is the term given to the portfolio of documents including local development documents which collectively provide the planning policies for a district. These terms were introduced by Planning & Compulsory Purchase Act 2004
Mitigation:	Used in this framework to refer to measures to avoid, reduce or offset significant adverse effects.
Objective:	A statement of what is intended, specifying the desired direction of change in trends.
Planning Policy Statements	Planning policy and regulations set out by the Government.
Regional Spatial Strategy:	A document that provides a broad development strategy for the region for a fifteen to twenty year period. It should consider; scale and distribution of provision for new housing, priorities for the environment such as countryside and biodiversity protection; also transport, infrastructure, economic development, agriculture, minerals extraction, waste treatment

	and disposal.
Regional Sustainable Development Framework (RSDF)	Framework developed by representatives from a wide range of regional partners to integrate sustainable development into every policy, plan and project.
Scoping:	The process of deciding the scope and level of detail of an SA, including the sustainability effects and options which need to be considered, the assessment methods to be used, and the structure and contents of the SA report.
SA Co-ordinator	Officer based in Corporate Development Unit responsible for managing the SA process
SEA Directive :	European Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment
SEA Regulations:	The Environmental Assessment of Plans and Programmes Regulations 2004
Strategic Environmental Assessment (SEA):	Generic term used internationally to describe environmental assessment as applied to policies, plans and programmes. In this guidance, SEA is used to refer to the type of environmental assessment required under SEA Directive.
Supplementary Planning Documents (SPD):	These are used to provide further detail to policies and proposals contained in a Development Plan Document. The SPD is not part of the Statutory Development Plan unlike the Development Plan Document. However the SPD will form part of the Local Development Framework and will be an important consideration in determining planning applications.
Sustainability Appraisal (SA)	Generic term used in this guidance to describe the form of assessment that considers social, environmental and economic effects, which fully incorporates the requirements of the SEA Directive.

APPENDIX 1: PLANNING POLICY GUIDANCE NOTE 13: TRANSPORT (MARCH 2001)

83. The development plan should indicate the likely nature and scope of contributions which will be sought towards transport improvements as part of development in particular areas or on key sites. This will give greater certainty to developers as to what will be expected as part of development proposals and also provide a firmer basis for investment decisions in the plan area.
84. Planning obligations may be used to achieve improvements to public transport, walking and cycling, where such measures would be likely to influence travel patterns to the site involved, either on their own or as part of a package of measures. Examples might include improvements to a bus service or cycle route which goes near to the site, or pedestrian improvements which make it easier and safer to walk to the site from other developments or from public transport. When entering into a planning obligation consideration should be given to the usual statutory and policy tests¹⁰.
85. Planning obligations where appropriate in relation to transport should be based around securing improved accessibility to sites by all modes, with the emphasis on achieving the greatest degree of access by public transport, walking and cycling. While the individual circumstances of each site and the nature of the proposal will affect the details of planning obligations in relation to transport, developers will be expected to contribute more to improving access by public transport, walking and cycling for development in locations away from town centres and major transport interchanges, than for development on more central sites. Where development can only take place with improvements to public transport services, a contribution from the developer (payable to the local authority) would be appropriate.
86. Given that there should be no minimum parking requirements for development (see paragraph 52), it is inappropriate for a local authority to seek commuted payments based purely around the lack of parking on the site. However, it may be appropriate to negotiate for contributions towards the provision of a park and ride scheme, where this will improve accessibility to the site by public transport, or towards the costs of introducing on-street parking controls in the vicinity of the site.

¹⁰ As set out in Circular 1/97.

APPENDIX 2: EXTRACT OF THE UNITARY DEVELOPMENT PLAN - HIGHWAY AND ACCESSIBILITY CONSIDERATIONS IN NEW DEVELOPMENT

8.33 New development will not normally be acceptable if it will create or add significantly to safety or environmental problems on the existing highway network, or, if it does not make provision for appropriately designed new highways within the development. Development sites should be located where there is a choice of means of travel. It will be desirable for such sites to be close to good quality public transport provision but where this is not possible improvements in the level of provision will need to be included as required by policy T19. Development proposals in the plan have been examined to ensure that they do not have unacceptable effects on the highway network but in some instances off-site works may be needed to increase highway capacity or to overcome road safety or environmental problems. Where developments require off-site highway works, the Council will normally seek safeguards through planning agreements to ensure that such improvements are funded by the developer and implemented before the development is brought into use. Guidance on the design of new highways is provided in the Council's Highway Design Guide and Design Bulletin 32. Innovation will be possible in design, provided that the basic principles required by the Council are met, and the needs of service vehicles, public transport and emergency vehicles are also catered for. Highways designed appropriately will be adopted for future maintenance by the Council under the provisions of the Highways Acts.

T10 NEW DEVELOPMENT WILL NOT NORMALLY BE PERMITTED IF IT WILL CREATE OR MATERIALLY ADD TO HIGHWAY SAFETY OR ENVIRONMENTAL PROBLEMS OR, IN THE CASE OF DEVELOPMENT WHICH WILL ATTRACT OR GENERATE A SIGNIFICANT NUMBER OF JOURNEYS, IF IT CANNOT BE SERVED ADEQUATELY BY THE EXISTING HIGHWAY NETWORK AND BY PUBLIC TRANSPORT. PROPOSALS WILL BE EXPECTED TO INCORPORATE APPROPRIATE HIGHWAY INFRASTRUCTURE DESIGNED TO MEET RELEVANT SAFETY STANDARDS AND TO COMPLEMENT THE APPEARANCE OF THE DEVELOPMENT.

8.34 In the context of funding road improvements the Department of Transport has published guidelines on developer contributions to trunk road improvements. These can be found in "Control of Development Adjacent to Trunk Roads - Guidelines for the Highways Agency" July 1996.

APPENDIX 3: REVIEW OF POLICIES, PLANS, PROGRAMMES, STRATEGIES AND INITIATIVES (PPPSI'S)

EUROPEAN UNION
European Sustainable Development Strategy European Spatial Development Perspective European Air Quality Directive European Biodiversity Strategy European Sixth Environmental Action Programme Water Framework Directive
NATIONAL
Securing the Future-The UK Government Sustainable Development Strategy 2005 Sustainable Communities – Building the Future National Road Safety Strategy Tomorrows roads safer for everyone Walking and Cycling action plan
PLANNING POLICY STATEMENTS/GUIDANCE
PPS 1 - Delivering Sustainable Development PPG 2 - Greenbelt PPG 3 - Housing PPG 4 - Industrial, Commercial Development and Small Firms PPS 6 - Planning for Town Centres PPG 9 – Biodiversity and Geological PPG 13 - Transport PPS 23 - Planning and Pollution Control PPG 24 - Planning and noise PPG 25 - Development and flood risk
REGIONAL
Regional Sustainable Development Framework Sustainable Communities in Yorkshire & Humber Creating Sustainable Communities in Yorkshire and Humber Advancing Together – Towards a Sustainable Region Regional Environmental Enhancement Strategy Regional Spatial Strategy Regional Economic Strategy Northern Way Growth Strategy Climate Change Action Plan for Yorkshire and Humber
SUB-REGIONAL
West Yorkshire Local Transport Plan Strategic Flood Risk Assessment, 2005
LOCAL
Community Strategy KMC Visitor Strategy Kirklees Biodiversity Action Plan Kirklees Partnership (LSP) Vision Kirklees Prospectus for Investment Kirklees Energy Strategy Kirklees Environment Policy

EUROPEAN UNION

Document Name :	European Sustainable Development Strategy
Date Of Publication	June 2001
Level:	INTERNATIONAL
Status :	STATUTORY / NON-STATUTORY
<p>Brief Overview: In June 2001, the European Council at Gothenburg adopted the European Sustainable Development Strategy (ESDS) - <i>A Sustainable Europe for a Better World: A European Strategy for Sustainable Development</i>. The ESDS was based on an earlier Communication from the European Commission issued in May 2001. The strategy argues that achieving sustainable development in practice requires that economic growth supports social progress and respects the environment, that social policy underpins economic performance and that environmental policy is cost effective. It also emphasises that 'decoupling' environmental degradation and resource consumption from economic and social development requires a major reorientation of public and private investment towards new, environmentally friendly technologies. The ESDS is currently under review and the review is due to be completed in January 2005.</p>	
<p>Relevance to / Implications for KSEZ/SPD: Need to incorporate policies that reflect the objectives to combat poverty and social exclusion and which limit climate change and increase the use of clean energy, manage natural resources more responsibly; and improve the transport system.</p>	
<p>Specific Targets / Requirements / Indicators: The strategy focuses on the need to:</p> <ul style="list-style-type: none"> • Limit climate change and increase the use of clean energy • Address threats to public health (e.g. hazardous chemicals, food safety) • Combat poverty and social exclusion • Deal with the economic and social implications of an ageing society • Manage natural resources more responsibly (including biodiversity and waste generation) • Improve the transport system and land use management 	
<p>Environmental Protection Objectives: (If international/EU/national):</p> <ul style="list-style-type: none"> • Limit climate change and increase the use of clean energy • Manage natural resources more responsibly (including biodiversity and waste generation) 	
<p>Conflicts between objectives/requirements: General tension between new development in the KSEZ and consequential increase in traffic that is potentially at odds with air quality objectives.</p>	

Document Name :	European Spatial Development Perspective
Date Of Publication	May 1999
Level:	INTERNATIONAL
Status :	STATUTORY / NON-STATUTORY
Brief Overview:	
<p>EU Ministers for Spatial Planning adopted the European Spatial Development Perspective (ESDP) at the Potsdam Council on 10 and 11 May 1999. The ESDP represents agreement on common objectives and concepts for the future development of the EU and emphasises that the aim of spatial development policies is to work towards a balanced and sustainable development of EU territory.</p>	
Relevance to / Implications for KSEZ/SPD:	
<p>Need to incorporate policies that reflect the fundamental goals of European policy to achieve economic and social cohesion, conserve and manage the natural resources and cultural heritage whilst allowing a more balanced competitiveness of the European territory.</p>	
Specific Targets / Requirements / Indicators:	
<p>The ESDP emphasises the importance of achieving, equally in all regions of the EU, the three fundamental goals of European policy:</p> <ul style="list-style-type: none"> • economic and social cohesion; • conservation and management of natural resources and the cultural heritage; and • more balanced competitiveness of the European territory. <p>The ESDP states that to achieve more spatially balanced development, these goals must be pursued simultaneously in all regions of the EU and their interactions taken into account.</p>	
Environmental Protection Objectives: (If international/EU/national):	
<p>Conservation and management of natural resources.</p>	
Conflicts between objectives/requirements:	
<p>None identified.</p>	

Document Name :	EU Air Quality Directive
Date Of Publication	September 1996
Level:	INTERNATIONAL
Status :	STATUTORY
Brief Overview: Improve ambient air quality in order to reduce the harmful effects on human health and the environment.	
Relevance to / Implications for KSEZ/SPD: Air quality is already an issue in the Leeds Road corridor and therefore this directive is very relevant to the KSEZ.	
Specific Targets / Requirements / Indicators: The monitoring and reporting of air quality. The Framework Directive identifies twelve pollutants for which limit or target values are set in additional Daughter Directives. These pollutants are: sulphur dioxide, nitrogen dioxide and oxides of nitrogen, particulate matter and lead, benzene, carbon monoxide, ozone, polycyclic aromatic hydrocarbons, cadmium, arsenic, nickel and mercury.	
Environmental Protection Objectives: (If international/EU/national): Improve ambient air quality.	
Conflicts between objectives/requirements: Increased development and associated traffic within the KSEZ could lead to worsening air quality.	

Document Name :	European Biodiversity Strategy
Date Of Publication	February 1998
Level:	INTERNATIONAL
Status :	STATUTORY / NON-STATUTORY
Brief Overview: On 4th February 1998, the European Commission adopted a Communication on a European Biodiversity Strategy (EBS). The strategy aims to anticipate, prevent and address the causes of significant reduction or loss of biodiversity at source. The EBS states that the scale of human impact on biodiversity has accelerated dramatically in recent decades and that, in spite of efforts by the Community and Member States to address the problem of biodiversity reduction or loss, existing measures are insufficient to reverse present trends.	
Relevance to / Implications for KSEZ/SPD: The EBS emphasises the important role of spatial planning in the conservation and sustainable use of biodiversity.	
Specific Targets / Requirements / Indicators: This strategy aims to anticipate, prevent and attack the causes of significant reduction or loss of biodiversity at the source.	
Environmental Protection Objectives: (If international/EU/national): The conservation and sustainable use of biological diversity.	
Conflicts between objectives/requirements: Conflicts may arise between development needs of the KSEZ and the biodiversity of the area.	

Document Name :	EU Sixth Environmental Action Programme
Date Of Publication	January 2001
Level:	INTERNATIONAL
Status :	STATUTORY / NON-STATUTORY
Brief Overview:	
<p>The Sixth Environmental Action Programme (6EAP) – <i>Environment 2010:Our Future, Our Choice</i> –was published in 2002. The 6EAP effectively sets the environmental objectives and priorities that will be an integral part of the EU Sustainable development Strategy. The programme sets out the major priorities and objectives for environmental policy over the next five to ten years and details the measures to be taken.</p>	
Relevance to / Implications for KSEZ/SPD:	
<p>The KSEZ will need to consider the issue of integrating environmental concerns into other policies, along with environmental health and climate change issues.</p>	
Specific Targets / Requirements / Indicators:	
<p>The 6EAP proposes five priority avenues of strategic action to help achieve environmental objectives:</p> <ul style="list-style-type: none"> • Improve the implementation of existing legislation • Integrating environmental concerns into other policies • Encouraging the market to work for the environment • Empowering citizens and changing behaviour • Greening land use planning and management decisions 	
Environmental Protection Objectives: (If international/EU/national):	
<p>The 6EAP focuses attention on four priority areas for action:</p> <ul style="list-style-type: none"> • Tackling climate change • Nature and biodiversity – protecting a unique resource • Environment and health • Sustainable use of natural resources and management of wastes 	
Conflicts between objectives/requirements:	
<p>Because this document deals with all the sustainability issues then it effectively repeats the issues outlined in the other more specific PPPSIs. Therefore see the other PPPSIs for comments around specific items.</p>	

Document Name :	Water Framework Directive
Date Of Publication	December 2000
Level:	INTERNATIONAL
Status :	STATUTORY
Brief Overview: Directive 2000/60/EC <i>establishing a framework for the Community action in the field of water policy</i> - the 'Water Framework Directive' (WFD) - came into force in December 2000 and EU Member States were required to transpose the Directive into domestic law by December 2003. The WFD provides a framework for the protection, improvement and sustainable use of water across Europe.	
Relevance to / Implications for KSEZ/SPD: Ensure that policies and proposals do not reduce water quality.	
Specific Targets / Requirements / Indicators: Requires all inland and coastal waters to reach 'good status' by 2015. This is to be implemented in Member States by establishing a river basin district structure within which demanding environmental objectives will be set.	
Environmental Protection Objectives: (If international/EU/national): The main objectives of the WFD are to: <ul style="list-style-type: none"> • enhance the status and prevent further deterioration of aquatic ecosystems and associated wetlands – there is a requirement for nearly all inland and coastal waters to achieve 'good status' by 2015; • promote the sustainable use of water; • reduce pollution of water, especially by 'priority' and 'priority hazardous' substances; • lessen the effects of floods and droughts; and • rationalise and update existing legislation and introduce a co-ordinated approach to water management based on the concept of river basin planning. 	
Conflicts between objectives/requirements: None	

NATIONAL

Document Name :	Securing the Future – Delivering the UK Sustainability Strategy
Date Of Publication	March 2005
Level:	NATIONAL
Status :	NON-STATUTORY
<p>Brief Overview: Establishes a broad set of actions and priorities that the Government would wish to come to fruition to support the achievement of Sustainable Development Establishes 5 statements of principle</p> <ul style="list-style-type: none"> • Developing within environmental limits • Promoting a strong healthy and just society • Achieve sustainable economic growth • Promote good governance • Use sound science responsibly <p>From these emerges four agreed priorities to which there should be significant positive effort and policy development</p> <ul style="list-style-type: none"> • Sustainable consumption and production • Climate change • Natural resources and protection • Sustainable communities <p>This framework has developed a number of intentions within the chapter headings of</p> <ul style="list-style-type: none"> • Help people make choices • Sustainable consumption and production • Climate Change and energy • Protection of resources • Sustainable communities 	
<p>Relevance to / Implications for KSEZ/SPD: The difficulty is that much of the content is aspirational than specific sets of proposals. It does highlight the requirement that policies need to be integrated with each other and offers some vision of the future which is realistic in terms of constraint. Of particular relevance to the KSEZ are:-</p> <ul style="list-style-type: none"> • Developing within environmental limits • Promoting a strong healthy and just society • Achieve sustainable economic growth 	
<p>Specific Targets / Requirements / Indicators: There are a total of 68 indicators many of which can only be supported by national and/or international effort. But clearly these will have to have a more local relationship in trying to meet these various national aspirations and targets</p>	
<p>Environmental Protection Objectives: (If international/EU/national): There are a significant number of these that are a reflection of the principles that direct the Strategy itself.</p>	
<p>Conflicts between objectives/requirements: Because this document deals with all the sustainability issues then it effectively repeats the issues outlined in the other more specific PPPSIs. Therefore see the other PPPSIs for comments around specific items.</p>	

Document Name :	Sustainable Communities: Building for the Future (national document)
Date Of Publication	February 2003
Level:	NATIONAL
Status :	STATUTORY / NON-STATUTORY
<p>Brief Overview:</p> <p>The ODPM's aim is to create prosperous, inclusive and sustainable communities for the 21st century, places where people want to live, that promote opportunity and a better quality of life for all.</p> <p>KEY THEMES – In summary the plan deals with measures to tackle the housing provision mismatch between the South- East and parts of the North and the Midlands, with more imaginative and sustainable design. It also:</p> <ul style="list-style-type: none"> - sets out a long-term programme of action for delivering sustainable communities in both urban and rural areas. It aims to tackle housing supply issues in the South East, low demand in other parts of the country, and the quality of our public spaces. - includes not just a significant increase in resources and major reforms of housing and planning, but a new approach to how we build and what we build. - the programme of action aims to focus the attention and co-ordinate the efforts of all levels of Government and stakeholders in bringing about development that meets the economic, social and environmental needs of future generations as well as succeeding now. 	
<p>Relevance to / Implications for KSEZ/SPD:</p> <p>The KSEZ does not seek to address housing issues and therefore this policy is not particularly relevant. However if information becomes available that suggests that the KSEZ will impact on this issue (low demand being a pertinent one) then it may become more relevant.</p>	
<p>Specific Targets / Requirements / Indicators:</p> <p>National Document -</p> <p>Decent Homes/Decent Places</p> <p>High quality local authority service delivery on local environment, public spaces and parks.</p> <p>To ensure all communities have a clean, safe and attractive environment in which people can take pride.</p> <p>Improved design quality of public buildings and places integrated in all communities, especially new and revitalised communities in growth areas and market renewal pathfinder areas.</p> <p>The decent homes standard is as follows: Housing should be above the statutory minimum standard (i.e fitness standard); Be in a reasonable state of repair; provide reasonable state of repair, provide reasonable modern facilities and services and provide a reasonable degree of thermal comfort.</p> <p>Notes that better PPG guidance will be developed to provide a clearer framework for the provision, protection and enhancement of open spaces and playing fields.</p> <p>Recognises that proper master planning should be integral to the design of major new developments, especially in growth areas and market renewal pathfinders.</p> <p>Low demand and abandonment</p> <p>To have Strategic action plans in place for all market renewal pathfinder projects. Large scale clearance, refurbishment and new build work underway across all pathfinders, complemented by improvements in local services by 2005.</p>	

First areas seeing derelict and obsolete housing replaced where appropriate with the beginnings of properly planned, high quality new developments.

In the longer term restructuring of priority areas, Clearance, refurbishment and new build work complete in pathfinder areas.

A turn round in declining demand across the country by 2010 – thereby meeting the commitment in the national Strategy for Neighbourhood Renewal.

A step change in Housing supply

The strategy aims to tackle the housing shortage in the across the South East some key areas for action include:

Better planning for housing; affordable housing planning and investment in affordable housing.

Land, Countryside and Rural Communities

To ensure that in tackling housing shortages we protect the countryside and enhance its quality rather than create urban sprawl and to address the housing needs of rural communities who are often the guardians of the countryside.

By 2005 the plan is to have 1,500 hectares of brownfield land restored and management as public green space through the through the Land Restoration Trust.

Over 5,000 affordable homes provided in small settlements between 2004-04 and 2005-06

For the longer term the plan aims to maintain and increase the amount of green belt land in the region and by 2016, the application of the density direction should save over 4,000 hectares of land from development.

Environmental Protection Objectives: (If international/EU/national):

See was included above

Conflicts between objectives/requirements:

Possible conflict with the brownfield target for housing development, this will depend on the amount of other brownfield land being released for development.

Document Name :	Tomorrow's roads: safer for everyone
Date Of Publication	March 2000
Level:	NATIONAL
Status :	NON-STATUTORY
Brief Overview: This document sets out the main ways DfT plans to improve road safety in the next decade.	
Relevance to / Implications for KSEZ/SPD: The KSEZ/SPD envisages a increase in traffic and need for highway improvements. This document will be therefore be very relevant.	
Specific Targets / Requirements / Indicators: By 2010, the Government wishes to achieve, compared with the average for 1994-98: <ul style="list-style-type: none"> – a 40% reduction in the numbers of people killed or seriously injured in road accidents; – a 50% reduction in the numbers of children killed or seriously injured; and – a 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres. <p>Along with implementing a number of subsequent measures under the following headings: Safer for Children, Safer drivers-training and testing, Safer drivers-drink, drugs and drowsiness, Safer infrastructure, Safer speeds, Safer vehicles, Safer motorcycling, Safety for pedestrians, cyclists and horse riders, Better enforcement and Promoting safer road use.</p>	
Environmental Protection Objectives: (If international/EU/national): The Government will take into account environmental, economic and social effects of policies when assessing their ability to reduce accidents.	
Conflicts between objectives/requirements: None as the local area Transport Plan will incorporate appropriate road safety measures emanating from Tomorrow's roads: safer for everyone.	

Document Name :	Walking and Cycling: an action plan DfT
Date Of Publication	June 2004
Level:	NATIONAL
Status :	NON-STATUTORY
Brief Overview:	
<p>This action plan sets out the shorter-term, practical steps which Government and its partners will take with the aim of increasing levels of cycling and walking. The plan is the result of a wide-ranging consultation within Government and with cycling and walking groups.</p> <p>The barriers to walking and cycling have developed over a long period of time and the action plan works towards long-term changes to overcome those barriers. For walking and cycling, this action plan marks a beginning, rather than an end.</p>	
Relevance to / Implications for KSEZ/SPD:	
<p>The KSEZ seeks to encourage sustainable modes other than the car as a means to travelling to and from the area and is therefore relevant.</p>	
Specific Targets / Requirements / Indicators:	
<p>Specific actions are highlighted within the plan the most relevant to the SPD are:</p> <ul style="list-style-type: none"> – Improving access to town centres – provide priority to pedestrians and cyclists and improve the pedestrian environment – Streamlining the planning process - enable proposed development to proceed securing developer contributions. – Walking and cycling in sustainable communities - include good provision for pedestrians and cyclists as key features of good design – Better transport planning – set out how plans will deliver better outcomes for congestion, pollution, and road safety and improve quality of life and health. Also Las to explore how walking and cycling policies and schemes can deliver better access to jobs goods and services – Better walking and cycling routes – DfT will provide guidance on the provision of safe, high quality walking and cycling infrastructure – There are further actions on: Improving rights of way, Cleaner Streets, Better street lighting, Manual for Streets, Encouraging Home Zones and Quiet Lanes, New guidance on ASB Act, Inclusive design, Better Enforcement, Crossing for pedestrians and cyclists, Walking and cycling Fund Toolkit, Extending the National Cycle Network and Cycle parking at rail Stations. 	
Environmental Protection Objectives: (If international/EU/national):	
Conflicts between objectives/requirements:	
<p>There should not be any conflicts as the KSEZ seeks to actively promote these issues as part of the local area Transport Plan for the area.</p>	

PLANNING POLICY STATEMENTS/GUIDANCE

Document Name :	PPS1 : Delivering Sustainable Development
Date Of Publication	February 2005
Level:	National
Status :	Government Policy
<p>Brief Overview: PPS1 sets out key principles for the delivery of sustainable development through the planning system, including spatial planning, design and community involvement.</p>	
<p>Relevance to / Implications for KSEZ/SPD: The KSEZ should ensure sustainable development is pursued in an integrated manner as per the principles of the UK strategy, and should consider carefully the inter-relationship between economic development, social inclusion, protecting and enhancing the environment and the prudent use of natural resources.</p>	
<p>Specific Targets / Requirements / Indicators: No specific targets or indicators, but sets out the key requirements for development plans which are generally relevant to the KSEZ:-</p> <ul style="list-style-type: none"> • Promote national, regional and local economies • Promote urban & rural regeneration • Promote communities which are inclusive, healthy safe & crime free • Bring forward sufficient and suitable land in appropriate locations to meet needs • Provide improved access for all to jobs, services and facilities • Focus developments that attract a large number of people in existing centres • Reduce the need to travel & encourage accessible public transport provision • Promote more efficient use of land • Enhance & protect biodiversity, natural; habitats, the historic environment, landscape and town character • Address causes & impacts of climate change, management of pollution and natural hazards, safeguarding of natural resources, minimisation of impacts from the management & use of resources 	
<p>Environmental Protection Objectives: (If international/EU/national): As included above</p>	
<p>Conflicts between objectives/requirements: Many of targets are fulfilled by the KSEZ but there are general tensions between economic development and the quality of the natural environment.</p>	

Document Name :	PPG2 : Green Belts
Date Of Publication	1999
Level:	National
Status :	Government Policy
Brief Overview: PPG2 states the general purposes of green belt policy, including its contribution to sustainable development objectives	
Relevance to / Implications for KSEZ/SPD: KSEZ seeks to encourage the redevelopment of brownfield land for employment uses. It therefore, other things being equal, contributes to achieving this policy. It is therefore relevant but only in an indirect way.	
Specific Targets / Requirements / Indicators: No specific targets or indicators, but sets out the key considerations in altering the general extent of the green belt and defining detailed boundaries. <ul style="list-style-type: none"> • Once the general extent of the green belt has been approved, boundaries should not be changed unless there are circumstances warranting revision. • Boundaries should be clearly defined, using readily recognisable features • Boundaries should take account of the need to promote sustainable patterns of development. They should consider the consequences of channelling development towards urban areas inside the inner green belt boundary, towards towns & villages inset within the green belt, or towards locations beyond the outer green belt. • Consider the need for safeguarded land to meet longer term development needs, including the effect upon urban areas, taking account of the implications for sustainable development. 	
Environmental Protection Objectives: (If international/EU/national): As included above	
Conflicts between objectives/requirements: None.	

Document Name :	PPG3 : Housing
Date Of Publication	2005 (Revised)
Level:	National
Status :	Government Policy
<p>Brief Overview: PPG3 sets out the Government's objectives for housing, founded on the principle that everyone should have the opportunity of a decent home. PPG3 seeks to promote more sustainable patterns of development and make better use of previously developed land. Housing should not reinforce social distinctions and the needs of all in the community should be recognised. New housing should be well designed, contribute to urban renaissance and improve the quality of life. Economic growth should not be frustrated by a lack of homes for those wishing to take up new employment opportunities, but the need for economic growth are to be reconciled with social & environmental considerations.</p>	
<p>Relevance to / Implications for KSEZ/SPD: The KSEZ has a neutral policy stance on the existing housing in the area, but does propose at presumption in favour of the redevelopment of industrial land and buildings for employment use, and therefore a presumption against new housing in these areas.</p>	
<p>Specific Targets / Requirements / Indicators: Brownfield Target: 60% new homes (including conversions) to be built on brownfield land 1998 & 2008. RSS should provide regional and/or sub-regional targets. Housing Density: 30-50 dph Off-street parking standard to be less than 1.5 spaces per dwelling <i>Broad requirements of PPG3:-</i></p> <ul style="list-style-type: none"> • Provide sufficient housing to meet the likely housing requirements, including those in specialised need e.g. affordable/special needs housing & consider the need for rural exception housing • Make more efficient use of land: <ul style="list-style-type: none"> • Maximise the re-use of previously development land & the conversion of existing buildings (including in a sub-regional context) • Concentrate most additional housing development within urban areas (must assess the capacity of urban areas to accommodate more housing) • Provide for more intensive housing development in & around existing town centres & close to public transport nodes • Adopt a sequential approach to allocating land for development, with substantial new developments planned as a community with a mix of land uses • Review existing development plan allocations (housing, industrial or commercial) and planning permissions when they come up for renewal • Promote development linked to public transport • Promote mixed use development • Promote a greener residential environment <p>Promote greater emphasis on quality & design</p>	
<p>Environmental Protection Objectives: (If international/EU/national):</p>	
<p>Conflicts between objectives/requirements: None identified.</p>	

Document Name :	PPG 4 Industrial and commercial development and Small Firms
Date Of Publication	November 1992
Level:	NATIONAL
Status :	Government Guidance
Brief Overview:	
<p>Aim to encourage continued economic development. New development to be encouraged in locations that</p> <ul style="list-style-type: none"> • Minimise length and number of trips especially by car • Can be served by more energy efficient modes of transport • Not add to unacceptable congestion • Access roads appropriate to length of journey 	
Relevance to / Implications for KSEZ/SPD:	
<p>All of this is relevant to the KSEZ. Location for new employment sites should be located in areas that comparatively have a lower requirement to travel by car vis a vis other locations and have good accessibility by public transport.</p>	
Specific Targets / Requirements / Indicators:	
<p>None in PPG 4.</p>	
Environmental Protection Objectives: (If international/EU/national):	
<p>Locations relate to environmental quality standards particularly air quality and land contamination</p>	
Conflicts between objectives/requirements:	
<p>No conflicts identified.</p>	

Document Name :	PPS6 Planning for Town Centres
Date Of Publication	May 2005
Level:	NATIONAL
Status :	National Policy Guidance
Brief Overview: Sets out the Government's policy on planning for the future of town centres and the main uses that relate to them.	
Relevance to / Implications for KSEZ/SPD: Significant. Emphasis of the 'town centres first' approach to development (sequential test). To be applied to a wide range of uses in addition to retailing (arts, culture and tourism uses, leisure and entertainment, offices - both commercial and public bodies). Requirement to assess, or quantify need in respect of the above uses and then allocate sites. The KSEZ will need to be aware of these considerations.	
Specific Targets / Requirements / Indicators: Annual monitoring of town centres (defined economic, social and environmental indicators). Retail and leisure capacity assessments. In terms of the sequential test, identify sites for development that are 'appropriate, suitable and available'.	
Environmental Protection Objectives: (If international/EU/national): None	
Conflicts between objectives/requirements: No conflict	

Document Name :	Planning Policy 9 Biodiversity and Geological Conservation (DRAFT)
Date Of Publication	Sept 2004
Level:	NATIONAL
Status :	STATUTORY
Brief Overview:	
<p>LPAs should identify European important biodiversity sites and afford high level protection to SSSIs.</p> <p>Criteria based policies required for regionally important biodiversity and geological sites. These to be distinguished from nationally important.</p> <p>Ancient woodlands need to be identified and restrict development within them.</p> <p>Required to look towards developing a network of inter-related spaces including brownfield ones.</p> <p>Secure opportunities for retention, enhancement and creation of space for nature conservation within development.</p> <p>Duty to conserve protected species and now legitimate to refuse applications for this reason.</p>	
Relevance to / Implications for LDF:	
<p>Need to establish range of sites with their justification to enable protection measures to be taken. Require to establish better knowledge of location and requirements of protected species. Establish a rational logic for creating and maintaining green space network in both rural and urban areas</p>	
Specific Targets / Requirements / Indicators:	
<p>Number of applications refused in or adjacent to identified protected sites</p> <p>Loss or changes to content of plants and animals or habitat within protected sites</p> <p>Number of applications affected by need to consider requirements of protected species</p> <p>Number of sites or areas of land specifically managed for nature conservation (incl Local Nature Reserves)</p> <p>Extent of uptake of Second Tier financial environmental support for agriculture</p>	
Environmental Protection Objectives: (If international/EU/national):	
<p>EU obligations in South Pennines SAC</p> <p>Protection on SSSIs already exists</p> <p>Greater determination to support green space network as part of urban form</p> <p>Need to link to LBAP</p>	
Conflicts between objectives/requirements:	
<p>Council not a large land manager so only exercises limited control.</p> <p>Own land management of open spaces needs to be more sensitive.</p> <p>Problems of advice between PPG3 and use of brownfield land and urban ecology</p> <p>Promotion of tourist use of parts of countryside for informal uses and need to reduce disturbances on sensitive sites e.g. South Pennines.</p> <p>Public identification of protected species and habitats could lead to losses of these e.g. badger sett digging (lamping) particularly where could affect development opportunities.</p>	

Document Name :	PPG13: Transport
Date Of Publication	2001
Level:	NATIONAL
Status :	Government Policy
Brief Overview: Aims to minimise journey lengths both for public and freight movements. This should be promoted through the planning process by accessible development easily accessible by a variety of sustainable transport methods such as walking, cycling, public transport.	
Relevance to / Implications for KSEZ/SPD: Very relevant as the KSEZ seeks to meet the following targets; <ul style="list-style-type: none"> • Promote use of sustainable transport methods (walking, cycling etc.) • Promote location of development in accessible locations • Reduce travel distances 	
Specific Targets / Requirements / Indicators: No specific targets or indicators but aims to; <ul style="list-style-type: none"> • Promote use of sustainable transport methods (walking, cycling etc.) • Promote location of development in accessible locations • Reduce travel distances 	
Environmental Protection Objectives: (If international/EU/national): See above	
Conflicts between objectives/requirements: None conflict between PPG13 and KSEZ.	

Document Name :	PPS 23: Planning and Pollution Control & Annexes 1 & 2
Date Of Publication	2004
Level:	NATIONAL
Status :	Government Policy
Brief Overview:	
<p>Provides advice and guidance on pollution to air, water and land, and dealing with contaminated sites. A 3rd annex on light pollution expected in near future. Notes that the planning system plays a key role in determining the location of development which may give rise to pollution, either directly or indirectly, and in ensuring that other uses and developments are not, as far as possible, affected by major existing or potential sources of pollution. In addition provides advice on contaminated sites which may or may not be brownfield. Planning system should compliment not duplicate other pollution control legislation.</p>	
Relevance to / Implications for KSEZ/SPD:	
<p>RSS should assess the scale of regionally important, longer-term demands for land for potentially polluting development, and any regional constraints on development arising from the cumulative impact of existing and proposed potentially polluting developments or uses. The LDF should set out the criteria against which applications for potentially polluting developments will be considered and provide advice on development of contaminated sites. The KSEZ will specifically need to address the issue of air quality as a result of traffic impacts.</p>	
Specific Targets / Requirements / Indicators:	
<p>No specific targets or indicators but main considerations are:</p> <ul style="list-style-type: none"> • Possible impacts of potentially polluting development on land-use (including health, environment and general amenity) • Potential sensitivity of an area to pollution (including SSSI's, AONB's, AQMA's etc.) • The environmental benefits that the development might bring, such as: <ul style="list-style-type: none"> • Resulting reductions in the need to travel; • Accompanying improvements to transport infrastructure; • Restoration of former habitats; • Enhancement or creation of habitats; and • The remediation of past contamination. • Economic and wider social need for development • Identification of appropriate land for potentially polluting developments which are necessary. 	
Environmental Protection Objectives: (If international/EU/national):	
See above.	
Conflicts between objectives/requirements:	
<p>Potential conflict between economic need for development that could directly or indirectly cause pollution and decrease environmental quality.</p>	

Document Name :	PPG 24: Planning and Noise
Date Of Publication	1994
Level:	NATIONAL
Status :	Government Policy
Brief Overview:	
Provides guidance on the use of planning powers to minimise the adverse impact of noise. It outlines the considerations to be taken into account in determining planning applications both for noise-sensitive developments and for those activities that will generate noise and advises on the use of conditions to minimise the impact of noise.	
Relevance to / Implications for KSEZ/SPD:	
The KSEZ should consider policies to deal with potentially noise generating developments and the conflicts between different types of development particularly in industrial areas. Noise sensitive developments are noted as being residential areas, schools and hospitals however this may be broadened to include environmentally sensitive areas.	
Specific Targets / Requirements / Indicators:	
There are numerous noise level recommendations but no specific targets or indicators. However the main considerations are;	
<ul style="list-style-type: none"> • Separate noise sensitive developments/ areas from noise generators • Promote high level design that will mitigate against noisy land-uses • Potentially noise generating developments should be sited in appropriate locations 	
Environmental Protection Objectives: (If international/EU/national):	
See above	
Conflicts between objectives/requirements:	
There are some residential properties in the KSEZ so the issue of noise will need to be addressed.	

Document Name :	PPG 25 Development and Flood Risk
Date Of Publication	July 2001
Level:	NATIONAL
Status :	Government Guidance
Brief Overview:	
Highlights need to consider flood risk at all stages of the planning and development process to reduce future damage and loss of life. Provides a process of sequential testing for decisions of development and re-development based on risk and need to take a precautionary process. Promotes Sustainable Urban Drainage Schemes and determines responsible agencies/ authorities for differing activities.	
Relevance to / Implications for KSEZ/SPD:	
Significant: Much of the KSEZ is within the flood plain of the River Colne. Will be a determinant in the decision process for employment uses and the re-use of land for variety of purposes. Will form integral part of the SA	
Specific Targets / Requirements / Indicators:	
None in PPG 25 Amount of development in the Zones 3a,3b and 3c Number of Flood Risk Assessments undertaken by developers Number of SUDS supported/required	
Environmental Protection Objectives: (If international/EU/national):	
Linked to policies on Climate change Linked to Strategic Flood Risk Assessment and River Calder Catchment Management Plan	
Conflicts between objectives/requirements:	
Conflict between safeguarding against flood and use and re-use of land particularly in Zone 3a.	

REGIONAL

Document Name :	Regional Sustainable Development Framework-update 2003-2005
Date Of Publication	July 2003
Level:	REGIONAL
Status :	STATUTORY / NON-STATUTORY
Brief Overview: The RSDF is the mechanism to realise the Yorkshire and Humber vision for a sustainable region expressed in 'Advancing Together'. The RSDF seeks to ensure that sustainable development is an integral part of policy and decision-making at regional, sub-regional and local levels throughout Yorkshire and Humber. It includes 15 sustainability aims that provide the basis of the region's sustainability appraisal.	
Relevance to / Implications for KSEZ/SPD: The sustainability aims and indicators should be integrated into the KSEZ wherever possible. Of particular relevance to the KSEZ are items 1,2,9,10 and 13 listed below albeit that there will be implications for all the 15 aims but many of these will be dealt more directly through other proposals and policies	
Specific Targets / Requirements / Indicators: Aims of the RSDF with the identified indicators: <ol style="list-style-type: none">1. Good quality employment opportunities available to all2. Conditions enabling business success, economic growth and investment (Employment, Enterprise, Economic growth, Productivity, Rural Economy, Innovation, Investment)3. Education and training opportunities building the skills and capacities of the population (Young people's education and skills, Basic Skills, Workforce skills and training, Higher level skills)4. Conditions and services engendering good health (Health)5. Safety and security for people and property (Crime, Community well-being)6. Vibrant communities participating in decision making (Deprivation, Civic participation)7. Culture, leisure and recreation activities available to all (Culture)8. Local needs met locally (Access to services)9. A transport network maximising access whilst minimising detrimental impacts (Traffic volume, Transport)10. A quality built environment and efficient land use patterns making good use of derelict sites, minimising travel and promoting balanced development (Land reuse, Listed buildings)11. Quality housing available to everyone (Housing quality, Housing completions, Housing affordability)12. A bio-diverse and attractive natural environment (Biodiversity, Area of woodland cover)13. Minimal pollution levels (Air quality, Water quality)14. Minimal greenhouse gas emissions and a managed response to the effects of climate change	

(Emissions of greenhouse gases, Energy consumption)

15. Prudent and efficient use of energy and natural resources with minimal production of waste

(Waste, Energy efficiency of housing)

The 15 aims have specific objectives set out in the document.

Environmental Protection Objectives: (If international/EU/national):

See above

Conflicts between objectives/requirements:

Because this document deals with all the sustainability issues then it effectively repeats the issues outlined in the other more specific PPPSIs. Therefore see the other PPPSIs for comments

Document Name :	Sustainable Communities in Yorkshire and Humber
Date Of Publication	February 2003
Level:	REGIONAL
Status :	STATUTORY / NON-STATUTORY
<p>Brief Overview: Sustainable Communities: Building for the Future (national plan of action) marks a step change in the approach to creating and maintaining sustainable communities in all regions. It is an action plan to build successful, thriving and inclusive communities in which people want to live and are economically prosperous, have decent homes at a price people can afford, safeguard the countryside, enjoy a well-designed, accessible and pleasant living and working environment and are effectively and fairly governed with a strong sense of community. This regional plan sets out proposals for implementing the national plan for action in Yorkshire and Humber. It does not attempt to cover all the issues of importance to communities. It highlights sanctions to address housing, planning and neighbourhood renewal issues.</p>	
<p>Relevance to / Implications for KSEZ/SPD: The sustainability aims and indicators should be integrated into the KSEZ wherever possible.</p>	
<p>Specific Targets / Requirements / Indicators: The document sets out action plans for 5 regional issues:</p> <ul style="list-style-type: none"> - Housing: To meet the demands for new households, reduce low demand and abandonment, lower the affordability barrier in high demand, ensure housing decency standards. - Planning: To transform Regional Planning Guidance into a Regional Spatial Strategy which increases delivery and targets for brown field development; takes closer account of low demand and affordable housing issues in rolling forward annual new housing provision; identifies strategic employment locations; clearly defines transport priorities; addresses waste and renewable energy and reinforces urban and rural renaissance. - Transport: To decrease congestion on key transport links and improve public transport - Tackling deprivation and renewing communities: Reduce the level of deprivation, increase household income, reduce crime, improve public open space and the local environment. - Economic growth and Skills: Increase investment, innovation and skill in businesses within the region 	
<p>Environmental Protection Objectives: (If international/EU/national): Improve the local environment throughout the process</p>	
<p>Conflicts between objectives/requirements: The reuse of brownfield employment land in the KSEZ for employment use in the future will mean that less brownfield land will be available for housing.</p>	

Document Name :	Creating Sustainable Communities in Yorkshire and Humber
Date Of Publication	January 2005
Level:	REGIONAL
Status :	STATUTORY / NON-STATUTORY
Brief Overview:	
This document outlines much of the work being done to create sustainable communities in Yorkshire and Humber by delivering a better balance between housing supply and demand, ensuring people have decent places to live, tackling disadvantage, delivering better services through strong effective local government and promoting the development of the region.	
Relevance to / Implications for KSEZ/SPD:	
Mainly around economic growth and tackling deprivation.	
Specific Targets / Requirements / Indicators:	
The document has the following general aims.	
<ul style="list-style-type: none"> – Homes for all – Building more homes in the right places, at the right cost, to the right standards of quality and design. – Investing to improve the existing social housing stock: commitment to bring all social housing into a decent condition by 2010. – Reviving communities where the demand for housing has collapsed or has been seriously undermined. – New jobs and economic growth: a more entrepreneurial North, build stronger leadership skills and deliver economic growth, job quality and innovation, create over 93,000 more VAT registered firms. – Tackling deprivation and disadvantage: people are not condemned to lives of poverty, poor services, lower life expectancy, lower skills, lower educational achievement, lower aspirations and disempowerment by accidents of birth or geography. – Improving the quality of life – cleaner, safer, greener neighbourhoods – Ensure local government delivers excellent services and enables community empowerment. 	
Environmental Protection Objectives: (If international/EU/national):	
Improve the environment through creating sustainable communities.	
Conflicts between objectives/requirements:	
No conflicts identified at this stage.	

Document Name :	Advancing Together
Date Of Publication	August 2003
Level:	REGIONAL
Status :	STATUTORY / NON-STATUTORY
Brief Overview:	
<p>Advancing Together launched in July 1998 is an overarching regional framework that supports the delivery of an agreed vision for Yorkshire and Humber through informing, integrating and directing decision making for the region. The vision a “world class region of new economic opportunities, a restored and enhanced environment, and improved quality of life, all developed in a sustainable way”.</p>	
Relevance to / Implications for KSEZ/SPD:	
<p>Consider how objectives within the KSEZ can contribute to achieving the Advancing Together objectives and use the relevant indicators for monitoring.</p>	
Specific Targets / Requirements / Indicators:	
<p>There are six relevant objectives:</p> <ul style="list-style-type: none"> • Yorkshire and the Humber will have a world class, prosperous, and sustainable economy. • Yorkshire and Humber will have physical infrastructure and communications that meet the needs of people, businesses, places, and the environment. • Yorkshire and Humber will have high quality natural and built environments. • Yorkshire and Humber will have exceptional education and training, widespread learning and skills, and a healthy labour market without skills gaps or shortages. • Yorkshire and Humber will be a socially cohesive and inclusive region. Our people will have the capacity, resources, and equitable access to quality services needed to live well. • Yorkshire and Humber will possess and portray the highest standards of governance in all sectors and at all levels, and the highest levels of civic participation in decision-making and community life. <p>Advancing together provides 32 indicators that cover these objectives: Economic growth, Productivity, Enterprise, Innovation, Investment, Employment, Rural Economy, Traffic volume, Transport use, Housing completions, Housing affordability, Land re-use, Air quality, Biodiversity, Waste, Emissions, Energy consumption, Young people’s education & skills, Basic skills, IT skills, Workforce skills and training, Higher level skills, Deprivation, Health, Culture, Crime, Urban and rural renaissance, Access to services, Community well-being, Civic participation and Good governance.</p>	
Environmental Protection Objectives: (If international/EU/national):	
n/a	
Conflicts between objectives/requirements:	
No conflicts identified at this stage.	

Document Name :	Regional Environmental Enhancement Strategy
Date Of Publication	September 2003
Level:	REGIONAL
Status :	STATUTORY / NON-STATUTORY
Brief Overview:	
<p>The REES emerged from the production of the RSDF, aim 12 'a biodiverse and attractive natural environment' identified the production of the strategy as a key action. The strategy has been expanded to promote environmental enhancement as both a policy objective and a delivery mechanism across all aspects of the RSDF, and to integrate fully with the region's economic and social agendas.</p>	
Relevance to / Implications for KSEZ/SPD:	
<p>The requirements on managing environmental change and making community connections are relevant to the KSEZ.</p>	
Specific Targets / Requirements / Indicators:	
<p>The strategy has four themes each with objectives:</p> <ul style="list-style-type: none"> • Building knowledge and understanding Improve access to environmental information, Increase knowledge of best practice, Develop fuller understanding of the inter-relationships between environment, climate change transport and human health, and demonstrate the true social and economic value of the environment. • Conserving environmental resources Achieve net reductions in the region's consumption rates for all resources, Reduce the global ecological footprint of the region, Establish Yorkshire and Humber as a region of excellence in resource use, and Seek and implement imaginative ways to reshape consumer choices. • Managing environmental change Foster an integrated approach to reducing all forms of pollution, Create space and opportunity for natural habitats to recover, adapt and grow in urban rural and marine environments, Integrate environmental enhancement into the regeneration of the built environment, and Develop integrated character-based approaches to managing landscape-scale changes. • Making community connections Enhance people's contact with the environment by establishing strategic green networks in all the region's areas, Maximise the potential health gains of environmental enhancement, Engender an approach to tourism and leisure development based on the carrying capacity of the region's environment, and Engage communities in shaping and enhancing local environments across the region, and especially in deprived areas 	
Environmental Protection Objectives: (If international/EU/national):	
See above	
Conflicts between objectives/requirements:	
Development has the potential to create additional pollution and therefore the KSEZ could conflict with this.	

Document Name :	Regional Spatial Strategy
Date Of Publication	December 2004
Level:	REGIONAL
Status :	STATUTORY / NON-STATUTORY
<p>Brief Overview: Regional Spatial Strategy (RSS) provides the region's planning framework. The framework addresses the 'spatial' implications of broad issues like healthcare, education, crime, housing, investment, transport, the economy and environment. Work on the preparation of new RSS to establish regional context for LDF started in July 2003 and the Assembly have to submit a draft Regional Spatial Strategy to the Government in 2005.</p>	
<p>Relevance to / Implications for KSEZ/SPD: The KSEZ will need to conform with the RSS policies on economic development, transport, environment and urban regeneration.</p>	
<p>Specific Targets / Requirements / Indicators: The RSS includes :</p> <ul style="list-style-type: none"> • A broad development strategy for the region establishing priorities for regeneration, settlement hierarchies, and major initiatives for economic development, coordinated with a transport strategy and environmental approach. • Specific regional and sub-regional priorities in terms of location and scale of development for <ul style="list-style-type: none"> – Economic development – Housing – Transport and communications – The environment (including water, minerals and waste, energy generation and use) – Tourism and leisure – Urban and rural regeneration <p>New RSS will focus on outcomes and how the strategy is to be delivered in the region, with sub regional issues clearly set out. The six objectives taken from the Advancing Together document will be used as a starting point for the new RSS.</p>	
<p>Environmental Protection Objectives: (If international/EU/national): See above</p>	
<p>Conflicts between objectives/requirements: General trade offs and conflicts will exist between the economic/urban regeneration objectives and those on the environment.</p>	

Document Name :	Regional Economic Strategy
Date Of Publication	Reviewed 2002
Level:	REGIONAL
Status :	STATUTORY / NON-STATUTORY
Brief Overview:	
<p>This ten-year strategy provides a framework of common priorities around which businesses, public agencies, voluntary groups and communities can focus their investment and effort. This is an evidence-based strategy, drawing on wide ranging research and analysis, notably the annual Progress in the Region report, the most comprehensive assessment ever of Yorkshire and Humber's performance.</p>	
Relevance to / Implications for KSEZ/SPD:	
<p>Significant: The KSEZ will help achieve 3 of the 6 objectives and 3 of the Tier 1 targets of the RES.</p>	
Specific Targets / Requirements / Indicators:	
<p>An overall objective of a year on year increase in GDP growth above EU average. The strategies six key objectives are to:</p> <ul style="list-style-type: none"> • Grow the region's businesses • Achieve higher business birth and survival rates • Attract and retain more private and public investment • Improve education, learning and skills • Connect all of the region's communities to economic opportunity • Enhance and utilise the region's infrastructure of physical and environmental assets <p>Targets for 2010 (Tier 1):</p> <ul style="list-style-type: none"> – Create 150,000 new jobs – Double the rate of business starts-ups per 10,000 population – Treble investment – 3 million people trained in IT skills – Halve the number of deprived wards (in most deprived 10% of the index of deprivation) – Cut greenhouse gases by over a fifth <p>Targets for 2005 (Tier 2):</p> <ul style="list-style-type: none"> – Employment rate above 72.8%, increase productivity by at least 6%, increase level of business innovation – 10% increase in number of people considering going into business, 6% increase in productivity of small firms, 10% increase in enterprise in disadvantaged communities – Achieve Learning and Skills Council targets on structured learning, NVQ levels 2 and 3, literacy and numeracy skills, and workforce development – A 0.15% population increase in wards falling wholly within urban areas – 60% of new housing to be built on previously developed land, reclaim at least 219 hectares of previously developed (brownfield) land per annum 	
Environmental Protection Objectives: (If international/EU/national):	
See above	
Conflicts between objectives/requirements:	
<p>Increased business services and the use of environmental assets may have detrimental environmental impacts such as increased air quality and damage to biodiversity.</p>	

Document Name :	Northern Way Growth Strategy
Date Of Publication	2004
Level:	REGIONAL
Status :	STATUTORY / NON-STATUTORY
Brief Overview:	
<p>In February 2004, the Deputy Prime Minister John Prescott invited the three northern Regional Development Agencies to show how the North could unlock the potential for faster economic growth and bridge the £29 billion output gap between the North and the rest of the UK with their partners.</p> <p>The vision “Establish the North of England as an area of exceptional opportunity, combining a world-class economy with a superb quality of life.”</p>	
Relevance to / Implications for KSEZ/SPD:	
The KSEZ will help accelerate the rate of economic growth across the North’s city regions.	
Specific Targets / Requirements / Indicators:	
<p>The overarching measure of success is to achieve national UK average GVA per head within 25 years.</p> <p>To accelerate the rate of economic growth across the North’s city regions the strategy concentrates on:</p> <ul style="list-style-type: none"> – Bringing more people back into work and increasing the skills base to meet the needs of employers – Capturing a larger share of global trade – Strengthening the knowledge base to support innovation by every company and build a more entrepreneurial culture – Improving access to Manchester airport and the North’s seaports – Improving public transport within and between the city regions, invest in better rail centred on Manchester and Leeds <p>These broad aims have more extensive sub aims within the document</p>	
Environmental Protection Objectives: (If international/EU/national):	
Incorporate good environmental practice in the process.	
Conflicts between objectives/requirements:	
None identified.	

Document Name :	Climate Change: Action Plan for Yorkshire and the Humber (Draft)
Date Of Publication	Jan 2005
Level:	REGIONAL
Status :	STATUTORY
<p>Brief Overview: Plan is a response to climate change with its finding and policies to be incorporated into a number of delivery mechanisms incl. Regional Spatial Strategy There is a twin track approach –Minimising emissions and adoption to the consequence of climate change. The evidence rests upon the common acknowledgement that the major cause is the result of rise in carbon dioxide emissions. The proposed Action Plan has the long term aim of reducing the greenhouse emissions generated by 60% by 2050. The anticipated effects of change within the Region are thought to be;</p> <ul style="list-style-type: none"> • Increase in flood risk • Increases in disruption to people’s lives and destruction of property as a result of extreme weather • Increases to length of growing season hence improvement to agricultural production • Reductions to soil moisture content changes to the disease vector <p>The Action Plan involves the precautionary process with suggested activities, awareness raising, research programmes relating to private and public organisations and business.</p>	
<p>Relevance to / Implications for KSEZ/SPD: The KSEZ will need to address issues related to flood risk and air quality.</p>	
<p>Specific Targets / Requirements / Indicators: Changes to air quality to indicate downward trend</p>	
<p>Environmental Protection Objectives: (If international/EU/national): Reduce greenhouse gas emissions Reduce energy usage</p>	
<p>Conflicts between objectives/requirements: Development in the KSEZ may potentially lead to some negative environmental impacts.</p>	

SUB-REGIONAL

Document Name :	West Yorkshire Provisional Local Transport Plan 2006/07 to 2010/11
Date Of Publication	2005
Level:	SUB REGIONAL
Status :	STATUTORY
Brief Overview: Sets out the long-term transport strategy for West Yorkshire and a five year action plan covering all forms of local transport including bus, rail, road, walking and cycling. The broad objectives of the plan are “to develop and maintain an integrated transport system that supports economic growth in a safe and sustainable way and enhances the overall quality of life for the people of West Yorkshire. By	
Delivering Accessibility <ul style="list-style-type: none">• To improve access to jobs, education and other key services for everyone.	
Tackling Congestion <ul style="list-style-type: none">• To reduce delays to the movement of people and goods	
Safer Roads <ul style="list-style-type: none">• To improve road safety for all highway users	
Better Air Quality <ul style="list-style-type: none">• To limit transport emissions of air pollutants, greenhouse gases and noise	
Effective Asset Management <ul style="list-style-type: none">• To improve the condition of the transport infrastructure	
Relevance to / Implications for KSEZ/SPD: Significant: One of the main issues in the KSEZ is around the strategic highway infrastructure improvements. The importance of facilitating an integrated approach to transport and promoting alternative modes of transport to the car including public transport, walking and cycling should be properly reflected in the objectives of the KSEZ strategy. The KSEZ should seek to assist in maintaining and improving access to facilities, reduce congestion, improve road safety and the quality of the infrastructure whilst minimising environmental impact.	
Specific Targets / Requirements / Indicators: The draft LTP has numerous mandatory targets and indicators to measure progress against accessibility, congestion, air quality, road safety and asset management, together with a set of non-mandatory indicators that reflect the LTP objectives (Because this is a draft document the targets are provisional and maybe subject to change).	
Environmental Protection Objectives: (If international/EU/national): See above	
Conflicts between objectives/requirements: If there is a net growth in economic activity in the KSEZ and Kirklees as a whole then there is likely to be a net increase in the amount of car travel in the area and associated emissions and congestion.	

Document Name :	Strategic Flood Risk assessment
Date Of Publication	May 2005
Level:	LOCAL
Status :	NON-STATUTORY
Brief Overview:	
<p>Establishes the levels of risk of river and other watercourses flooding within the District. Defined graphically the various flood zones are based on risk. Describes the framework for effective management of development within the various flood zones by use of a sequential approach. Offers guidance to development control when dealing with applications in the differing types of zones.</p>	
Relevance to / Implications for KSEZ/SPD:	
<p>Significant: The SFRA offers detailed advice on dealing with potential redevelopment of brownfield sites within the river corridors. Large parts of the KSEZ are in the flood risk area.</p>	
Specific Targets / Requirements / Indicators:	
<p>As per PPG 25</p>	
Environmental Protection Objectives: (If international/EU/national):	
<p>As per PPG 25</p>	
Conflicts between objectives/requirements:	
<p>Development of brownfield sites in the KSEZ that are within the flood zone could, if appropriate mitigation measures are not put in place, lead to greater flood risk elsewhere.</p>	

LOCAL

Document Name :	Vision 2012: A Blueprint for our Future
Date Of Publication	2002
Level:	LOCAL
Status :	STATUTORY
Brief Overview: Sets out the aspirations, needs and priorities that local people and organisations identify for the district. Co-ordinates the actions of public, private, voluntary and community organisations that operate locally. Focus and shape existing and future activity of those organisations so they effectively meet community needs and aspirations. Help achieve sustainable development both locally and more widely with local goals and priorities relating, where appropriate, to regional, national and even global aims.	
Relevance to / Implications for KSEZ/SPD: The KSEZ has particular relevant to objectives 1.3, and 6	
Specific Targets / Requirements / Indicators: The Vision contains 10 key commitments these are: <ol style="list-style-type: none">1. Create a stronger economy better able to meet the needs of the community2. Reduce all forms of discrimination and prejudice3. Make Kirklees better connected4. Increase children's and young peoples attainments and opportunities5. Make Kirklees safer6. Make Kirklees cleaner and more attractive7. Improve health, well-being and independence8. Increase the number of safe, warm and affordable homes9. Develop living vibrant town centres10. Support the development of individuals and communities. The Community Strategy contains numerous targets against which progress should be made by 2005 (numerous targets only those which are related to planning are noted here); <ul style="list-style-type: none">• Establishment of 300 new firms• Increase the number of visitors to Kirklees and the amount they spend in the district by a minimum of 5% between 2000 - 2004.• Review the UDP and develop a an up to date statutory land-use development plan to guide appropriate sustainable development by 2004• 55% of new homes to be built on brownfield land by the end of 2005• Reduce greenhouse gas emissions to 30% below 1990 levels.• 5% of energy should come from renewable sources.• Annual target of 120 affordable new homes each year.	
Environmental Protection Objectives: (If international/EU/national): See above	
Conflicts between objectives/requirements: General conflicts between economic development and environmental objectives.	

Document Name :	Kirklees Visitor Strategy
Date Of Publication	March 2004
Level:	LOCAL
Status :	NON-STATUTORY
Brief Overview:	
<p>Provides an overview of the scale of tourism both overnight stays and day visitors in terms number of trips, employment rates and income generation</p> <p>It establishes a desire to secure expansions of numbers of visitors, expenditure and employment opportunities</p> <p>The aim is to capitalise in a somewhat unconstrained way the marketing and use of existing facilities and areas of countryside with reference especially to the Pennine Fringe for countryside type experiences, Huddersfield and its urban opportunities and Northern Kirklees and its association to the Brontes.</p> <p>No attempt is made to assess impact or effect. Assume that there is an infinite resource that can reasonably be exploited for further visitor benefits.</p>	
Relevance to / Implications for KSEZ/SPD:	
<p>Not central to the KSEZ but potential linkages with visitor/business facilities in the area e.g. Stadium and also relevance in terms of the appearance of the area and KSEZ role as a Gateway to Huddersfield Town Centre and the Stadium.</p>	
Specific Targets / Requirements / Indicators:	
<p>Increase in job opportunities by a further 350 by 2008</p> <p>Secure an additional income generation from an extra 10000 bed nights and 320000 day visitors of £14m</p> <p>No indication of achievement other than improved marketing and co-operative working on appropriate relevant programmes of other parts of the Council and external bodies incl. other councils</p>	
Environmental Protection Objectives: (If international/EU/national):	
Non specific	
Conflicts between objectives/requirements:	
No conflicts identified.	

Document Name :	Kirklees Biodiversity Action Plan
Date Of Publication	2002
Level:	Local
Status :	STATUTORY
Brief Overview: The action plan sets out the priorities for habitats and species and offers practical measures which can be implemented to achieve the conservation of the areas biodiversity heritage. The content of the plan is informed and guided by national targets so that its implementation is firmly linked to national priorities.	
Relevance to / Implications for KSEZ/SPD: The plan highlights several areas throughout the district which are recognised as being important either due to the species found or the type of habitat. These locations and their characteristics should be given due consideration when developing proposals and policies for such areas within the LDF.	
Specific Targets / Requirements / Indicators: Numerous objectives set and recommended actions made. The plan does indicate many sites which require special consideration with regards to developments and policies. However there are few specific targets. The species and habitats noted as being locally important are: Species; Red Wood Ant, Pillwort, Great-crested Newt, Marsh Helleborine, Water Vole, Floating Water Plantain, White Clawed Crayfish; Habitats; Grasslands, Blanket Bog, Heathland, Woodlands, Cereal Field Margins, Hedgerows, Reed Beds, Riverine Corridors and associated habitats, Scrubland.	
Environmental Protection Objectives: (If international/EU/national): As above	
Conflicts between objectives/requirements: Possible conflicts between development and protection of species, habitat.	

Document Name :	Kirklees Council's Vision
Date Of Publication	2003
Level:	LOCAL
Status :	STATUTORY / NON-STATUTORY
Brief Overview:	
<p>The vision gives a picture of where Kirklees Council wants to be with the vision goals set out below. The core values show how the council must behave in order to help achieve this. Core values: Customer focus, Continuous improvement, Improving teamwork, Promoting equality, valuing employees and Better communication</p>	
Relevance to / Implications for KSEZ/SPD:	
<p>The different needs of the community within the KSEZ will have to be addressed, while creating a thriving economy with a healthy, safe and sustainable environment.</p>	
Specific Targets / Requirements / Indicators:	
<p>The vision goals:</p> <p>A diverse and confident community To respect the differences within the community and meet their needs ...with access for all... Develop good customer interaction in clear appropriate language ...to high quality services... Meet the needs of all our customers, quickly and efficiently and with good result, making resources available where appropriate. ...good customer care... Create efficient friendly services available to customers and staff. ...a thriving economy... Promote the local economy, help it to prosper and work with other agencies. ...a healthy, safe and sustainable environment... Create a healthy, safe and sustainable environment for all our residents and visitors.</p>	
Environmental Protection Objectives: (If international/EU/national):	
Non specific.	
Conflicts between objectives/requirements:	
None.	

Document Name :	PROSPECTUS FOR INVESTMENT
Date Of Publication	23 September 2005
Level:	District
Status :	Approved for Consultation by Kirklees Council
Brief Overview:	
The strategy seeks to increase prosperity and securing cohesion through :	
<ul style="list-style-type: none"> ▪ Achieving Renaissance of our main towns and communities ▪ Maximising the opportunity presented by the Northern Way and City Region initiatives ▪ Boosting the creativity and entrepreneurship of all our communities and applying that to business ▪ Improving our connectivity – physical and IT (broadband) ▪ Ensuring that we have the skills our economy requires and which enable the engagement of our residents in a dynamic economy ▪ Increasing environmental sustainability by reducing the environmental impact of economic growth ▪ Retaining and improving our quality of life ▪ Improving the quality and choice of our housing stock ▪ Engaging resident, businesses, investors and other agencies in helping achieve our vision 	
Relevance to / Implications for KSEZ/SPD:	
Significant: The KSEZ will help achieve objectives related to renaissance, improving connectivity , sustainability and engaging the community in the vision	
Specific Targets / Requirements / Indicators:	
None	
Environmental Protection Objectives: (If international/EU/national):	
Conflicts between objectives/requirements:	
The Prospectus for Investment already attempts to balance a number of issues and as such the KSEZ should not conflict with its objectives.	

Document Name :	Draft Energy Strategy for Kirklees: 2005 - 2020
Date Of Publication	2005
Level:	LOCAL
Status :	NON-STATUTORY
Brief Overview:	
<p>The strategy addresses energy issues in the Kirklees district from 2005 to 2010. It sets out an action plan for improvement which will be monitored and reported on annually. The strategy addresses 6 key themes:</p> <ul style="list-style-type: none"> • Energy in housing • Energy use in the council's own buildings • Transport energy • Landscape and energy issues • Waste and energy issues • Adapting to climate change 	
Relevance to / Implications for KSEZ/SPD:	
<p>The KSEZ has relevance to</p> <ul style="list-style-type: none"> • Transport –encourage development that reduces need to travel by car. • Landscape – potential for district heating in employment premises • Retain and encourage wildlife corridors along the hillsides of the KSEZ. 	
Specific Targets / Requirements / Indicators:	
<p>Draft targets developed in strategy are:</p> <ul style="list-style-type: none"> • KMC will reduce greenhouse gas emissions by 30% from a 2005 baseline by 2020. • The council will work with its partners to reduce greenhouse gas emissions from all sectors in Kirklees and in partnership will set district wide emissions reductions targets by 2008. • The council will increase the amount of renewable energy supplier in the district to 20% by 2020. • The Council will carry out actions that help facilitate the elimination of fuel poverty in Kirklees by 2016. 	
Environmental Protection Objectives: (If international/EU/national):	
As above	
Conflicts between objectives/requirements:	
None identified.	

Document Name :	Environment Policy
Date Of Publication	November 2004
Level:	LOCAL
Status :	NON-STATUTORY
<p>Brief Overview: The Councils corporate policy on environmental issues which drives the Councils environmental management system (EMAS). It contains a number of corporate objectives which provides a framework for Council services when setting and reviewing environmental improvement targets. It covers the 12 main areas outlined below:</p> <ul style="list-style-type: none"> • Environmental Management • Environmental awareness • Sustainable development • Energy • Renewable energy • Water • Transport • Waste • Biodiversity • Built and natural environment • Contractor and suppliers • Emergency preparedness and response 	
<p>Relevance to / Implications for KSEZ/SPD: All the objectives in the policy are to a greater or lesser extent relevant and should therefore be taken into account:</p> <p><u>Sustainable Development</u> SU1 Conduct sustainability appraisals on significant new policies and projects</p> <p><u>Energy</u> EN2 Support and facilitate the reduction of greenhouse gas emissions (such as CO₂) within the Kirklees area, promote and encourage energy conservation, renewable energy generation, walking, cycling and the delivery of better public transport.</p> <p><u>Renewable Energy</u> RE3 Encourage and support the greater use of renewable energy within the Kirklees District and beyond through awareness raising, partnership working and effective planning policy</p> <p><u>Water</u> WT2 Support and facilitate water conservation measures within the Kirklees District</p> <p><u>Transport</u> TP2 Encourage cycling, walking and the provision of efficient, safe and accessible public transportation within the Kirklees District</p> <p><u>Waste</u> WA2 Progress towards greater waste reduction and higher reuse, recycling, composting and recovery of value from waste within the Kirklees District, thus reducing dependence on landfilling</p> <p><u>Biodiversity</u> BD1 Manage land under Council control for the benefit of wildlife, especially the Bio-diversity Action Plan priority species and habitats BD2 Actively protect and enhance the natural environment and support others in doing so</p> <p><u>Built and Natural Environment</u> BNE1 Encourage public and private developers to implement sustainable design and management practices in relation to renewable energy, integrated water management, energy and wildlife conservation BNE2 Assess significant planning applications for potential air quality impacts. BNE4 Improve the quality accessibility of parks, open spaces, greenways and green</p>	

corridors across the Kirklees District

BNE5 Work with land managers to effectively manage and improve accessibility to open country and the public rights of way network (footpaths, bridleways and byways)

Specific Targets / Requirements / Indicators:

EMS Indicators have been developed around these policy objectives these however are still draft but have been listed below where relevant.

- Number of significant policies, plans or programmes with SA or SEA undertaken
- Average energy efficiency (SAP Grade) of Council housing stock
- Number of grant aided home energy conservation scheme installations per annum
- Number of renewable energy projects supported by the council in Kirklees and beyond.
- Number of water conservation measures supported in arms length organisations including through CWI fund – Kirklees Neighbourhood Housing and Kirklees Active Leisure, schools per annum
- Number of new green travel plans developed for schools
- Length of designated off-road and on-road cycle ways in Kirklees
- BVPI102 Local bus services (passenger journeys per year)
- Number of new walking groups established per annum
- Area of priority habitats managed as part of BAP by the Council
For habitats such as streams and hedgerows this will be linear
- % of council-owned farmland managed under agri-environment schemes
- Area of priority habitats managed as part of BAP by other groups.
- Number of sites with nature conservation interest with structured management plans
(For habitats such as streams and hedgerows this will be linear)
- Number of schemes where the Council has worked in partnership to implement sustainable design and management practices in new developments per annum
- % of new houses BUILT gaining EcoHomes VERY GOOD or EXCELLENT rating per year
- Number of days per annum where air pollution (particulates, sulphur dioxide and nitrogen dioxide) is moderate or high
- Number of environmental and community projects supported by KMC that improve lengths of the Kirklees Green Framework
- Total length of Green Framework across Kirklees
- Percentage of Kirklees parks that hold Green Flag status
- BVPI 178 (not in table below) - The percentage of total length of footpaths and other rights of way which were easy to use by members of the public

Environmental Protection Objectives: (If international/EU/national):

As above

Conflicts between objectives/requirements:

There are potential conflicts between the need for a sustainable economy and the proposals inherent in the KSEZ and the some of the environmental objectives e.g. policy BNE2.

APPENDIX 4: BASELINE INFORMATION

Picture of Kirklees

Administrative context

Kirklees MC covers an area of 40,860 hectares and is set on the western edge of the Yorkshire and Humber Region. The authority is diverse comprising of urban conurbations in the north and west, containing the majority of the population, and large areas of green belt within the south, parts of the authority are also within the Peak District National Park. Kirklees contains 126 settlements divided into 23 wards, with 54 designated conservation areas.

The road and rail network provides good links to the surrounding cities of Manchester, Leeds, Bradford and Sheffield, with wider reaching connections provided via the M62 and the M1.

Figure 4: Location of Kirklees and surrounding area.



Population (Source Office of National Statistics (ONS) 2002)

The resident population of the Kirklees in the 2001 census was 388,567. The 2001 average age of the Kirklees population was 37.6 years. This compares to an England and Wales average of 38.6 years. In mid-2003, 17.1% of the resident population in Kirklees were of retirement age (65 and over for males or 60 and over for females) compared with 18.5 per cent in England and Wales.

Employment & Economic Activity

The number of economically active Kirklees residents has risen by 3000 since the last census in 1991 to 184,500. This is a rise of almost 2%. However, the population aged 16 to 74 has risen by almost 3.3% to 277,600 leading to a reduction in the percentage of

economically active residents from 67.5% in 1991 to 66.5% in 2001. The 2001 figure for Kirklees is above that of the region and on a par with the figure for England and Wales.

However there are clear gender differences. The number of economically active men has fallen since the last census, from 103,900 to 101,100 in 2001, 78.7% to 74.1%. However this is still above the England and Wales average. The number of economically active women has increased from 77,500 in 1991 to 83,400. This equates to a current economic activity rate of 59.1%, an increase of 2.5% on 1991 but still below the England and Wales rate of 59.5%.

Explanations for the falling numbers of economically active men include increased early retirement, higher levels of long-term sickness and disability and decline in the number of manufacturing jobs. It has been suggested that the increase in economically active women is due to the decreased likelihood of women staying at home for long periods looking after children.

The Annual Business Inquiry indicates a period of steady economic growth, there was a net increase of 4,450 jobs (3%) in the Kirklees economy between 1998 and 2003. However, this lagged behind growth of 5.6% in Great Britain (GB) and 6.6% in the Yorkshire and Humber (Y&H) region.

Part of the reason for the district's below-average performance is the industry mix in Kirklees. Between 1998 and 2003, the manufacturing sector shrank by 8,300 jobs (-19%) to a total of 35,700. Approximately 23% of the district's workforce now works in the sector, almost double the national average (13%) and well above the regional average of 16%. Offsetting this decline, the district's service sector grew by 13,170 jobs (13.4%) over the same period. This was very much in line with the regional trend and a little higher than the national average increase.

One consistent pattern is that all the rural and semi-rural Wards of south Kirklees have a higher than average proportion of employees in manufacturing, ranging from 24% in Kirkburton on the urban fringe to 44% in the Colne Valley. Company closures and job losses in these relatively small centres of population have a significant impact on local communities.

The census unemployment data shows that the Kirklees rate is lower than the region and the county (5.7% and 5.6%) but above the national rate (5.0% for England and Wales). The rate is half that obtained by the 1991 Census of 10.0%.

The Index of Deprivation 2004 identifies Kirklees as one of the most deprived 50 districts in England for both the Income and Employment Domains.

Environment

The risk of flooding within the district has been determined through the production of a Strategic Flood Risk Assessment which has identified numerous areas of potential flood risk, particularly around the Colne and Calder. These issues are likely to become more prominent if the predicted impacts of climate change are realised.

Air quality

The Environment Act 1995 introduced the National Air Quality Strategy and the requirement for local authorities to determine if statutory air quality objectives (AQOs) are likely to be exceeded. All local authorities now report to DEFRA on an annual basis, and

have the obligation to declare Air Quality Management Areas and develop action plans for improvement of air quality if objectives are likely to be exceeded.

Air quality in Kirklees is generally good. The industrial contribution to air pollution has declined. The pollution derived from road traffic gives rise to areas where statutory limits may be exceeded if traffic increases. There is a balance between improved engine performance resulting in reduced exhaust emissions and an increase in vehicle numbers on the road.

Areas that are deemed to be at risk of exceeding AQOs have been identified in Kirklees' annual reports to DEFRA and in the West Yorkshire Local Transport Plan. These are the A62 corridor, the M62 corridor, the Huddersfield central area and the Dewsbury area (including Ravensthorpe and Mirfield). Kirklees' air pollution monitoring network focuses on these areas.

Traffic, Transport and Accessibility

Information from the 2001 census indicates 73.1% of all households have access to one or more cars. This figure is only slightly less than the 73.2% national average. The population with the lowest car ownership, as would be expected, is pensioners living alone. This is likely to be a direct reflection of the combination of age and income levels. As a result this group and children of school age are the most regular users of public transport.

66% of all economically active people within the District travel to and from work by car which is a 3% increase over the previous 10 years. A further 11.1% of people use public transport. Overall there are very little differences in travel to work modes between North and South Kirklees. There is, however, a significant increase in public transport usage within Huddersfield itself; whilst people living in either Denby Dale or Holme Valley South are the least likely to use the bus or train to go to work.

Crime and Security (Source Home Office, Kirklees Crime, Disorder and Drugs Audit 04)

The area had higher than national average crime levels throughout 2003 and the first 3 months of 2004. However Home Office statistics do suggest that the area compares favourably to the Yorkshire and Humber region.

The Kirklees Safer Communities Partnership identifies that fear of crime has a significant impact on people's quality of life but do note that fear of crime is not necessarily linked to an individual's likelihood to become a victim of crime. Kirklees residents identify crime and disorder issues as one of the key factors impacting on their quality of life and consider it has got worse over the past 3 years.

APPENDIX 5: BASELINE INFORMATION AND INDICATORS

A. Sustainability aim - Good quality employment opportunities available to everyone						
Objective	Indicator	Local KMC	Region W.Yorks	National E&W	Comments	Data Source
1. Ensure location and type of employment opportunities increases availability of jobs for local people	% of people of working age in employment	Yes	Yes	Yes	Available in detail from the 2001 Census Survey data available from the Labour Force Survey	Office for National Statistics
	Average unemployment rate in Kirklees	Yes	Yes	Yes	Number of unemployed available on a monthly basis with comparable data available. To calculate a rate you need a reliable estimate of the working age population which is available for local authorities in the annual mid year population estimates.	NOMIS and ONS
	Proportion of lone parents, long-term ill and disabled people who are economically active	Yes	Yes	Yes	Available from the 2001 Census	ONS
	Ethnic minority employment and unemployment	Yes	Yes	Yes	Available from the 2001 Census Possibly available from the Labour Force Survey	ONS
	GDP per head	?	Yes	Yes	GDP available from the ONS but not sure whether it is available for Kirklees	ONS
	Distance travelled to work and type of transport	?	?	?	Estimates could be calculated roughly from 2001 Census Travel to Work statistics	?
B. Conditions which enable business success, economic growth and investment						
Objective	Indicator	Local KMC	Region W Yorks	National E&W	Comments	Data Source
2. Encourage conditions which promote business success	Investment rates	?	?	?	Not well-enough defined	?

3. Increased inward investment	New business formation rates	?	?	?	VAT Registrations available but only counts businesses with high enough turnover to pay VAT	ONS?
	% of Brownfield land development	Yes	?	?	Monitored by KMC Planning	KMC Planning
	% of new homes built on previously developed land	Yes	Yes	Yes	Collected by KMC Planning	BVPI 106 KMC Planning
	Proportion of total area that is derelict land and buildings	?	?	?	Not well-defined, Planning to clarify	KMC Planning
	% of business surviving 3 years	?	?	?	Possibly available from VAT registrations but again this is restricted to businesses big enough to pay VAT	?
	% increase or decrease in the number of VAT registered businesses	Yes	Yes	Yes	Available from ONS	ONS, NOMIS
	% of Greenfield land developed	Yes	?	?	Planning Services? Countryside Quality Counts indicators?	

C. Education and training opportunities which build the skills and capacity of the population

Objective	Indicator	Local KMC	Region W Yorks	National E&W	Comments	Data Source
4. Develop and enhance education and training opportunities and facilities	% of 16 year olds attaining 5 GCSE's A-C	Yes	Yes	Yes	Available from LEA and DfES	BVPI 38 DfES
	% of adults with NVQ level 3 qualifications	?	Yes	No	Survey data available from the annual W Yorkshire Household survey undertaken by the LSC in 2002	LSC
	Proportion of people qualified to degree level or higher	Yes	Yes	Yes	Available in detail from the 2001 Census Survey data available from the annual W Yorkshire Household survey undertaken by the LSC in 2002	ONS W Yorks LSC
	Proportion of adults with poor literacy and numeracy skills	Yes	Yes	No	Survey data available from the annual W Yorkshire Household survey undertaken by the LSC in 2002	W Yorks LSC
	% of 3 year olds receiving a good quality, free, early years education place in the voluntary, private or maintained	Yes	?	?	Child care places are registered and snapshot possibly available of filled places by 3 year olds. Not sure if equivalent data are available for the rest of the country	KMC Early Years Service

	sectors					
D. Conditions and services which engender good health						
Objective	Indicator	Local KMC	Region W Yorks	National E&W	Comments	Data Source
5. Ensure people have equitable access to high quality health and social care services as close to their homes as possible	Proportion of the population who live in wards within the 25% most deprived super output areas.	Yes	Yes	Yes	Wards are no longer the geography of the Index of Multiple Deprivation (IMD), the index is compiled by Super Output Areas of which there are 260 in Kirklees. Population estimates may also be available this year (2005) by SOA	ODPM
	Life expectancy at birth (male and female)	Yes	Yes	Yes	Available from ONS Infant mortality available from ONS	ONS
	% of people describing their health as good	Yes Yes	Yes No	Yes No	Available from the 2001 Census Survey data available from the CLIK survey 2001 and 2005	ONS CDU
6. Improve public health and reduce inequalities, especially by reducing smoking, increasing physical activity, increasing healthy eating and appropriate alcohol and substance use	Long term illness, health problem or disability which limits peoples activities or the work they could do	Yes Yes	Yes No	Yes No	Available from the 2001 Census Survey data available from the CLIK survey 2001 and 2005	ONS CDU
	Participation in sport and cultural activities (LPSA re: number of swims?)	?	?	?	Some/all sports centres keep records of patronage although these may be open to interpretation. Number of swims is fairly unambiguous although a decline in swimming pool patronage in Kirklees does not necessarily mean that fewer Kirklees residents are swimming.	KMC Culture Leisure and Recreation
		Yes	No	No	Survey data on physical activity available from the CLIK survey 2001 and 2005 Number of rod licences sold	CDU Environment Agency
	Access to local green space and wildlife	Yes	No	No	Needs to be defined more clearly. We can model where people live compared to digitised layers of parks or green space but it would not be comparable with anything available regionally or nationally	Planning
	Access to the countryside, riverside and wetlands	?	?	?	See above	

	Health inequalities?	?	?	?	Not well-enough defined. Mortality and morbidity data are available from the ONS which will tell us about geographical inequalities Survey data available from the CLIK survey 2001 and 2005 may allow us to look at/confirm social inequalities	ONS CDU
	Reduce by 2005 the number of people who smoke (Children by 11%, adults by 26% and pregnant women by 18%)	?	No	No	The CLIK survey will tell us how many adults smoke but comparison with national figures may not be valid due to different methodology. Reliable figures for children and pregnant women smokers are not available.	CDU
	Proportion of school with safe routes to school/walking	Yes	?	?	Possible information from Highways?	Highways?

E. Safety and security for people and property

Objective	Indicator	Local KMC	Region W Yorks	National E&W	Comments	Data Source
7. Minimise the risk of crime and maximise security for people and property	Domestic burglaries per 1000 households	Yes	Yes	Yes	Collected and available by flexible geographies	BVPI 126 WY Police
	Flood Risk	Yes	Yes	Yes		Planning Services and Environment Agency
8. Reduce crime rates and fear of crime	Violent crimes per 1000 population	Yes	Yes	Yes	Collected and available by flexible geographies	BVPI 127 WY Police
	Vehicle crime per 1000 population	Yes	Yes	Yes	Collected and available by flexible geographies	BVPI 128 WY Police
	Number of people killed/seriously injured in road accidents	Yes	Yes	Yes	Collected and available by flexible geographies	WY Police/Highways BVPI 99
	Reduce people % of ASB	?	?	?	Clarity required on what ASBO information is available	Community Safety/Legal services

	% reduction in measurable ASB	?	?	?	Clarity required on what ASBO information is available	Community Safety/Legal services
	% of residents feeling fairly or very unsafe after dark	?	?	?	Specific fear of crime indicator which could be collected in the annual USPI tracker surveys due to commence in Autumn 2005	CDU
	Fear of crime	?	?	?	Not well-defined. Fear of crime is measured by the British Crime Survey and will be included in the annual USPI tracking surveys due to commence Autumn 2005	CDU

F. Conditions and services which engender good health

Objective	Indicator	Local KMC	Region W Yorks	National E&W	Comments	Data Source
9. Ensure vibrant communities where people participate in decision making and are engaged in shaping and enhancing where they live, work and play	% of residents who feel involved in the local community	Yes	n/a	n/a	Local survey data available from the CLIK survey not sure about a source for national or regional data	CDU
	% of people satisfied with their local area as a place to live	Yes No	Yes No	Yes No	Survey data available from the ODPM's USPI survey Local survey data available from the CLIK survey	CDU CDU
	% of people actively volunteering	Yes	Yes	Yes	Incomplete data may be available from VAK Survey data available from the CLIK surveys 2001 and 2005	VAK CDU
	Turn out at local and parish council elections	Yes	No	No	Collected by polling district and ward	KMC Elections
	Areas of Kirklees with low earnings and high dependency	Yes	Yes	Yes	We have modelled data on gross household earnings from CACI's Paycheck data and we also have details of benefit claimants from KMC Revs and Bens and the ONS	CACI (CDU) KMC Revs and Bens ONS

G. Culture, leisure and recreation available to all

Objective	Indicator	Local KMC	Region W Yorks	National E&W	Comments	Data Source
10. Encourage participation in CLR activities	% of population attending CLR facilities	Yes Yes	Yes Yes	Yes Yes	Library visits Museum visits	KMC Culture and Leisure BVPI 117 BVPI 170
11. Protect and enhance	Satisfaction with CLR facilities	Yes	Yes	Yes	Three yearly USPI surveys	KMC Culture and Leisure

existing CLR facilities within Kirklees						BVPIs 118a and 119a
	% of total length of footpath/other rights of way which are easy to use	Yes	Yes	Yes	Collected by Highways	BVPI 178 KMC Highways
	Access to local green space	Yes	No	No	We can model where people live compared to digitised layers of parks or green space but it would not be comparable with anything available regionally or nationally	Planning
	Total tourists to the District	Yes	Yes	Yes	Headline stats from the Cambridge Economic Impact Model which is currently the national standard for measuring tourism spend and impact.	Cambridge Economic impact Model KMC (EDS)
	% of people who regularly participate in walking, swimming, cycling and keep fit	Yes	No	No	Survey data on physical activity available from the CLIK survey 2001 and 2005. Number of people involved in fishing	CDU Environment Agency

H. Quality and affordable housing available to all

Objective	Indicator	Local KMC	Region W Yorks	National E&W	Comments	Data Source
12. Meet housing needs in accessible locations through a mixture of type and tenure	Total number of new housing completions	?	?	?	Housing currently investigating	?
	Affordable dwellings completed as a% of all new housing completions	?	?	?	Housing currently investigating	?
	Number or % of housing voids	Yes	?	?	Information collected at a local level by Strategic Housing	Strategic Housing
	Number of homeless people	Yes	?	?	Information collected at a local level by Strategic Housing	Strategic Housing
13. Ensure effective and efficient design	Household accommodation without central heating	?	?	?		?

I. A transport network which maximises access whilst minimising detrimental impacts

Objective	Indicator	Local KMC	Region W Yorks	National E&W	Comments	Data Source
14. Create an effective transport network which maximises access to key services and amenities	Traffic congestion	Yes	Yes	Yes	Congestion indicators based upon person delay have been developed for the second West Yorkshire Local Transport Plan. Data from this, along with a suitable congestion indicator, will be available for each year to 2011. Data for Kirklees, although limited to three routes, will also be available.	KMC Highways
	Level of car ownership	Yes Yes	Yes No	Yes No	Car ownership by household available from the 2001 Census	ONS CDU
	Use of non car transport	Yes	No	No	Some survey information available from the CLIK surveys 2001 and 2005	CDU
		Yes	Yes	Yes	Model split surveys define all modes into Huddersfield and Dewsbury town centres. Other data for bus patronage is collected as part of BVPI 102 regime but is only truly useful at a regional level. Cycling and walking is collected annually through location specific surveys.	KMC/Highways/Metro
	Leisure trips by mode of transport	Yes	No	No	Survey information available from the CLIK survey	CLIK Survey
	Heavy goods vehicle mileage intensity	?	?	?	Traffic counts identify types of vehicles so we could identify the flow of HGV's for certain roads as a snapshot. NOTE Flow counts undertaken on a regular basis. Vehicle classification counts not carried out consistently.	
	Improved accessibility	Yes	Yes	No	As part of LTP2 a West Yorkshire wide indicator is about to be developed using the DfT accessibility software ACCESSION. A local indicator for Kirklees could also be derived.	KMC Highways
	Monetary investment in public transport, walking and cycling	Yes	Yes	No	Investment of LTP capital at both Kirklees and West Yorkshire can be monitored annually through APR process	KMC Highways
15. Reduce transport related emissions,	Condition of surface footway	Yes	Yes	Yes	Collected by Highways	KMC Highways BVPI 187
	Travel to work patterns	Yes	Yes	Yes	Data available from the 2001 Census on origin and destination of travel to work by area (2003 wards?)	ONS

especially by minimising the distance travelled and facilitating more sustainable modes of travel	Proportion of travel by mode	Yes	No	No	Modal split surveys undertaken for Huddersfield and Dewsbury.	KMC Highways
	Number of days of air pollution	Yes	n/a	n/a	Need to be more specific to an area	Environmental Services
	Number of days per year when air pollution is moderate of high PM10	Yes	n/a	n/a	Measured under LAQM	KMC Env Services
	Annual nitrogen dioxide concentration	Yes	n/a	n/a	Measured under LAQM	KMC Env Services
	Condition of principal roads	Yes	Yes	Yes	Collected by Highways	KMC Highways BVPI 223

J. A quality built environment and efficient land use patterns that make good use of derelict sites, minimise travel and promote balanced development

Objective	Indicator	Local KMC	Region W Yorks	National E&W	Comments	Data Source
16. Protect and enhance local distinctiveness	Number of listed buildings, ancient monuments and conservation areas	Yes	Yes	Yes	Collected by Planning	KMC Planning
17. Maximise use of existing developed land	% of new homes built on previously developed land	Yes	Yes	Yes	Collected by Planning	BVPI 106 KMC Planning
	% of residential development completed on brownfield land	Yes	Yes	Yes	Is this the same as above (new homes on previously developed land)?	KMC Planning BVPI
	Number of contaminated land sites with remediation strategy in place	?	?	?	Site by site basis on application	
	Hectares of contaminated land brought into beneficial use through redevelopment	?	?	?		

	schemes					
	% of employment development completed on brownfield land	Yes	Yes	Yes		KMC Planning
	Town Centre Vitality	Yes	?	?	Planning's Town Centre's team measure a number of indicators including footfall, vacant premises, yields and retailer demand	KMC Planning
	% of Greenfield and/or greenbelt areas used for development	?	Yes	Yes	Planning Services? Countryside Quality Count Indicators	

K. Protect and enhance the districts historic building and assets

Objective	Indicator	Local KMC	Region W Yorks	National E&W	Comments	Data Source
18. Preserve and enhance the character and appearance of archaeological sites, historic buildings, features and conservation areas, historic parks and gardens and other culturally important features and areas, and their settings.	Number of Listed Buildings under each grade	Yes	Yes	Yes	Planning Services locally, English Heritage regionally and nationally	Planning Services
	Number of Listed Buildings demolished	Yes	?	?		Planning Services
	Number and % archaeological sites at risk	Yes	Yes	?		Planning Services and the West Yorkshire Archaeological Service
	Number and % of historic parks and gardens at risk	?	?	?	Check with Planning Services and Culture and Leisure	
	Number and % conservation areas with appraisals	Yes	?	?	Environment Unit at a local level	Environment Unit
19. Promote the sensitive re-use of historic and culturally	Number and % of Listed Buildings at risk	Yes	?	?		Planning Services
	Number of Scheduled Ancient Monuments	Yes	Yes	Yes		Planning Services and English Heritage

important buildings	Number of registered historic parks and gardens	Yes	n/a	n/a	Planning Services	
	Number of conservation areas	Yes	?	?	Environment unit at a local level	

L. A bio-diverse and attractive natural environment

Objective	Indicator	Local KMC	Region W Yorks	National E&W	Comments	Data Source
20. Maximise opportunities to increase bio-diversity	Reported levels of damage (%) to designated sites	Yes	Yes	Yes	Available from English Nature, compare through BARS (data held by Env Unit)	English Nature
21. Protect and enhance local natural distinctiveness	Reported condition of nationally important wildlife sites	Yes	Yes	Yes	Same as above	English Nature
	Number/area of designated conservation sites	Yes	Yes	Yes	Designated sites information held by Planning, Env Unit and English Nature	KMC Planning
	Number/area of non designated sites with management schemes in place	Yes	Yes	Yes	Information available locally through Environment Unit	KMC
	Area of land identified as BAP priority habitat	Yes	Yes	Yes	Available from English Nature and Environment Unit	English Nature and KMC
	Area of agricultural land under management and progressing to favourable conditions	Yes	Yes	Yes	Information available from DEFRA and locally through Environment Unit	DEFRA and KMC

M. Minimal pollution levels

Objective	Indicator	Local KMC	Region W Yorks	National E&W	Comments	Data Source
22. Reduce air,	% of river length of	Yes	?	?	We have EA data on river quality at specific sites in	Environment Agency

water, land, noise and light pollution	good or fair quality and the % meeting its long term quality objective				Kirklees, not sure how this can be used comparatively with other site-based data	
	Number of water pollution incidents caused by development	Yes	Yes	Yes	A high number of pollution incidents on water courses have been attributed to construction sites. The majority of these watercourses have previously been good quality	Environment Agency
	Annual nitrogen dioxide concentration	Yes	?	?	Repeat of above, measured under LAQM	KMC Env Services
	Levels of noise pollution	No	?	?	No background noise monitoring is undertaken and reported. Site specific monitoring is/can be done by Env Services	
	Area of contaminated land	Yes	?	?	Potential contaminated land has been identified and mapped and is in the process of being assessed	KMC Env Services
	Average lamp circuit energy consumption compared with the UK national average	Yes	?	Yes	Available – however all KMC's lights are CHP since Nov 04 so effectively reported as zero emissions	Highways

N. Minimal greenhouse gas emissions and a managed response to the effects of climate change

Objective	Indicator	Local KMC	Region W Yorks	National E&W	Comments	Data Source
23. Minimise greenhouse gas emissions by including energy efficiency and renewable energy measures, especially from the major emitters, including housing,	CO2 emissions	?	?	?	Repeat of above Can only be modelled, not sure which data is available	
	CO2 % of developed areas	?	?	?	As above	
	Household energy use (electricity & gas) as used per household)	Yes	Yes?	Yes?	Energy and gas consumption data by postcode from the utility companies. This data is available nationally (some data is available at the moment; the next phase of data will be at the end of Nov 2005). The Environment Unit have data held on database for 44,000 domestic properties in Kirklees. The data collection has been ongoing since 1996 and was last updated in Sep 2005. This information could be extrapolated but may not be robust.	Environment Unit
	Home Energy	Yes	?	?		Environment Unit

industry and agriculture	Conservation Act (HECA) - % increase in energy efficiency and reduction in CO2					
	% increase in energy efficiency and reduction in CO2 in social housing	Yes	?	?	This data is available from Kirklees Neighbourhood Housing (KNH). If not might be able to provide information of the types of energy efficiency installations in order to calculate an average reduction in CO2 saving.	KNH
	Average Standard Assessment Procedure (SAP) ratings	Yes	?	?	This is available for both private sector and domestic property. The average SAP rating can also be worked out from the data held on the maxim database. The target average SAP rating for KNH properties is 67 by 2008 This information could be extrapolated but may not be robust.	Environment Unit and KNH
	Number of renewable energy installations	Yes	?	?		Environment Unit
24. Minimise the adverse effects of development in areas of high flood risk and promote sustainable drainage systems	Development in flood plain	Yes	?	?	Can be modelled with flood risk and development data	KMC Planning
	Development incorporating Sustainable Urban Drainage systems (SUDS)	?	?	?	Planning may know this?	KMC Planning
	Number of planning applications granted against Environment Agency advice	?	Yes	Yes	Information available on the Agencies website under SEA pages	Environment Agency
	Numbers of properties at risk of flooding	?	Yes	Yes	Update on an annual basis	Environment Agency
	Proportion of properties within indicative floodplain with appropriate flood warnings	?	Yes	Yes	Update on an annual basis	Environment Agency

O. Prudent and efficient use of natural resources with minimal production of waste						
Objective	Indicator	Local KMC	Region W Yorks	National E&W	Comments	Data Source
25. Increase efficiency in water, energy and raw material use	Proportion of energy generated from renewable sources	Yes	Yes	Yes	Collected by Env Services	KMC Env Services BVPI 82a
	% of the total tonnage of household waste arising which have been recycled	Yes	Yes	Yes	Collected by Env Services	KMC Env Services BVPI 82b
	Increase prevention, re-use, recovery and recycling of water close to source (in line with Govt Waste Strategy 2000)	?	?	?	Waste includes contaminated soils. These figures could be obtained from remediation strategies accompanying planning applications	?
	% of new homes built to the ecohomes Breem or other energy standards	Yes	?	?	More work regionally and nationally	Environment unit and KNH
	Promote efficient use of water resources - Number of water efficient development - Use of water saving technology	?	Yes	Yes	Environment Agency?	
26. Increase prevention, re-use, recovery and recycling of waste	% of the total tonnage of household waste arising which have been sent for composting	Yes	Yes	Yes	Collected by Env Services	KMC Env Services BVPI 82c
	% of the total tonnage of household waste arising which have been used to recover heat, power and other energy sources	Yes	Yes	Yes	Collected by Env Services	KMC Env Services BVPI 82d

APPENDIX 6 - TABLES/MATRICES TO COMPLETE FOR SA REPORT

(B1) – Testing the plan or programme objectives against the SA objectives

There are two matrices to complete in this section, an Objective Compatibility matrix and one to test the SA objectives against the aims of the plan. Both tables will identify potential synergies and inconsistencies.

Example of a Compatibility Assessment Matrix

SEA Objective					
Objective 1					
Objective 2	✓				
Objective 3	✓	X			
Objective 4	X	?	??		
Objective 5	✓	✓	?	??	
SEA Objective	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5

Key

✓	Compatible	??	Unsure
X	Incompatible	?	No link/insignificant

Objectives	Relationship	Concerns highlighted
4 and 1	X	Potential exists for conflict between demand for housing land and pressure to avoid floodplain development
4 and 3	??	The potential impact of climate change on human health is uncertain and could include positive or negative aspects.

Example of Testing Compatibility table of Plan objectives and SA objectives

KSEZ Objectives									
		KSEZ 1	KSEZ 2	KSEZ 3	KSEZ 4	KSEZ 5	KSEZ 6	KSEZ 7	KSEZ 8
SA Objectives	1	✓	✓	X	✓	✓	✓	X	X
	2	X	X	X	?	?	✓	✓	✓
	3	?	?	✓	?	✓	?	?	?
	4	X	X	✓	✓	✓	✓	✓	X
	5	?	?	✓	?	?	?	?	X
	6	✓	✓	✓	✓	✓	✓	✓	✓
	7	?	?	?	X	X	?	?	?
	8	✓	✓	✓	✓	?	✓	✓	✓

Key

✓	Potentially Consistent
X	Potentially inconsistent dependant upon implementation
?	No relationship/unsure

Objectives	Relationship	Concerns highlighted
KSEZ 3 and 2	X	Potential exists for conflict between creating a new sport and leisure complex with reducing air, water, land, noise pollution
KSEZ 4 and 3	?	The design type of 200 new homes may have a positive effect on reducing crime rates and the fear of crime