

Appendix E. Cumulative impact identification and mitigation

The SEA Directive requires an analysis of “the likely significant effects on the environment, including... secondary, cumulative and synergistic effects.” The aim of cumulative effects assessment is to identify, describe and evaluate cumulative (including synergistic¹) effects, and enable them to be avoided, minimised or enhanced. The ODPM (2004) guidance on SA/SEA gives definitions of cumulative and synergistic effects, proposes principles of cumulative effects assessment, and suggests how such assessment can be carried out. The main points to keep in mind are that cumulative effects assessment:

- should focus on the receptor of the impact rather than the plan/programme: the assessment should ask whether the total effects on a given receptor of all actions, no matter who carries them out, form a significant impact. The test of significance of a cumulative effect is “can the receptor accommodate additional effects?”
- should feed into the analysis of impact significance: where a plan does not itself have a significant effect on a receptor but does, in conjunction with other actions, have a significant effect, then the evaluation stage should take this into account;
- should help to screen out unacceptable plan alternatives and trigger the consideration of mitigation measures. Generally mitigation within the authority's (not just the plan's) remit should be carried out where possible; and
- should be carried out using a multi-agency approach, since cumulative effects on a given receptor are rarely aligned with political or administrative boundaries, and will generally require the actions of multiple agencies to manage.

This report aims to bring together background data on the key cumulative issues that are affected by the RSS for Yorkshire and the Humber, and make initial suggestions for how the RSS could take these issues into account. The issues covered – social inequalities, lifestyles and transport, regional economic prosperity, climate change, biodiversity, water use, waste production, rural/urban landscapes, biodiversity and demographic trends – are those highlighted in the SA/SEA scoping report as being particularly significant for the region.

We are very grateful to Andrew Wood and Sarah Tyler for their input to this report.

¹ **Synergistic effects** are cumulative effects that interact to produce a total effect greater than the sum of the individual effects. Synergistic effects often happen as habitats, resources or human communities get close to capacity.

RSS can definitely do; **RSS could do, subject to limits or further investigation thereof;** **RSS can't do, but others can**

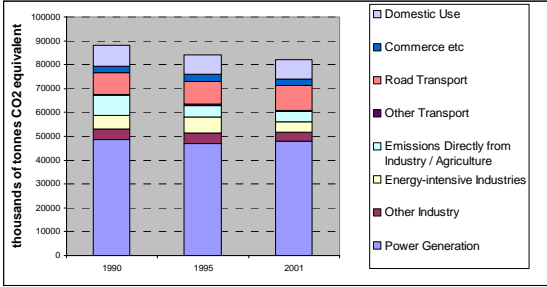
Cumulative impact/ receptor	Current situation; why it is a problem	Causes of impact	Targets/ thresholds	Current <i>and potential additional (in italics)</i> policy responses by new RSS	Pointers for other plans and strategies <i>(mostly those highlighted in italics)</i>
<p>Social inequalities – health inequalities, growing disparities, income levels, social exclusion</p>	<p>Kingston upon Hull is the most deprived local authority district (LAD) within the region, with the sixth most concentration of multiple deprivation in the country in 2004 ('up' six places from 2000). Bradford and Sheffield are the other most deprived in the region, although Sheffield has improved since 2000, dropping from 12th to 24th ranking in the country in 2004. Following changes in the way rankings are calculated, approximately two-thirds of the region's LADs have worsened their position since 2000, with York, Leeds and North East Lincolnshire experiencing the most dramatic increase in deprivation measured. There are also small pockets of deprivation in other parts of the region, especially rural areas, which are masked by surrounding affluence.</p> <p>Overall some 29.6% of all the region's Super Output Areas fall within the most 20% deprived communities, making the region the 3rd highest ranking in the country. This makes social exclusion and disparities a significant regional issue that must be tackled. People who are deprived are more likely to suffer poor health and lower education attainment and become less able to find employment.</p> <p>In 2003 12.5% of working age people in the region lived in workless households compared to the England average on 11.2%. The regional</p>	<p>General:</p> <ul style="list-style-type: none"> • Distribution of wealth • Disjointed agencies • Poor health • Affordability of, and access to, basic amenities • Unemployment • Crime • Lack of skills, qualifications, aspirations • Discrimination • Environ. quality • Safety/security <p>Plans etc.:</p> <ul style="list-style-type: none"> • Regional/local housing and health strategies • Community Str. • RES • Local economic devel. & regen. plans/strategies • RTS, LTP • Choice and competition in public services 	<p>National:</p> <p>By 2010, all social housing to be decent, and 130,000 extra vulnerable households in the private sector to have decent homes.</p> <p>Nobody in fuel poverty by 2016-18.</p> <p>Regional:</p> <p>RES: by 2010, halve the number of deprived wards</p>	<p>Focus on mobility and connectivity could exacerbate social inequalities</p> <p>Maximises access to and availability of key services and amenities</p> <p><i>Ensure cross-boundary issues are tackled, e.g. identifying spatially-specific regeneration areas and a 'sequential approach' to their prioritisation</i></p> <p><i>Encourage more mixed income development (affordable housing and normal market housing), access to transport and employment land an issue (especially in rural areas)</i></p> <p><i>Reduce the links between ability to pay and access to a good quality of life. through policies that (1) reduce the advantages of having a car by ensuring that the widest practicable range of amenities are accessible to everyone on foot, cycle or by public transport; (2) make sure that provision for local public service meets quality criteria so that nobody is deprived of good health care or schools by inability to pay for private provision; (3) expect all development to meet high quality design/ environmental/</i></p>	<p>Encourage community cohesion by tackling the needs of disadvantaged and minorities, whilst reducing the propensity for increased tensions. <i>(Community Cohesion Plans) (RSS can however indirectly support this aim by encouraging an equitable supply of housing and local amenities that take account of local needs, including those of BME communities)</i></p>

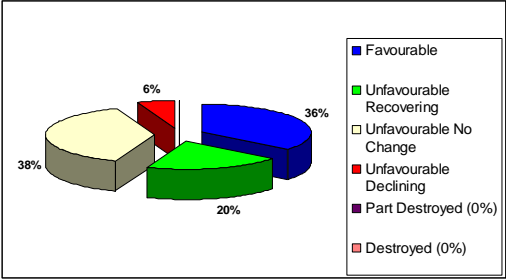
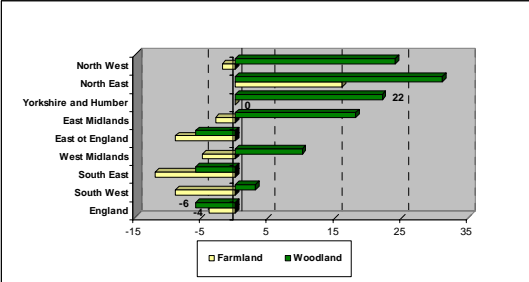
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	<p>employment rate for the minority ethnic population in 2001/02 was 48.7%, the worst figure for any English region.</p> <p>The % of children in low income households, and % of households experiencing fuel poverty are all well above the national average. The region has some of highest levels of preventable ill health, long-term illness and premature deaths in England. Some communities are much more likely to suffer ill health than others.</p> <p>The region has the second highest rate of recorded crime in the English regions. Rates of recorded burglary and vehicle crime are the highest of any region. Some people and communities are more likely to become victims of crime and/or to commit crimes.</p>	<p>make it harder to guarantee universal quality</p>		<p><i>decent homes criteria, regardless of tenure or location</i></p> <p><i>This could mean encouraging more sophisticated approaches to regeneration, such as the mapping and analysis of links between deprivation, environmental/housing quality and accessibility at Super Output Area level to mitigate against too generalist approaches (e.g. RSS could encourage LDFs to promote neighbourhood assessments, to support neighbourhood management, and to support the spatial coordination of public services through Local Area Agreements and synchronising LDFs with Community Strategies)</i></p> <p><i>Encourage SCIs to incorporate innovative methods of involving all communities in the local planning process</i></p> <p><i>Ensure an adequate and locally-appropriate supply of affordable housing, linking such policies to HMR and other regeneration priority areas</i></p>	



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<p>Lifestyles and transport – increasing mobility for people who own cars, increasing dispersal between places where people live, work and shop</p> <p>These trends have negative impacts on many people, within the region and beyond, and contribute to major issues for society, such as climate change.</p>	<p>Traffic volumes are growing and the use of public transport is falling. In the last ten years road traffic on major roads in the region has grown by over 20%. Traffic levels on major roads increased by 19% between 1993 and 2002. The region has the 4th lowest levels of road traffic of the English regions.</p> <p>Nationwide there has been increasing use of the car and rail/tube, but decreasing use of all other modes; slightly decreasing number of journeys; increased journey length (11% increase over the last 10 years); increased total distance per year (6% over the last 10 years); and roughly even time spent travelling (DfT, 2002; Litman, 2005).</p> <p>Congestion is a growing problem around Leeds and Sheffield. This is partly due to the inability of public transport to produce good alternatives, a lack of cross-authority collaboration on public transport, and to light rail (e.g. Sheffield Supertram) also getting congested. There are bottlenecks on the strategic network in South and West Yorkshire and through Hull. The A1 is being upgraded to motorway standard between Yorkshire and the North East.</p> <p>Scheduled flights are currently available from Leeds/Bradford and Humberside airports, which handled around 2.8m passengers last year. Robin Hood Doncaster Sheffield International Airport (the former RAF base at Finningley) started flights to European destinations in spring 2005.</p>	<ul style="list-style-type: none"> • People's choices about where to live and work, whether to own a car, what kind of car, what journeys to make • Perception that public transport is expensive • Government airports strategy • Highways Agency spending plans • Rail and bus operator plans • LTPs, LDFs, etc. • Government policies on increasing choice (e.g. schools, health services) 	<p>PSA targets '04</p> <ul style="list-style-type: none"> • By 2007-08, make journeys more reliable on strategic roads • Improve punctuality & reliability of rail ser-vices to $\geq 85\%$ by 2006; more improvements by 2008 • By 2010, increase bus & light rail use by >12% com-pared with 2000 levels, with growth in every region • By 2010-11, the 10 largest urban areas to meet their LTP congestion targets • Reduce no. people killed 	<p>Identifies location of major new development. (e.g. airport- related development, conference facilities, new housing)</p> <p>Links new development. to good PT access</p> <p>Emphasises 'connectivity': sub-area strategies list major new transport infrastructure, with emphasis on PT.</p> <p>Supports airport expansion</p> <p><i>Set standards for service provision in hierarchy of settlements</i></p> <p><i>Emphasis on balancing housing, employment and services in each settlement to reduce need to travel</i></p> <p><i>Discourage demand for travel through support for appropriate demand management measures to be promoted through LTPs, e.g. congestion charging, tight region-wide parking standards, promote conversion of some road space to space for public transport</i></p> <p><i>Set a target for reducing vehicle mileage – not just reducing congestion or reducing rate of traffic growth (in similar way to</i></p>	<p>Promotion of tolls on existing motorways, no road widening, enhancement etc., and no support for airport expansion (<i>advocacy in Regional Transport Strategy, and government lobbying more broadly</i>)</p> <p>All transport budgets to be pooled and spent on local pedestrian/ cycle/ safety schemes and public transport as priorities – no money 'ring fenced' for major roads (<i>Regional Transport Strategy and LTPs</i>)</p>

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	European destinations in spring 2005.		<p>or seriously injured in road accidents by 40%; no. children killed or by 50%, by 2010 compared with 1994-8 ave.</p> <ul style="list-style-type: none"> • Meet Air Quality Strategy targets • Reduce GHG emissions to 12.5% below 1990 levels; move towards 20% reduction in CO2 emissions by 2010 	<p><i>the regional target for reduction greenhouse gas emissions – but this would need to be capable of being monitored/ implemented and may be more appropriate for the RSDF or RTS)</i></p>	

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<p>Regional economic prosperity</p>	<p>Unemployment levels have continued to fall across the region in line with the national trend and are now below the UK average. There are still hotspots throughout the region. For some groups of people, unemployment levels are well above the average for the population as a whole.</p> <p>Average gross weekly earnings for employees in the region were £354 in 2003 - only 88% of the national average. GVA per head was £14,200 in 2003 (89.0% of the UK average), the eighth lowest of the nine English regions. 11.2% of households in the Yorkshire and The Humber have a total income of less than £5,000.</p> <p>The business structure has a greater focus on traditional low value-added industries than the England average and a below average number of higher value-added industries. Manufacturing still accounts for nearly 16% of employment and 21% of Gross Value Added (GVA).</p> <p>Spend on Research and Development in the region (R&D) is four times lower than the UK average. 48% of R&D expenditure in the region takes place in the higher education sector compared to a UK average of 22%.</p> <p>Business start up rates in Yorkshire and The Humber as indicated by VAT registrations are among the lowest in England. Three-year business survival rates are comparable to most other English regions.</p>	<p>General</p> <ul style="list-style-type: none"> • Distribution of wealth • Labour market • Skills develop. • Economic history – dominance of certain sectors • R&D and investment levels • Image of region • Connectivity and accessibility • Business support infrastructure <p>Plans etc.:</p> <ul style="list-style-type: none"> • RES, local economic devel./ regen. strategies • National economic policy, policy towards regional devel. & redistribution • Transport and infrastructure plans • Investment plans of YF, private sector 	<p>RES Tier 1 (by 2010):</p> <ul style="list-style-type: none"> • Create 150,000 new jobs • Double the rate of business start-ups • Treble investment <p>RES Tier 2 (by 2005)</p> <ul style="list-style-type: none"> • Employ. rate above 72.8% • Increase productivity by $\geq 6\%$ • Year on year increase in GDP above the EU average 	<p>Improving inter and intra-regional connectivity</p> <p><i>Ensuring that RSS is flexible to adapt to regional, national and global dynamics, whilst ensuring that economic progress targets people in most need and is not at the expense of social progress and environmental protection (working with the RES, RSS can promote criteria and evidence-based policies on social and economic regeneration – see comments on Social Inequalities above)</i></p> <p><i>RSS can take a lead role in setting a strategic approach to employment related development, taking account of sub-regional economic needs and cross-boundary issues – e.g. addressing enterprise and business start-ups may call for less emphasis on large scale development and more on smaller scale development in certain locations.</i></p>	<p>Stop using GVA league table as measure of economic wellbeing – measure affordability of a good standard of living (including good housing) – YH may out-perform other regions on this (Regional Economic Strategy)</p>

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<p>Climate change</p> <p>- reducing emissions of greenhouse gases and adapting to impacts of change</p> <p>These changes have the potential to impact on</p> <ul style="list-style-type: none"> • Frequency and severity of floods • Patterns of agricultural production • Water demand & availability • Biodiversity, particularly 'coastal squeeze' of Humber • Air quality • Public health 	<p>Total emissions of GHG in the region have reduced by 6.8% between 1990 and 2001. This is mainly due to reduced emissions from industry as a result of regulation, more efficient technologies and a decline in manufacturing. However, GHG emissions from road transport increased by 17.4% despite more fuel efficient vehicles as distance travelled on the region's roads increased.</p>  <p>Figures for greenhouse gas emissions from air transport include only internal domestic flights. Use of air transport in the region is increasing rapidly, e.g. Robin Hood Airport.</p> <p>The potential changes by the 2080s are as follows:</p> <ul style="list-style-type: none"> • Increase in average annual temperature of 1.6-3.9°C • Average reduction in annual rainfall of 10-20% • Growing season increased by 45-100 days • Sea level rise of 15-75 cm 	<ul style="list-style-type: none"> • Individual decisions about where to live, in what kind of dwelling, how to heat it etc. • Government policies on air transport, road construction • Private bus, train company plans • LTPs, multi-modal studies • free market; travel is (too) cheap • Advancing Together • Government promotion of 'choice' which increases travel demand • Regional Climate Change Action Plan • Building Regs 	<p>Kyoto Protocol: cut UK GHG emissions by 12.5%, 1990 to 2008-2012</p> <p>UK Climate Change Programme: but CO2 emissions by 20%, 1990-2010</p> <p>Royal Comm. on Environ. Pollution: cut CO2 emis. by 60% by 2050</p> <p>Air Transport White Paper supports significant growth at many airports in N. England</p>	<ul style="list-style-type: none"> • Increase renewable energy generating capacity • Promote more sustainable forms of transport • Reduce need to travel through location of new development and promotion of more sustainable transport infrastructure • See also lifestyles above • <i>Promote energy efficiency in business and domestic sectors, passive solar, BREEAM good or excellent for all new development</i> • <i>Could promote use of biofuels and other alternative sources of energy in powering development</i> • <i>Adopt greenhouse gas 'bubble' incurred by lifestyles as a key performance measure for RSS (and other plans) (this will need to be capable of being monitored and delivered)</i> • <i>Manage the impacts of climate change, including increased risk of flooding, greater tourism opportunities along the coast, more subsidence, higher peak temperatures in urban centres and diminishing biodiversity</i> 	<ul style="list-style-type: none"> • <i>Policies/ measures to reduce urban heat island effect (eg shade planting, more reflective surfaces, shady public spaces) (LDFs, Design Codes, etc. although RSS could support this as part of a general policy on sustainable design and construction – has any regional modelling on the phenomenon been done?)</i>

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<p>Biodiversity Biodiversity is a fundamental component of sustainability, and helps to make the environment robust. Even land developed for housing or employment or transport should accommodate wildlife.</p>	<p>In the 20th Century, biodiversity declined strongly, due to agricultural intensification, industrialisation and development. Recently some of this decline has been reversed. Notable successes include the improvements in river water quality and the recovery of wildlife in river corridors. But biodiversity is still threatened, e.g. by climate change.</p> <p>SSSI status 2004; change in farmland birds:</p>  		<p>National government target: 95% of SSSIs to be in favourable or unfavourable recovering categories by 2010</p> <p>By 2010, sustained increases in regional wild bird indices</p> <p>UK BAP: To measure progress on the 436 action plans a three to five yearly reporting cycle has been established</p>	<p><i>The 'Biodiversity and RSS Study' was completed around Christmas 04. This takes each topic area of RSS performs a form of SWOT analysis for biodiversity and suggests policy responses. It is also structured around the sub-areas so this should be of use.</i></p> <p><i>Roger Catchpole at English Nature has prepared maps of the 'fragmentation of biodiversity' of the region. His work suggests broad policy responses on a spatial basis.</i></p>	

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<p>Water use</p>	<p>Water resources are already a problem in large parts of the region, particularly the east and south-east:</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>Surface Water Resources</p>  </div> <div style="text-align: center;"> <p>Groundwater Resources</p>  </div> </div> <div style="margin-top: 10px;"> <p> No additional water available Additional water available Resource potentially over-committed </p> </div> <p>Nationally, water use per person is increasing.</p> <p>Climate change could also affect the availability of both surface waters and groundwaters which are abstracted for public water supply, industry and agriculture. Climate change is expected to result in higher temperatures and drier summers which will lead to lower river flows in the summer months and, at the same time, increased demand for public water supply and agriculture.</p>	<p>Individuals' use of (power) showers, sprinklers, washing machines etc.</p> <p>Lack of meters in many households which reduces incentive to save water</p> <p>Low water prices (though increasing them would have equity implications)</p>	<p>None?</p>	<ul style="list-style-type: none"> No clear response <i>Use water resources as a criteria when determining where to site new housing, employment land etc. – this could constrain much development in south-eastern part of the region</i> 	<ul style="list-style-type: none"> <i>Allow new development only if it is 'water neutral', i.e. no more water is used post development than pre development (this would require clear criteria and evidence-based policies, possibly based on the spatial distribution of water scarcity, and would need to be capable of being monitored and delivered) (Could be done by retrofitting improvements</i>

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					<p>on existing development – <i>through housing regeneration programmes</i>)</p> <ul style="list-style-type: none"> • Promote 'rising block tariff' (where first x units per household are cheap, then going up steeply) (<i>through RSDf and Water Frameworks</i>)

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<p>Waste production</p>	<p>The amount of household waste produced in the region rose from 477 kilograms per person per year in 1998/99 to 509 kg/person/year in 2002/03 (the 2002/03 England average being 521kg). Yorkshire and Humber had the second lowest per capita household waste production of the English regions, the lowest being London.</p> <p>The amount of household waste recycled rose from 29 kg per person per year in 1998/99 to 58 kg/person per year in 2002/03 (the 2002/03 England average being 75kg). Yorkshire and Humber is seventh of the nine English regions in terms of the weight of household waste recycled per person per year.</p> <p>In 1998/1999 the region was the biggest producer of industrial and commercial waste of the English regions. Much of this hazardous due to being toxic or flammable or harmful in some other way.</p>	<p>Individual consumption</p> <p>Local authority recycling programmes</p> <p>Regional Waste Strategy</p> <p>Landfill Directive increases cost of waste disposal</p> <p>End of Life Directive and Waste & Electronic Equipment Directive make producers responsible for their part of the waste stream</p>	<p>Recycling targets for the region: 2002/3: 11% 2003/4: 13% 2004/5: 21%</p> <p>Regional Waste Strategy targets?</p>	<p><i>Clearer promotion of large scale recycling facilities? – Draft South East Plan has a comprehensive set of waste management policies that are worth looking at</i></p>	

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<p>Rural and urban landscapes Protecting and enhancing the unique sense of place and character of the region's settlements and rural areas.</p> <p>Change to the landscape is inevitable and is not the same as 'threat'.</p>	<p>Landscape is a key sustainability issue for RSS because:</p> <ul style="list-style-type: none"> it is the physical template on which spatial activity takes place – for development to be sustainable it must work with the place and landscape where it is located, eg topography, drainage, microclimate, resources; it is subject to significant changes, through development and also in response to climate change, eg renewable energy, alternative crops, flood risk management, forestry, changing patterns of recreation and wildlife habitats; it has a major 'cultural' role in that the landscape bears the imprint of past, present and future society, so for change to be socially and politically acceptable it must find its place in the landscape. <p>In this context, particular challenges for urban and rural landscapes in the region are:</p> <ul style="list-style-type: none"> coastal erosion and estuarial flooding; inland flooding and flood management; siting of renewable energy and waste management facilities; restoration of coalfields, quarries and contaminated land; pressure on urban greenspace and streetscapes from infill development and urban fringe development; pressure on rural landscapes and their tranquillity, from new 'urban' development and transport infrastructure. 	<p>Rural landscape: EU Agricultural Policy, Regional Rural Framework, Humber and Holderness Coast Shoreline Management Plans</p> <p>Change Integrated Land Management Projects: Humber Floodplains Initiative; Hambleton and Howardian Hills Cultural & Natural Devel. Initiative; Craven Project; Southern Pennines Upland Regen. Project; EU Obj. 1 and 2 programmes</p> <p>Urban landscape: YF Urban Renaissance; local urban regeneration and economic development programmes</p>	<p>Countryside Character Areas – English Nature/Countryside Agency</p> <p>Landscape Character Assessments – Local Authorities – largely focused on rural landscapes, some progress in applying to urban landscapes, but regional coverage of LCAs is very patchy.</p>	<ul style="list-style-type: none"> <i>Regional and sub-regional countryside character as key consideration in planning the development of settlements, major development sites and infrastructure;</i> <i>Make Landscape Character Assessments and use of Quality of Life Assessment integral to all LDFs, in order to build up a regional picture</i> <p>Take account of:</p> <ul style="list-style-type: none"> Areas of significantly degraded landscape or areas where, on current trends, there is likely to be a further significant loss of landscape character or quality Areas where development has had or is likely to have a significant impact on the landscape or people's enjoyment of it Part of a National Park, AONB, or Heritage Coast where landscape character or quality is being eroded because of changing farming or other land management practices Problems affecting the enjoyment of National Trails, other long distance recreation routes and major countryside recreation sites or rural tourism locations Traffic, congestion, air quality, landscape erosion and other problems in and around sites in the 	<ul style="list-style-type: none">

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				<p>countryside under significant visitor pressure</p> <ul style="list-style-type: none"> • Where quality of life, including economic and social well being, is significantly affected by the environmental problems set out above (Countryside Agency) • <i>Encourage establishing urban greenspace strategies for all urban areas through LDFs – could link to regional regeneration priorities</i> • <i>Turn changes to the urban and rural landscape – in response into opportunities, especially in restoration/decontamination schemes; water resource/floodwater management schemes; integrating the values of the local landscape and streetscape into all new development (this will need to be made more regionally or sub-regionally specific, otherwise a matter for LDFs)</i> 	
<p>Demographic trends</p> <p>The changes and demands arising as the region's population grows older</p>	<p>Y&H had the 3rd lowest population increase in the period 1998-2002 at 0.66%. (The North-East and North-West had lower increases, and London's population increase was greatest at 5.5%.) Rural populations have increased more than urban ones, with the largest increases in Selby, York and Richmondshire. Instead, Hull recorded a 4.88% fall in population over the same period.</p> <p>All sub-regions closely follow the national trend of an ageing population structure. Between 1998 and 2002, the population aged 65+ rose by 15%</p>	<p>Mostly these trends are a combination of natural demographic changes, changes in the health and wealth of older age groups, and lifestyle choices affecting birth rates and migration.</p> <p>The increasing,</p>	<p>National: ?</p> <p>Regional:</p> <p>RHS: Quality of housing for older people</p> <p>Provision of new</p>	<p>Very little. Coastal sub-area mentions the ageing population, but otherwise addressed indirectly, e.g. through improvements to public transport etc.</p> <p><i>Mitigate against ageing trends by promoting skills, employment and leisure opportunities, and homes aimed at younger people, especially in rural areas, Humber and S. Yorks.</i></p> <p><i>Mitigate against ageing effects by</i></p>	<p>Promote part-time employment and volunteering (Regional Social Economy Framework and Community Strategies)</p>

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	<p>2002, the population aged 80-84 rose by 15%; ages 55-59 rose by 20%; while age groups under 10 all fell by around 7% and ages 25-29 fell by 16%. It is hard to distinguish between the effect of natural change in demographics of the native population and the effect of migration to/from Y+H</p> <p>The trend towards an ageing population looks set to continue, with result that there will be fewer economically active people in future years supporting an increasingly older and retired population.</p> <p>Rural areas have lower proportions of young people, and the age structure of rural areas is becoming increasingly old: a significant component of this change is in-migration of older people who are retired or about to retire. This has implications for the types of services these ageing populations require, and for the economic challenges and opportunities they may present.</p>	<p>ageing rural population, the decreasing urban population and the out-migration of younger people create spatial differences in demographics which RSS could adapt to or to try and mitigate.</p>	<p>or converted housing for people with special needs</p>	<p><i>promoting employment opportunities for older people, and getting economically active populations (e.g. in W. Yorks.) to support the service needs of less active populations elsewhere.</i></p> <p><i>Deal with needs/opportunities of an older population:</i></p> <ul style="list-style-type: none"> • <i>housing design/ adaptation;</i> • <i>plan for accessibility to shops/services by less mobile people</i> • <i>managing demand for second homes</i> • <i>plan for leisure/social facilities for older people</i> <p><i>(this will need to be made more regionally or sub-regionally specific, otherwise a matter for LDFs)</i></p>	