LAND SOUTH OF CLOUGH LANE, RASTRICK (SITE 18)

LOCAL DEVELOPMENT FRAMEWORK REPRESENTATIONS AND DRAFT DESIGN DOCUMENT
FOR RESIDENTIAL DEVELOPMENT OF 85 UNITS

PREPARED BY SAVILLS AND ID PLANNING FOR

THORNHILL ESTATES LTD

JANUARY 2009

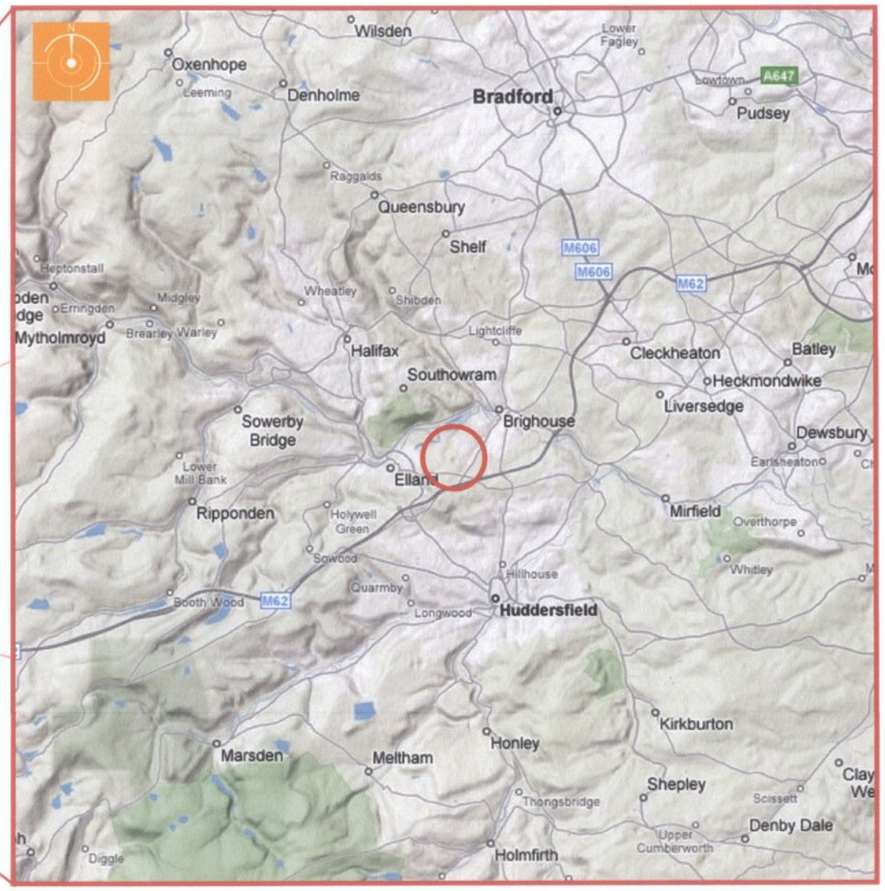
calderdale

SITE 6-9

Contents

Aerial Photograph

Savills Planning and Urban Design
Unex House
132-134 Hills Road
Cambridge
CB2 8PA
T:01223 347000
F:01223 347111



Site Location

SITE 18

1.0 Introduction

This document has been produced by Savills Planning & Regeneration Team and ID Planning on behalf of Thornhill Estates Ltd, the owner of land south of Clough Lane, Rastrick. It has been prepared in the light of the emerging work on the Local Development Framework process being undertaken by Calderdale Council as the local planning authority and accompanies the formal planning submission to the call for Site Specific proposals.

The nature of the Local Development Framework process introduced by the Planning and Compulsory Purchase Act 2004 is such that 'front loading' of information and the confirmation of delivery timetables is integral to this new development plan process. Consequently, it is important that local planning authorities, the public and relevant consultees are aware of development proposals from the outset to ensure that proper and due consideration is given to such schemes at the earliest opportunity. Consequently, this document is submitted as part of the consultation response to the Council's public participation process as it relates to site specific matters.

The document specifically addresses the site south of Clough Lane, Rastrick which falls wholly within the ownership of our landowner client. It seeks to demonstrate in general terms why development should be encouraged on this land and addresses strategic development issues in terms of the site's delivery within the plan period.

Figure 1: Aerial photograph

2.0 Site Location

Our client's ownership of the land south of Clough Lane, Rastrick is part of a larger estate holding. The boundaries of the proposed development area relate to physical delineation on the ground in terms of field, hedge, road and existing development boundaries.

The scale of new development must sensibly address the need to enhance community facilities, while promoting new housing opportunities. The design and layout of any future development must be supportive of and particularly seek to address issues arising from the residential development prevalent in other parts of the local area.

The work undertaken for this particular report therefore addresses a number of general matters relevant to the site and surroundings;

- landscape, character and setting of the site in a local and wider context and assessment of highways and accessibility issues of the site, in particular, its connections to the rest of the town;
- a broad land use plan and a vision for the site;
- the relationship of the site to local facilities and the degree to which the development could integrate with existing communities as a sustainable urban extension.

This document is submitted to Calderdale Council as part of the consultation exercise relating to the promotion of sites within the Council's Local Development Framework process.

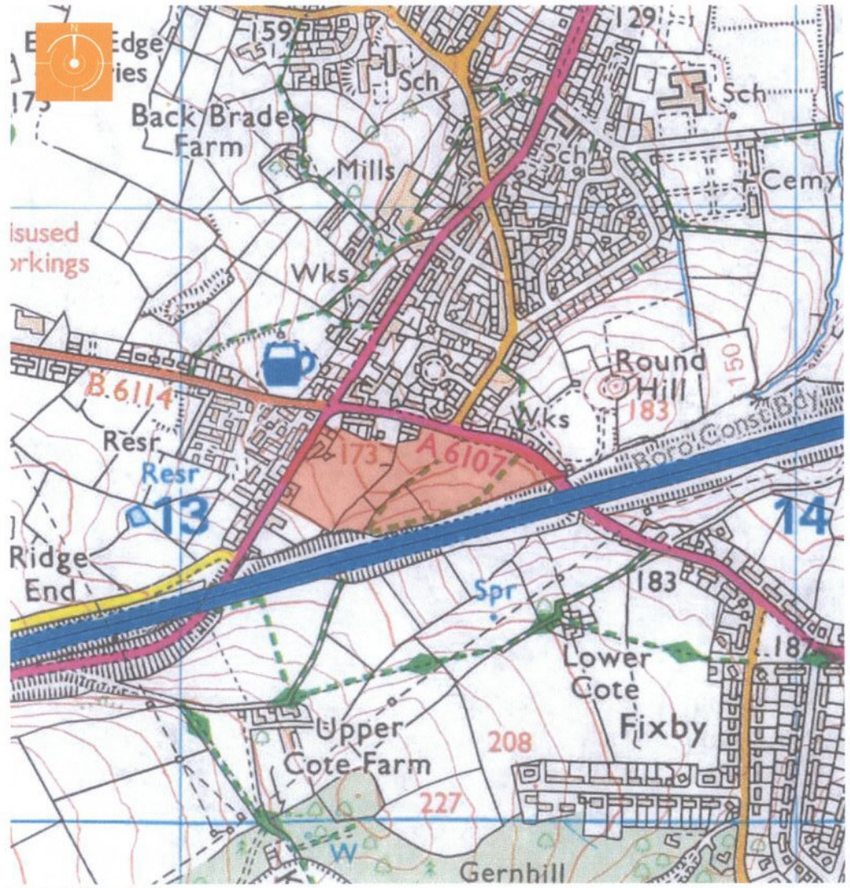


Figure 2: site location

SITE 18

2.0 Site Location

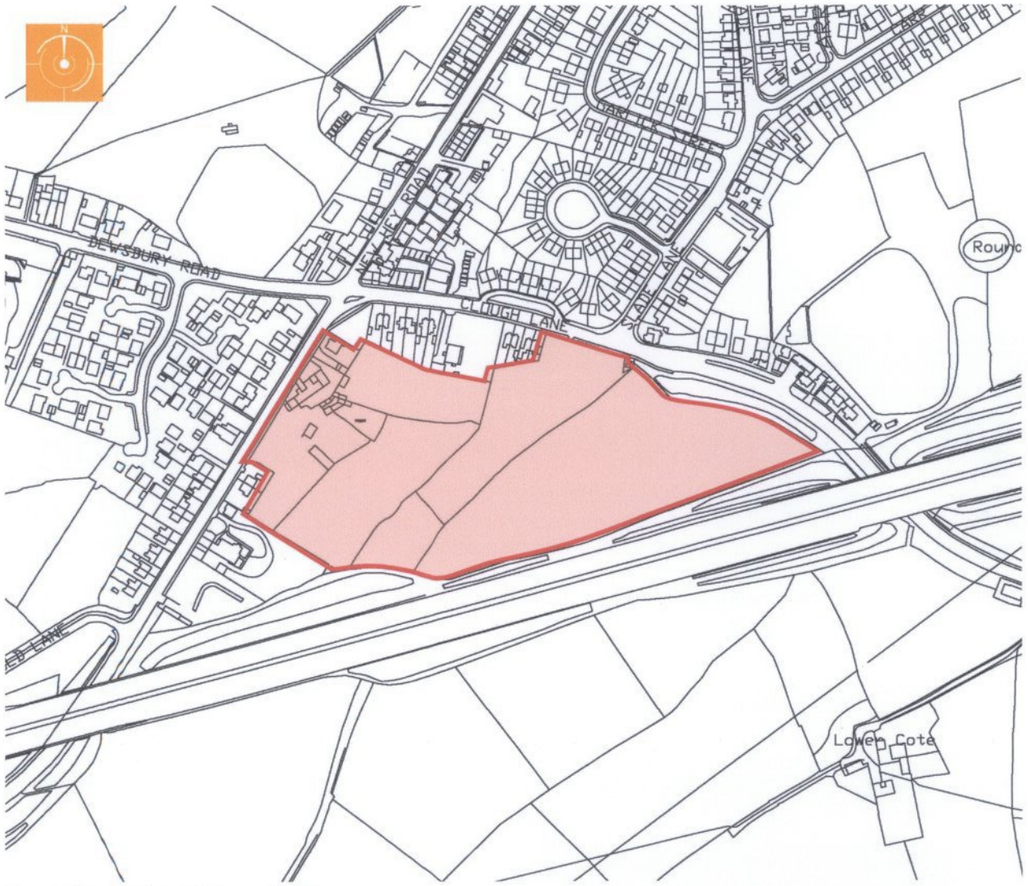


Figure 3: Site area plan - 11.44 acres / 4.63 ha

The site is located 1.5km south of Brighouse, on the southern edge of Rastrick as it adjoins the M62 motorway.

As Figure 2 shows, the site is located close to facilities in Rastrick, and has good connections via the A643 into Brighouse and south to the M62. The B6114 leads westwards to Elland only 1km away and the A6107 provides access to the north of Huddersfield.

Figure 3 illustrates in more detail the site's potential to integrate and connect with adjoining land is evident. Rather than feeling detached and isolated on the edge of an existing community, it has a number of potential connecting points to existing land and routes.

The site is essentially triangular in shape. The north edge adjoins Clough Lane directly and the rear of frontage properties in part. Directly opposite the entrance to Slade Lane, this part of the site feels well connected to the remainder of the town.

The south boundary of the site is formed by the M62, contructed on an embankment above the level of the majority of the site.

The eastern edge of the site has a long, straight frontage onto New Hey Road. Part of this frontage is currently occupied by the original, stone-built New Hey Farmhouse, in poor condition and un-occupied, and its modern replacement to the south.

The site is currently used for grazing and measures 4.63 hectares (11.44 acres).

3.0 Planning context

Planning Policy Statement 1: Delivering Sustainable Development

PPS1 is at the heart of the Government's planning strategy and deals with the principles of sustainable development. At paragraph 4 of PPS1 are the four aims of the Government Strategy for sustainable development and these are:

- "social progress which recognises the needs of everyone;
- Protection of the environment;
- Prudent use of natural resources;
- The maintenance of high and stable levels of economic growth and employment."

These objectives are translated into the planning system by PPS1. This is to be achieved by making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life and by protecting and enhancing the natural and historic environment, the quality and character of the countryside and existing communities.

A key change to the planning system introduced by the Planning and Compulsory Purchase Act 2004 involves the introduction of a spatial element to planning which seeks to go beyond traditional land use planning by integrating policies for the development and use of land with other policies and programmes which influence the natural and built environment. Paragraph 32 of PPS1 requires local planning authorities, when preparing their spatial plans, to set a clear vision for the future pattern of development, to consider the needs and problems of the communities in their areas and to seek to integrate the wide range of activities relating to development and regeneration.

Planning Policy Statement 3: Housing

This Planning Policy Statement follows on from PPS1 and the principles of sustainable development by setting out policies relating specifically to housing and its delivery. This PPS deals with issues such as achieving higher quality housing, a mix of housing and also affordable housing. It also provides advice on assessing the appropriate level of housing for particular areas. A key issue in the provision of housing is providing it in sustainable locations and advice is given at paragraphs 36 to 39 on how this should be achieved. Specifically it states at paragraph 37 that:

"At the regional level, the Regional Spatial Strategy should identify broad strategic locations for new housing developments so that the need and demand for housing can be addressed in a way that reflects sustainable development principles."

Similarly, paragraph 38 states that the Local Development Documents should set out a strategy for the planned location of new housing which contributes to the achievement of sustainable development. Paragraph 38 sets out options for accommodating new housing growth including the re-use of vacant and derelict sites, additional housing in established residential areas, expansion of existing settlements through urban extensions and creation of new freestanding settlements.

In terms of housing supply, paragraph 55 requires local planning authorities to identify specific deliverable sites for housing in the first five years of the Local Development Framework (LDF) period and also to identify additional sites or locations for future growth for the next ten years from the date of adoption of the LDF.

3.0 Planning context

Regional and Local Planning Context

The Statutory Development Plan for the area comprises the Regional Spatial Strategy and the Calderdale Unitary Development Plan.

The Unitary Development Plan is due to be replaced by the Calderdale Local Development Framework (LDF) which will comprise a suite of documents based on a local development scheme setting out the details of each of the Local Development Plan documents.

The LDF Core Strategy is required to accord with the Regional Spatial Strategy and any subsequent Development Plan documents need to be in conformity with the Core Strategy.

The Core Strategy is the principal document within the LDF. It will set out the vision for the future of Calderdale over the next two decades. This document will also provide broad policies to shape development. In essence, it will set out the location and quantum of development and will identify core policies to ensure its delivery. The LDF and Core Strategy will set out the location and quantum of development for an extended period of time to 2026 for employment, residential and community facilities.

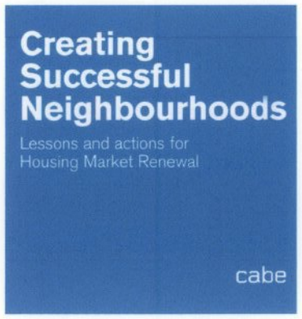
On this basis, the site is put forward as a potential allocation for housing for circa 85 dwellings.

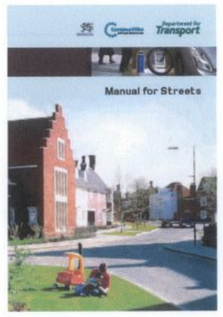
Design Guidance

The production of this document takes into account the increasing amount of national design guidance available on a range of subjects relevant to 'place-making'.

The site analysis stage is carried out in accordance with this guidance, ensuring that the site's physical constraints and opportunities are fully taken into account during the design assessment. The intention is that this information informs masterplanning and highlights the site's suitability for development.

Although detailed design and layout would occur at a later stage in the process, it is nevertheless important to identify at an early stage the potential for a site to deliver a high quality environment which would link into existing settlements, access local facilities and provide high quality urban design.





4.0 Site context & analysis

Figure 4 provides a graphic illustration of the site in context. It shows how the site relates to existing built form in Clough Lane and New Hey Road, and the surrounding road network.

It also illustrates how the site is subdivided into two separate fields by the partial hedgerow running along the base of the embankment.

Figure 4: Site setting

4.1 Historical context

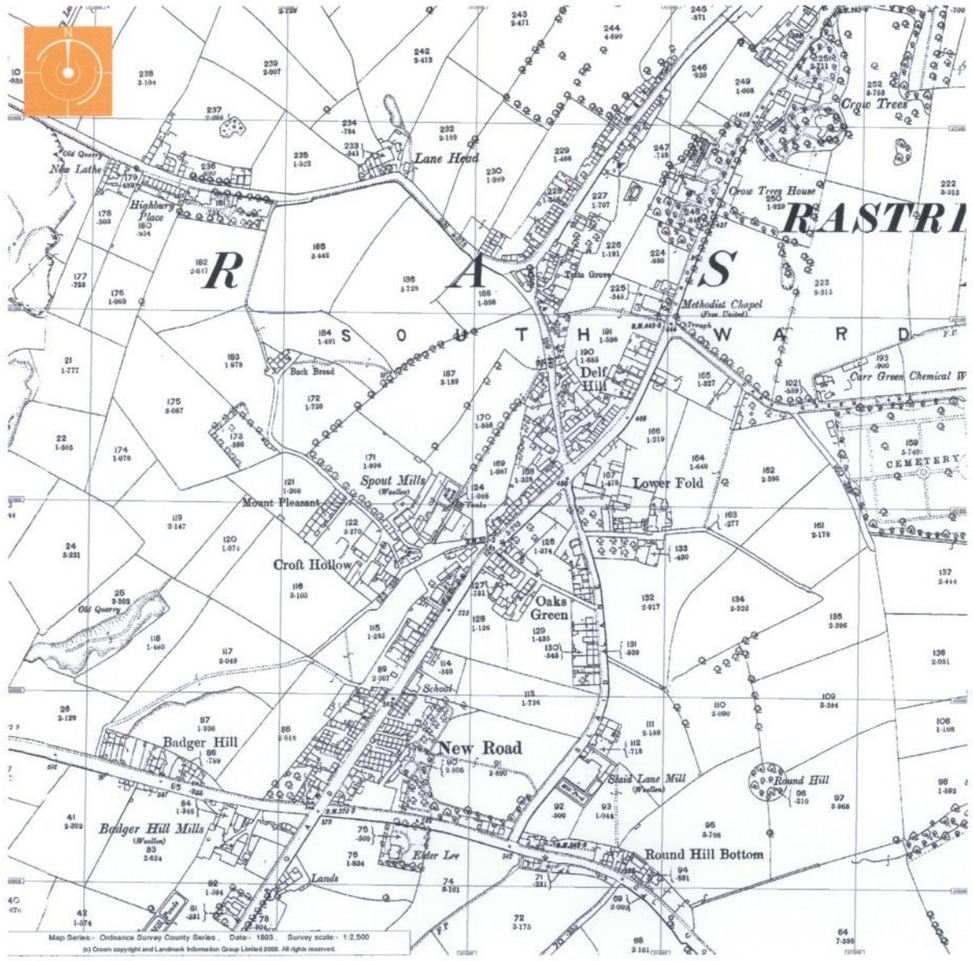


Figure 5: Ordnance Survey 1893

Rastrick and Brighouse were formed at the ancient crossing point over the River Calder, known as Snake Hill Ford. This is believed to have formed part of the Roman route between Wakefield and Manchester.

A wooden structure called Rastrick Bridge was recorded as being present in 1275. The bridge was replaced by one built with timber donated by John Hanson in 1514. Hanson's son funded a stone replacement for this bridge in 1558.

The river provided power for the flour milling industry and the textile mills. Brighouse's industry received a boost through the construction of the Calder and Hebble Navigation, started in 1757 by the engineer John Smeaton.

The Halifax and Huddersfield Turnpike Act of 1823 allowed for the building of Calder Bridge over what was to become the A641 road; tolls were abolished on the bridge in 1875 and extensive widening work was undertaken in 1905 and 1999 (both of these latter dates being commemorated in dedication stones on the bridge).

The adjoining map of 1893, Figuer 11, records a period when Rastrick and Brighouse were prospering from their industries. The location and size of Spout Woollen Mills off New Hey Road is evident and the historic pattern of streets is clearly apparent prior to the suburban forms of development of the twentieth century.

4.2 Historic built context

The adjoining images provide an overview of the site and its 'traditional' context. The junction of Dewsbury Road, Clough Lane and New Hey Road is an important historic crossroads, with the latter leading northwards to the Calder Valley. The route is lined with housing of predominantly nineteenth century date, constructed in local stone with slate roofs. The uniformity of materials and the regular rhythm of window and door openings brings an attractive coherence to the streetscene.

Historic development in the area tends to be 'frontage', with built form positioned on or close to the pavement edge. This helps to form an enclosed and coherent townscape and is typical of traditional settlement patterns.

SITE 18

4.3 Recent development


Spout Hill


Crow Tree Lane


Slade Lane


Spout Hill


Clough Lane


Shannon Road


Badger Hill


New Hey Road

The images on this page highlight some of the more recent development in the vicinity of the site.

The character and quality of development varies significantly in Clough Lane and the southern parts of New Hey Road. The local authority housing on the north side of Clough Lane is laid out in 'Garden suburb' style which is attractive and spacious, if not wholly typical of local character. Development on the west side of New Hey Road dates mainly to the 1980s and is suburban in character with a range a materials being used in construction.

More recent development, at Spout Hill and Shannon Close has resulted from a closer attention to local building forms, types, materials and details. As a result, they have helped to reinforce the local sense of place.

Given the positive effect of these developments on the townscape, the development of the proposed site has the opportunity to further reinforce the traditional character of the local area, through the use of an appropriate materials palette and through a layout and built form which respects local development patterns and styles.

4.0 Site context & analysis

The following pages provide viewpoints of the site and the surroundings.

This view is taken from the eastern tip of the site looking westwards, on the high ground above the cutting of Clough Lane as it cuts beneath the M62. To the left of the picture, the M62 is evident on the high ground. The high level of the southern half of the site drops steeply to the northern half of the site which becomes compatible with the existing housing along Clough Lane.

This view looks southwards across the site. It shows how the rising ground provides an effective visual screen from the M62.

SITE 18

4.0 Site context & analysis

This photograph looks northwards along New Hey Road towards the junction with Dewsbury Road and Clough Lane. It shows how the site frontage is walled and how the derelict condition of New Hey Farm presents a poor impression on the approach to Rastrick.

Glimpse views into the site through the farmyard

Clough Lane, looking east across the site frontage

Clough Lane, looking westwards

4.4 Settlement character

The settlement character study provides an overview of existing built form character in the local area. Although the detailed layout of proposals is relevant for a later stage in the development process, it is nevertheless important to understand the context of proposed development and how it might help to reinforce local distinctiveness.

Historic

The traditional pattern of development in Rastrick and Brighouse is 'frontage' development, where properties front onto the road, usually directly onto the pavement edge or with minimal set-back.

This form of development creates enclosed streets, where the buildings help to form a positive and interesting townscape. Unfortunately, some of the typical frontage development has been overwhelmed by suburban schemes, but the opportunity exists for new development to adopt a more traditional, local pattern.

Suburban

'Suburban' development arose in direct reaction to the cramped layouts of urban living, and aimed to create more spacious properties.

Characteristically, suburban development tends to be laid out in large numbers and in a formulaic manner, creating arbitrary road layouts and land-hungry plot sizes. Cul-de-sac or meandering road layouts and properties of a similar appearance tend not to create legible or connected environments.

Industrial

Although the new buildings at Spout Hill are now in residential use, their form acknowledges the scale and mass of the former industrial buildings on the site, creating a strong and distinctive visual impact on the local townscape.

The built form of former mills and factories helps to create the varied scale of the local townscape and can be important references for new development to help reinforce local identity.

SITE 18

4.0 Site analysis

Figure 6: Site analysis plan

Existing buildings
Existing access
Footpath
Sunpath
Existing landscaping
Viewpoints
Gradient
Noise source

The analysis diagram identifies some of the key physical characteristics which it will be important to take account of in the masterplanning of this site, as follows:

* the southern parts of the site slope steeply up the embankment to the M62.

* existing farmbuildings form a cluster of built form along new Hey Road. Their condition is, in general, poor.

* the south-western corner of the site adjoins mature trees which provide good screening to the motorway embankment. The remainder of the site is largely open, except for a remnant hedge running north-eastwards to Clough Lane.

* there are currently open views into the site from Clough Lane at the top of Slade Lane. There are also limited glimpse views eastwards from New Hey Road between existing trees and farmbuildings.

* the M62 causes noise impact along the south edge of the site. Appropriate location, orientation and design of units will be required to mitigate the noise impact and achieve a satisfactory living environment.

* the sun path is shown on the diagram to ensure that the orientation of daylight is considered during the masterplanning of the site.

5.0 Sustainability & Integration

Local Facilities

The information on these pages identifies the position of the site in relation to local shops & services, including schools.

Figure 8, the isochrome plan, shows how accessible the site is to these services in terms of typical 500m, 1km and 2km distances. It is clear from this plan that a number of local services are available within 500m walking distance from the site, with more becoming available within 1km.

Shops and Services:

1. Pennywise News and Off-licence
   Pennywise Fish & Chips
2. Charles Wood Funeral Services
3. Calder Angler Supplies
   Salon Y (hair/beauty)
   White Horse Inn Public House
   Madina (indian take-away)
4. Fish & Chip Shop
   Castle Stores (news / off stores)
5. Globe Inn Public House
6. Co-Op foodstore
   Highfield fisheries
7. Rastrick Library
8. Carr Green Off-licence
9. Greyhound Inn Public House
   Sandwich Shop
10. His n Hers Styleworks (hairdressers)
    Q.S. Bookmakers
    Rastrick Constitutional Club
    The Paper Shop
    Rastrick Off-licence
    Dental Surgery
    Golden Bamboo (chinese take-away)
    Engima (hair/beauty)
11. Rastrick Health Centre
    Chemist
12. Longroyde Doctors Surgery
13. The Junction Public House

Schools:

- A Castlefields Infants School
- B Rastrick High School
- C Longroyde Junior School
- D Carr Green Junior, Infants & Nursery
- E Field Lane Primary School
- F Highbury School
- G Woodhouse Primary
- H Rastrick Independent School

SITE 18

5.0 Sustainability & Integration

Figure 7: Local facilities

2km distance from site

1km distance from site

500 walking distance from site

Figure 8: Isochrome plan

5.1 Sustainable development principles

The development of this site would comply with best practice in terms of its sustainable design and construction principles. A number of appraoches are outlined here.

Reducing Environmental Demands and Carbon Emissions

There will be numerous opportunities to implement local solutions to sustainability considerations through varying management regimes. These regimes or systems can be concerned with actual built development, with water systems and supply, with efficient use of resources, for example through recycling and also less directly through the encouragement of healthy, environmentally sensitive lifestyles.

Supply and Use of Water

Traditional systems for the supply, use and disposal of water have been significant contributors to the increasing problem of water shortage. Grey water systems typically involve the harvesting of rainwater for sanitary use, the supply of washing machines and for domestic irrigation. Household appliances requiring lower water usage could also be fitted as standard. All of these measures will contribute to a reduction in the demand for water supply.

Sustainable urban drainage systems (SUDS) would also be implemented where possible within the development in mitigating the effects of flooding, pollution and environmental damage. Storm water will be collected through a series of sub-catchments, which will be drained through various SUDS techniques such as permeable surfaces, storage ponds for example. Sustainable drainage features can even double as amenity features. For example, as attractive public art or as features in parks or rural settings which have landscaping biodiversity value.

Small scale, natural processes for the treatment of sewage can also be employed at the local level to reduce demand upon existing larger scale more energy intensive water treatment infrastructure.

Energy Efficient Buildings

Energy efficient buildings can considerably reduce the impact upon the environment. The durability of buildings is also key to the minimisation of the built environment's impact upon the environment, with a building for life approach to design assisting with levels of durability. A variety of features and specifications can be incorporated within new buildings to provide for high levels of energy efficiency. Orientation of buildings will be accounted for to moderate the effects of wind and sun. Steps will also be taken to take advantage of the elements. Low energy demands through the winter will be achieved through the incorporation of high performance insulation materials which will also protect against heat during the summertime. Daylight will be captured to reduce demands upon energy as will passive and mechanical systems of ventilation.

Renewable energy technologies can also be incorporated to reduce demand upon energy generated from less sustainable methods to provide electricity and combined heat and power. The generation of energy could also take place locally, through the capture of solar energy via photo-voltaics or through thermal water heating. Wind power could also be harnessed to contribute to energy supply.

These provisions and technologies, in combination with improved water systems, will ensure that buildings will seek to achieve the highest standards possible of energy efficiency for new buildings under the Code for Sustanable Homes.

5.1 Sustainable development principles

Waste Management

The reduction of demand upon the environment will also be achieved through measures to influence behavioural change. Part of this process will seek to change habits in relation to the disposal of waste. This will include exemplar provision of infrastructure for ease of resource recovery through recycling and composting and even energy. The overall approach will achieve a redirection of waste from traditional means of disposal, which eventually lead to landfill.

A number of tactics or measures can be incorporated within the development to ensure that landfilled waste is minimised. The composting of garden and kitchen waste can provide a reusable material for either domestic or commercial use. Recycling of waste, particularly household refuse, can also avert the need to landfill. To achieve and encourage these measures, it will be necessary to ensure for ease of use, through the widespread provision and integration of facilities and infrastructure. Indoor and outdoor storage space for recyclable materials will be provided for each building. Streetside facilities will also be made available for the collection of waste.

Lifestyles

Behavioural change is not only concerned with waste reduction, but in a much wider sense with regard to lifestyle. An environment which encourages healthy, sustainable lifestyles is also one that is beneficial to the environment. This cultural change will be able to take place. Through high standards of planning and design and attention to environmental measures. Open spaces will be integral to the development, as will sporting and recreational facilities, providing the opportunity for healthy, active lifestyles. Steps will also be taken for ease of recycling and re-use of materials to ensure that landfilled waste is minimised. Sustainable technologies will also be integral part of each home to minimise energy consumption.

Biodiversity

Existing habitats and areas of biodiversity interest within the site provide the opportunity as focal points for a network of green infrastructure. Achieving a successful balance of urban and green public open spaces will provide a powerful way to improve the overall environmental profile of the development. Existing features such as woodland, rivers or wetland areas could be reinforced to preserve and enhance existing levels of biodiversity and in turn will provide areas of considerable recreation and amenity value. Features of water and wetland significance may also provide opportunities for sustainable urban drainage or vice versa. The opportunity will be taken to form 'green corridors' to link existing areas of ecological interest to enhance biodiversity.

Governance

Local participation in the management of the public realm will be encouraged as a way of fostering greater involvement in and concern for the local environment. The implementation of any management regime must be the subject of consultation with local residents, cultural bodies and the Town Council in particular in order to secure future safeguarding and security for these important elements of the scheme.

5.2 Sustainability checklist

Section 39 of the Planning & Compulsory Purchase Act 2004 requires Local Development Documents (LDD's) to be prepared with a view to contributing to the achievement of sustainable development. Sustainable development was defined by the World Commission on Environment and Development in 1987 as: -

"Development that meets the needs of the present without compromising the needs and ability of future generations to meet their own needs."

The Local Development Framework must also accord with the European Directive 2001/42/EC (The Strategic Environmental Assessments or SEA Directive). This directive has been incorporated in English law through the Strategic Environmental Assessment Regulations 2004 and applies to all Local Development Documents produced after 2004. All Local Development Framework Documents are therefore subject to sustainability appraisals.

In preparing the Local Development Framework, Calderdale has developed a draft Sustainability Appraisal Framework (SA) which initially consisted of 18 sustainability appraisal objectives to ensure that the document is assessed against environmental, economic and social criteria. The 18 objectives are as follows: -

1. To ensure quality housing is available to everyone
2. To improve safety and security for people and property
3. To create and retain vibrant communities that promote good health and social inclusion
4. To ensure that cultural, leisure and recreation activities are available to all
5. To improve accessibility to essential services, facilities and employment
6. To provide the education and training opportunities to build skills and capacities
7. To retain, protect and create a quality, locally distinctive built environment
8. To reduce the risk of flooding and resulting detrimental effects on people and property
9. To reduce the effect of traffic on the environment
10. To protect and enhance bio-diversity
11. To reduce pollution levels including the carbon footprint of the district
12. To protect and enhance the natural, semi natural and manmade landscape
13. To ensure prudent and efficient use of natural resources and energy
14. To ensure efficient use of land
15. To reduce the amount of waste produced
16. To provide good employment opportunities for all
17. To achieve business success, economic growth, and continued investment
18. To enhance the Viability and Vitality of the Town Centres

The Draft SA criteria do not yet have scoring criteria but it is proposed that the following criteria are adopted:

++	Positive Impact
+	Minor Positive Impact
- -	Negative Impact
-	Minor negative
+/-	Positive/negative impact depending upon implementation
?	No relationship/unsure

5.2 Sustainability checklist

Assessment of the 2008 Masterplan Proposals

The following table sets out a review of the sustainability of the Thornhill Free Estate indicative proposals. The assessment adopts an identical approach to that taken by the Council in that the proposals are assessed against the 18 SA objectives.

SA No.	SA Criteria	Commentary	Score
1	To ensure quality housing is available to everyone	The scheme would provide a mix of housing to meet a range of needs	++
2	To improve safety and security for people and property	The scheme would be designed to avoid crime	+
3	To create and retain vibrant communities that promote good health and social inclusion	The proposal would increase the local population in an area close to local facilities	+
4	To ensure that cultural, leisure and recreation activities are available to all	The proposal would increase the local population in an area close to local facilities	+
5	To improve accessibility to essential services, facilities and employment	The proposal would increase the local population in an area close to local facilities	+
6	To provide the education and training opportunities to build skills and capacities	The scheme would provide housing in close proximity to employment opportunities	+
7	To retain, protect and create a quality, locally distinctive built environment	The new dwellings would reflect the local vernacular in terms of design and materials	+
8	To reduce the risk of flooding and resulting detrimental effects on people and property	The site has no flood risks associated with it	+
9	To reduce the effect of traffic on the environment	The proposal is in a highly sustainable location thereby reducing the need to travel by car	+
10	To protect and enhance bio-diversity	The LDF representations have examined the ecological value of the site and seeks to enhance this through the proposals	+

5.2 Sustainability checklist

SA No.	SA Criteria	Commentary	Score
11	To reduce pollution levels including the carbon footprint of the district	The proposed allocation would assist this being in a sustainable location	+
12	To protect and enhance the natural, semi natural and manmade landscape	The use of this peripheral, urban site would reduce the need for developing larger greenfield sites in more vulnerable locations	+/-
13	To ensure prudent and efficient use of natural resources and energy	All new dwellings would meet sustainable construction targets	+
14	To ensure efficient use of land	The scheme seeks to achieve the optimum amount of development	+
15	To reduce the amount of waste produced	Recycling facilities will be promoted	+
16	To provide good employment opportunities for all	The site is in close proximity to businesses	+
17	To achieve business success, economic growth, and continued investment	The site is in close proximity to businesses	+
18	To enhance the Viability and Vitality of the Town Centres	The increase in residents will help support local facilities	+

Having undertaken a detailed review of the proposals against the Councils sustainability assessment criteria and objectives, the site scores well against all 18 criteria for site selection and is fully compliant with the objectives outlined above. This review demonstrates that the site should be identified as a residential allocation through the LDF process and for early release given its highly sustainable location within the main urban area.

SITE 18

5.3 PPS3 compliance

PPS3 states that the Government's key objectives for planning for housing are to ensure that everyone has the opportunity of living in a decent home, which they can afford in a community where they want to live.

Paragraph 53 states that Local Development Documents should set out their policies and strategies for delivering the level of housing provision, including identifying broad locations and specific sites that will enable continuous delivery of housing for at least 15 years from the date of adoption. This includes the need to identify sufficient deliverable sites to deliver housing in the first 5 years; identify a further supply of specific, developable sites for years 6-10 and where possible for years 11-15; and where it is not possible to identify specific sites for years 11-15; identify broad locations for future growth. Deliverable sites are considered to be those which are available, suitable and achievable.

Advice on how to assess a site in terms of suitability, availability and achievability, is set out in the Government's guidance on how to undertaken and produce a Strategic Housing Land Availability Assessment.

Paragraph 33-41 of this guidance advises on how a site would be assessed and paragraph 33 provides definitions for the terms deliverable and developable as follows: -

- Deliverable – A site is available now; offers a suitable location for housing development now and there is a reasonable prospect that housing will be delivered on the site within 5 years from the date of the adoption of the plan;
- Developable – A site should be in a suitable location for housing development and there should be a reasonable prospect that it will be available for and could be developed at any specific point in time.

In terms of assessment of the Clough Lane site against the deliverability criteria of suitability, availability and achievability, the following conclusions can be drawn.

Suitability

Paragraph 37 of the guidance states a site would be deemed suitable if it offers a suitable location for development and would contribute to the creation of sustainable, mixed communities.

In assessing location, paragraph 38 of the guidance advises the following factors should be taken into consideration: -

- Policy restrictions – such as designations, protected areas, existing planning policy and corporate, or community strategy policy;
- Physical problems or limitations – such as access, infrastructure, ground conditions, flood risks, hazard risks, pollution or contamination;
- Potential impacts – including effect upon landscape features and conservation;
- The environmental conditions – which would be experienced by prospective residents.

In terms of the suitability of the Clough Lane site, it is located in an area where there are no policy restrictions in terms of designations or protected areas.

There are no physical limitations to developing the site in terms of ground conditions; flood risk, contamination or other hazards and the effect of the development on landscape features and conservation are minimal.

In conclusion, the site is therefore suitable for redevelopment in accordance with the assessment criteria.

Availability

Paragraph 39 of the Strategic Housing Land Availability Assessment Guidance suggests that a site is available for development where there are no legal ownership problems, such as multiple ownerships, random strips, tenancies of operational requirements of landowners.

The Clough Lane site is owned solely by Thornhill Estates and as such is available for development.

Achievability

Paragraph 40 of the Guidance regards a site to be achievable for development where there is a reasonable prospect that housing will be developed on the site at a particular point in time. This is a judgement on economic viability and the capacity of the site developer to complete and sell over a certain period. The guidance suggests 3 factors need to be considered, these being: -

- Market Forces – adjacent uses, viability of the existing and alternative uses, attractiveness of the locality, level of market demand and projected rate of sales.
- Cost Factors – site preparation costs, any exceptional works necessary, funding constraints required to assist development.
- Deliverability Factors – phasing, build out rates, single and multiple developers on large sites, capacity of developer.

The Clough Lane site would be available to commence immediately upon allocation subject to the relevant planning permission.

There are no viability issues nor are there any significant cost constraints to the delivery of the site. The Clough Lane site is therefore achievable.

6.0 Technical reports

Air quality

WSP Environmental Ltd (WSP) has been commissioned to carry out an appraisal of the local air quality conditions at the site in order to promote its viability for residential or mixed use development within the Calderdale Local Development Framework.

The appraisal involves a desktop review of readily available data for existing and estimated pollutant concentrations in the area and detailed modelling of pollutant concentrations across the site using traffic flow information of the adjacent roads to characterise the air quality at the site. The appraisal also provides an indication of the potential exposure of future residents of the site.

The scope of the appraisal has been determined in the following way:

* consultation with the Environmental Health Department of CMBC to discuss the availability of monitoring data, the appraisal methodology to be applied and obtain a copy of their latest review and assessment report;

* review of air quality data for the area surrounding the site, including data from the UK Air Quality Archive (UKAQA) and the Environment Agency; and

* review of the traffic flow data provided by WSP Development and Transportation Ltd (WSPD&T), which has been used as an input to the appraisal.

The annual mean objectives for both NO2 and PM10 are not predicted to be exceeded at the site in either 2008 or 2010 although the objective for annual mean NO2 concentrations is exceeded close to the M62. Any potential development of the site will increase traffic flows on the road network and this will increase pollutant concentrations on the site.

However it is unlikely, given the results of the dispersion modelling, that the air quality standards would be exceeded at the site as a result of traffic associated with any proposed development. It is assumed that the development would not be completed before 2010 and therefore background pollutant concentrations are likely to be lower, which provides more 'headroom' to the air quality standard.

Given the results of the modelling and expected future improvement (i.e. decrease) in background concentrations and vehicle emissions beyond 2010, the site is considered to be suitable for future residential development.

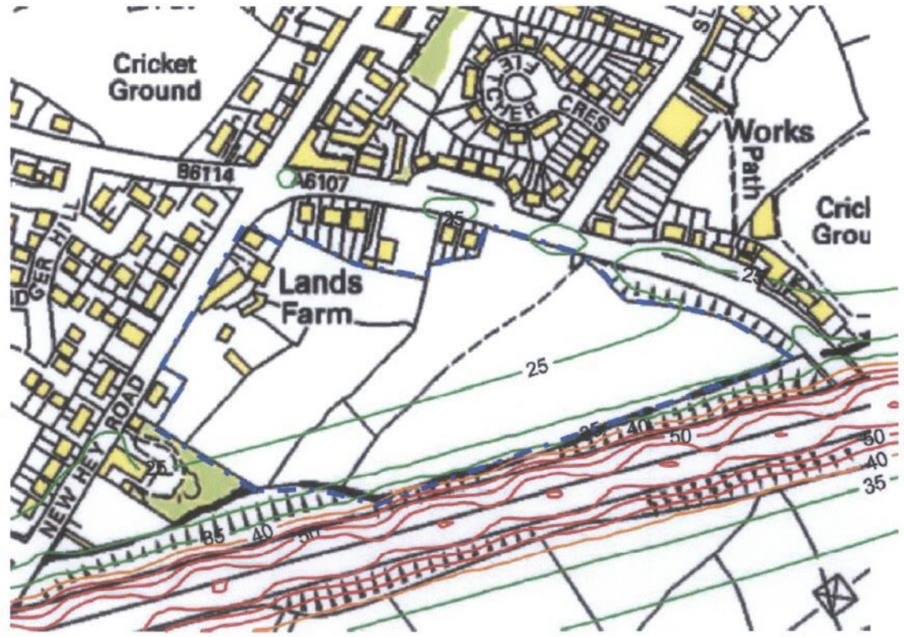


Figure 9: 2008 annual mean NO2 concentrations

6.1 Technical reports

Figure 10: Strategic transport network

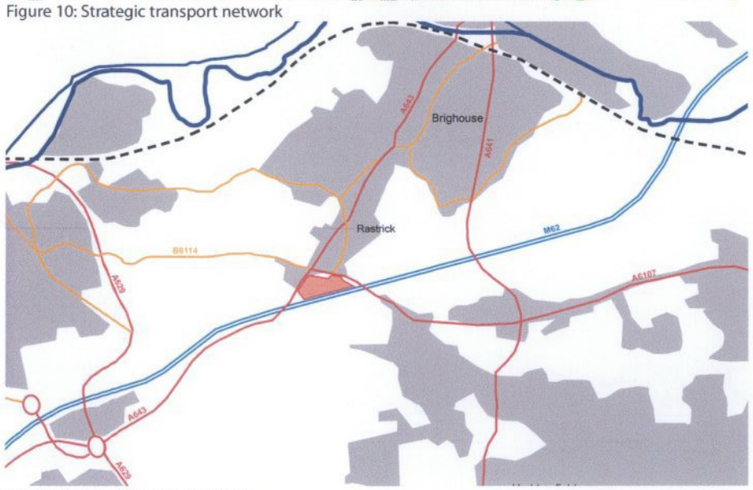


Figure 11: Local transport network

Transport assessment

WSP have been commissioned to prepare a Transport Assessment in order to support the allocation of this site for residential purposes.

The assessment has considered the existing conditions on the highway network surrounding the site, including an assessment of the accessibility of the site by a range of sustainable modes and modelling the accessibility of the site using the ACCESSION software. This demonstrates that the site is accessible by a variety of modes with a number of existing pedestrian links to the surrounding area and public transport routes in close proximity to the site.

The report provides further details of the proposed level of development that would be accommodated on the site including proposed access arrangements to serve the site. The site would be accessed via a simple priority junction onto New hey Road to serve up to 85 residential units that would be accommodated on the site. An assessment of the likely trip generation of the site has been carried out based on information from the TRICS database for all modes including vehicles, pedestrians, cyclists and public transport users.

Assessments of the capacity of the proposed site access arrangements have been carried out in order to ensure that a satisfactory layout can be provided. The assessment of the site access junction demonstrates that it would operate satisfactorily with the addition of development traffic and background traffic growth.

An assessment of the impact of the development traffic at the adjacent Clough Lane/ Crow Trees Lane junction has also been carried out. The proposed development traffic would result in increases in queuing at the junction when compared to the base operation of the junction. Increasing the cycle time at the junction would result in a reduction in queuing compared to the base scenario and would therefore mitigate the impact of the proposed development traffic.

The proposed development traffic is unlikely to have a material impact on the surrounding highway network beyond the site access and the Clough Lane traffic signal junction.

The assessments carried out have demonstrated that satisfactory access can be provided to the site and that the site and nearby amenities are accessible by a range of sustainable modes. Whilst development traffic is predicted to result in increased queuing at the adjacent Clough Lane traffic signal junction alterations to the cycle time of the signals would satisfactorily mitigate the impact of the addition of the development traffic. The site is also unlikely to result in any significant impact on the surrounding highway network beyond the Clough Lane traffic signal junction. It is therefore considered that there are no reasons on highway grounds why the site should not be allocated for residential use.

6.2 Technical reports

Ecology

Smeeden Foreman Partnership have undertaken a habitat and protected species assessment of the site in order to identify the existing ecological value of the site. The findings are summarised in Figure 12.

The site is considered to comprise habitats of low conservation value, largely consisting of sheep and cattle-grazed semi-improved grassland fields supporting common species found typically within this habitat and previously disturbed habitats which now support arable weeds. A mature hedgerow runs through the centre of the site, but this is species-poor and defunct, with large gaps.

There are no areas of standing water within the site to support breeding amphibians though terrestrial habitats present such as the hedgerow and areas of dense tall ruderal vegetation are considered to offer suitable areas for amphibians when out of their ponds.

The walk over survey found half of the twelve buildings within the site to hold only a low potential to support bats due to the lack of suitable roosting features. It is concluded that no further survey of these buildings is required and works can be carried out to them without a significant risk of impacting upon bats. The site also contains habitat of moderate value to foraging bats and to avoid impacting upon them lighting schemes should be designed to avoid features that may be used by bats.

No sign of badger was detected during the initial survey and the severance of the site from the wider area from busy roads and residential areas reduces the risk of the species utilising the site.

The limited size and structure of the habitats within the site would suggest that it is unlikely to support any significant bird populations.

The buildings on site could potentially support nesting birds, particularly house sparrow, swallow and starlings which were recorded on site during the walk over survey. Demolition of the buildings and vegetation clearance will take place outwith the bird breeding season unless checks by an appropriately qualified ecologist have found no active nests to be present immediately prior to works commencing.

In summary, it is not anticipated that any statutorily or non-statutorily designated site for nature conservation or any other protected species, such as otter, water vole, white-clawed crayfish or reptile species will be affected by any proposed development, with no suitable areas of habitat located within or immediately adjacent to the site.

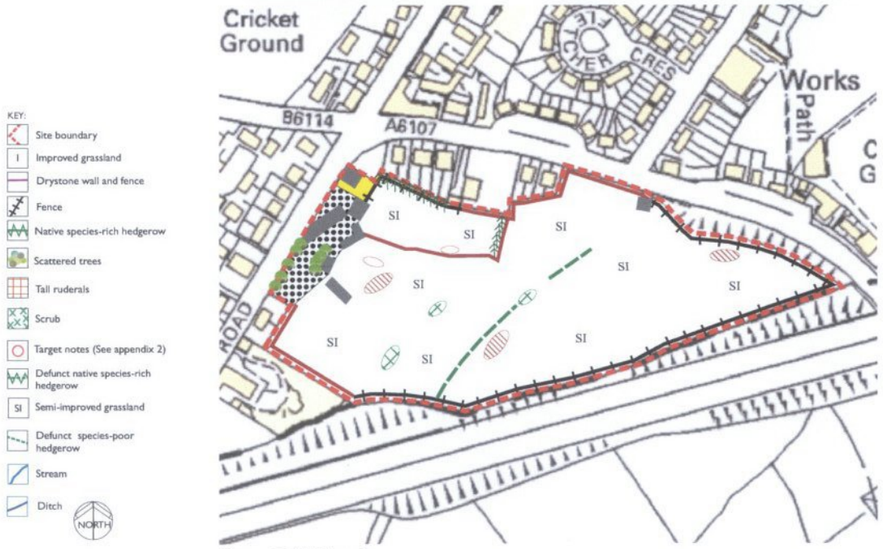


Figure 12: Habitat plan

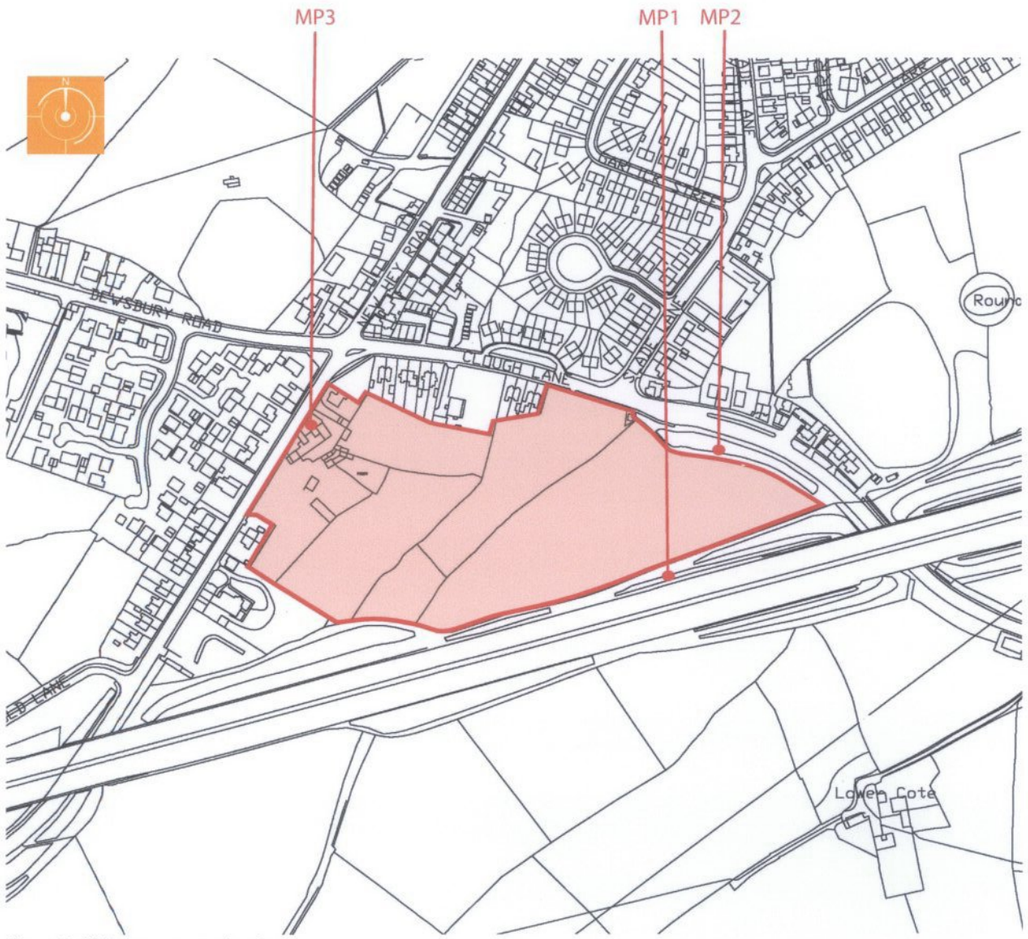


Figure 13: WSP measurement locations

6.3 Technical reports

Acoustics

WSP Acoustics has been commissioned by Thornhill Estates Ltd to undertake a noise impact assessment on this site. The report has been carried out in accordance with PPG24: Planning and Noise.

In order to record the noise levels emanating principally from the M62, three measurement positions were identified, shown as MP1, MP2 and MP3 on the adjoining diagram. Measurements were taken over two 24 hour periods.

The results conclude that at MP1, the variation in noise levels during the night and day was 72-69 LAEQ9(dB); at MP2 68-65 LAEQ(dB); and at MP3 64-58 LAEQ (dB). The overall Noise Exposure Categories for the locations are therefore NEC C at MP2 and MP3. The site falls into NEC D up to a point 23m from the southern boundary bordering the M62. The remainder of the site is within NEC C.

In view of these readings, it will be necessary to provide a noise mitigation scheme, including some or all of the following measures:

* incorporation of advanced glazing systems such as acoustic laminates or secondary systems across the site;

* incorporation of 'acoustic barrier blocks', such as contiguous dwellings, located along the site boundaries which front onto the M62. An alternative would be an acoustic fence along the site boundary with the M62;

* where possible, gardens should not be located with NEC C. Where these are essential, these areas should be well screened from noise sources, for example by building envlopes or acoustically rated garden fence;

* installation of an alternative method of rapid ventilation such as acoustically treated mechanical ventilation for rooms overlooking the south boundary.

These mitigation measures would be considered in more detail on finalisation of the scheme layout amd, subject to the incorporation of such measures, the prevailing noise climate should not pose a constraint to the proposed development.

6.4 Technical reports

Flood risk

Haigh Huddleston & Associates Civil Structural Engineering Consultants have been commissioned to investigate and report on the flood risk of this site in accordance with PPS25. Their findings are reported in the Flood Risk Assessment dated September 2008.

The site does not fall within the 1% or 0.1% probability Flood Risk Maps published by the Environment Agency. It is therefore not considered to be at risk from fluvial flooding.

There is a possible watercourse passing throught the site which could present a flood risk to development. At present, it appears that a land drain discharges onto the site from beneath the M62 motorway. It would be necessary to investigate this further to determine the source of the water and whether a culvert would need to be diverted.

The catchment for overland flows from adjacent land is limited due to the location of the M62. Even so, it would be appropriate to investigate this further and determine potential flood routes to accomodate severe events.

In terms of storm water, it would be necessary to provide storage to cater for storms up to the 1% return probability. If infiltration systems cannot be used, run off would be limited to agreed agricultural rates.

Assuming that the measures outlined in the report are implemented to resolve any potential difficulties, Haigh Huddleston & Associates consider that the requirements of PPS25 can be satisfied.

Drainage

Haigh Huddleston & Associates have also prepared a Drainage Report to investigate the existing drainage constraints and those which would arise due to the possible re-development of the site. The report is dated September 2008 and is based on a preliminary walk-over of the site, examination of drainage records, discussion with local residents, the Environment Agency and Calderdate MDC Land Drainage Department.

In terms of surface water drainage, there appears to be adequate capacity in the existing sytem to allow for gravity discharge from the whole site. There may, however, be a need to some flow balancing for the foul flows to ensure that peak flows do not exceed capacity downstream.

In summary, there would be a requirement to attentuate discharges to agricultural rates, including on-site balancing probably in the form of open basins or ponds. Similarly, foul sewerage may require provision of separate storage tanks on site so as not to overload the existing system.

Figure 14: contour plan

Ground conditions

Sirius Geotechnical and Environmental Ltd (Sirius) have carried out a Preliminary Investigation (desk study) of the site to determine the ground condition on the site, in respect of former use, stability and contamination.

The historical OS plans examined as part of this investigation has revealed a sandstone quarry formerly existed within the western area of the site, and was subsequently infilled sometime between 1854 and 1892. It is recommended that all excavations across the site be examined for evidence of infilled quarries. If evidence of an infilled quarry is suspected works should cease and the advice sought of a suitably qualified consultant.

Based on the desk study information received as part of this investigation a potential risk to surface stability is considered to exist at the site from unrecorded shallow mine workings in the Elland Flags (sandstone). It is recommended that rotary probing be undertaken to investigate for the presence/absence of worked/workable Elland Flags within influencing distance of the surface. This investigation should target the area around the backfilled sandstone quarry on site, for potential adits driven from the base of the quarry. If mine workings are proven within influencing distance of the surface, they will require to be consolidated through rotary drilling and pressure grouting, in accordance with Ciria Special Publication 32 "Construction over abandoned mine workings".

Based upon the desk study information it is considered possible that the site will have some ground contamination associated with past and present usage. The necessity for remediation is subject to the extent and nature of any contamination, which cannot be determined without an appropriate intrusive investigation.

6.5 Technical reports

Site access

WSP has been commissioned to prepare draft access proposals for this site.

The indicative layout in Figure 15 shows a simple priority junction onto New Hey Road. This layout should have sufficient capacity to accommodate the number of units anticipated from the development of the site. The required visibility splay is also shown on the plan (2.4 x 43m). There is some flexibility in the exact location of the junction depending on which parts of the existing farmhouse buildings are retained.

A secondary emergency access may also be required although further discussions with Calderdale will be required to confirm this.

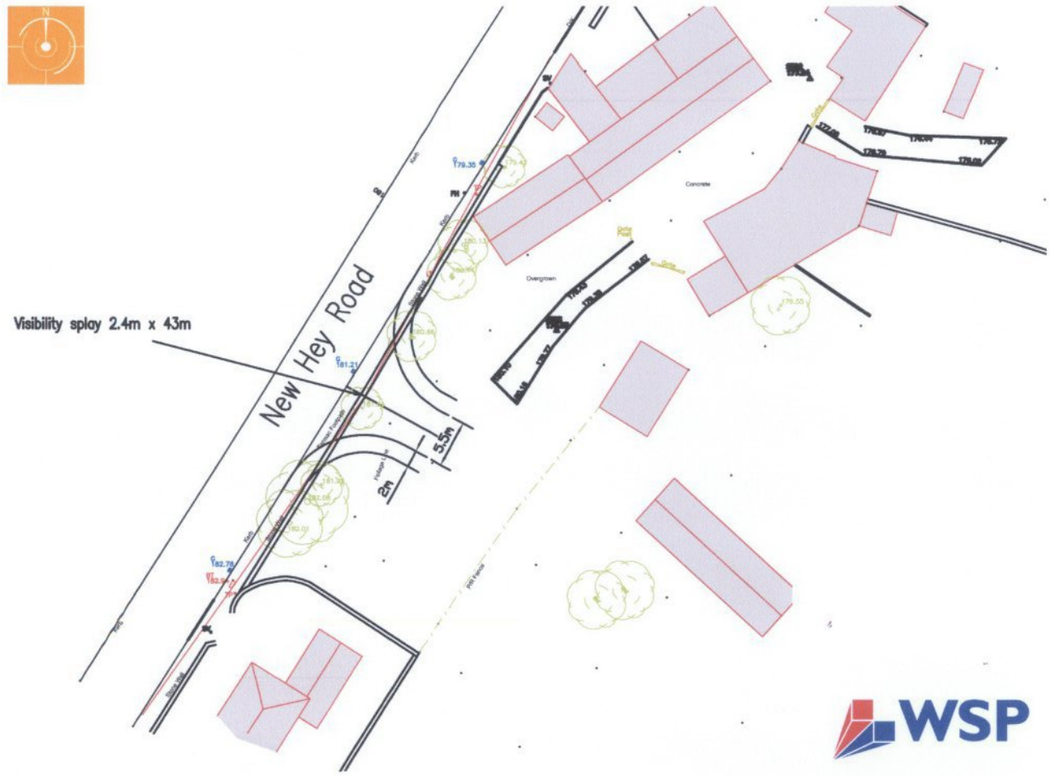


Figure 15: potential access design, New Hey Road

7.0 Development concept

The development concept responds to the site analysis and baseline technical information to identify the most appropriate areas of the site for development. It shows in general terms where built form should be located to achieve effective urban design and also first ideas about access and a movement framework.

Figure 16 therefore illustrates the following:

1) a single vehicular access point from New Hey Road serving the whole of the site. A secondary emergency access point may be required onto Clough Lane;

2) built form is retained in the north-western half of the site to ensure a suitable distance from the M62. A continuous built frontage is formed towards the M62 to provide acoustic screening to gardens within the blocks;

3) retention of the original stone farmhouse building to preserve an historic building and provide a distinctive entrance to the site;

4) maximum active frontage onto New Hey Road and Clough Lane to help reinforce the townscape;

5) pedestrian and cycle access from the site onto Clough Lane to encourage pedestrian flows towards local facilities;

6) 'back-to-back' relationships with existing properties;

7) public open space located on the south-eastern side of the site, enjoying the southerly aspect;

8) a 'no build' zone on the south side of the site reflecting the extent of the NEC D reading.

The above principles give rise to a development form which makes the best use of the site and also responds to physical constraints.

Figure 16: Site concept

8.0 Ilustrative masterplan

Figure 17: Indicative layout

The indicative layout shows a potential solution for creating an attractive new residential area on the south side of Rastrick. With frontage onto New Hey Road and Clough Lane, the development would represent an organic expansion of the town and would contribute to the vitality and viability of the local area.

The position and orientation of the frontages along the south-eastern part of the site respond to the acoustic issues identified whilst still achieving an attractive masterplan, yielding a potential of 85 residential units.

Although pedestrian and cycle access would be possible from the Clough Lane frontage to maximise connectivity with the remainder of the town, the principal vehicular access would be obtain from new Hey Road.

The opportunity also exists to retain and refurbish New Hey Farmhouse on the New Hey Road frontage, creating a distinctive gateway into the site and reinstating a local landmark as part of the development.

9.0 Summary

These LDF representations have been prepared to consider the future of the Clough Lane site in terms of sustainability and delivery as a housing allocation and to promote its early release for these purposes.

It has considered the site in the context of its location within Calderdale and within the broader framework of the Leeds City region and has sought to assess the proposal against the Council's own sustainability criteria and sustainability objectives and considers the relevant site in providing housing land in the short to medium term.

This assessment concludes that the redevelopment of the site for housing would be highly sustainable when assessed against the Council's own criteria. In this context, not only is the site in one of the preferred locations for the focus of housing growth, it is also in a highly sustainable location when assessed against all relevant criteria.

In this respect, given the site is sustainable, suitable, available and achievable and is located within one of the preferred locations for concentration of housing both in the Regional Spatial Strategy and the Emerging Core Strategy, the Council are requested to support these representations and to identify the site at Clough Lane site as a housing allocation in the Local Development Framework Allocations DPD for early release.

Consultant team:

Planning	ID Planning Atlas House 31 King Street Leeds LS1 2HL
Urban Design	Savills Unex House 132-134 Hills Road Cambridge CB2 8PA
Commercial	Dove Haigh Phillips Devonshire House 38 York Place Leeds LS1 2ED
Transport	WSP Development & Transportation Three White Rose Office Park Millshaw Park Lane Leeds LS11 0DL
Ecology	Smeedon Foreman 8 East Parade Harrogate HG1 5LT
Acoustics	WSP Acoustics The Victoria 150-182 The Quays Salford Manchester M50 3SP
Flood risk / drainage	Haigh Huddleston & Associates Firth Buildings 99-101 Leeds Road Dewsbury WF12 7BU

Caldera

savills

CAUD 155748

id planning

DECEMBER 2008