

## Site Details

Eastings

411450

Northings

426846

**Full Address**

Land Adjacent to &amp; Rear of 8 Back Clough, Northowram, Halifax, HX3 7HH.

**Ward**

Northowram and Shelf Ward

**Local Plan Area**

Northowram and Shelf

**Current RCUDP Allocation or Designation**

Conservation areas UDP, Leeds Bradford Airport consult zone, Primary housing area

**Land Type**

Greenfield

**Topography**

Gentle Slope

**Site Area (ha)**

0.38

**Is the site an efficient use of land? RAG**
**Greenfield**

## Current Land Use

**Primary**

Grassland, Woodland

**Secondary**
**Adjacent Land Uses:**
**North**

Residential

**South**

Residential

**East**

Residential

**West**

Residential

## Public Consultation

**To view comments made during the Local Plan - Initial Draft Consultation 2017, please visit:**
[http://calderdale-consult.limehouse.co.uk/portal/planning\\_services/lp17/lpid?pointId=ID-4458645-ISSUE-LP0589-BACK-CLOUGH-NORTHOWRAM#ID-4458645-ISSUE-LP0589-BACK-CLOUGH-NORTHOWRAM](http://calderdale-consult.limehouse.co.uk/portal/planning_services/lp17/lpid?pointId=ID-4458645-ISSUE-LP0589-BACK-CLOUGH-NORTHOWRAM#ID-4458645-ISSUE-LP0589-BACK-CLOUGH-NORTHOWRAM)

## Flooding

**Flooding and Drainage Section**
**Comments**

The site exists within greenfield and associated with built-up area in the west. One land drainage issue has been reported in the past in close vicinity of the site.

**Mitigation**

Not applicable

**Conclusion**

The site is suitable for the development after hydrological assessment to manage surface water

**Technical Information**

Surface water management and SUDS application to avoid risk of surface water flooding

## Flooding and Drainage Comments in response to issues raised during 2017 Consultation

### Summary of key points raised

#### Response to Comments

Numbers of drainage issues have been occurred in the surrounding areas and suitable actions being placed.. The site is within Flood Zone 1, therefore the site to be allocated for the development subject to the consultation with the Local Planning Authority. The site is adjacent to the settlement with relatively few constraints, the preferred use of the site is for housing with a potential capacity of dwellings and commercial. However, The site is suitable for the development after necessary action for the surface water/drainage assessment.

#### Mitigation

The sustainability application recommends that due to the site's greenfield status, and resulting potential to increase run-off, green and blue Infrastructure on site such as SuDS and green roofs to reduce the infiltration rate of precipitation as well as provide storage for storm water run-off.

#### Flooding Zone Coverage

Flood Zone 1 (Area %)	100
Flood Zone 2 (Area %)	0
Flood Zone 3a (Area %)	0
Flood Zone 3ai (Area %)	0
Flood Zone 3b (Area %)	0

#### Surface Water Flooding

1 in 30 Year (Area %)	0
1 in 100 Year (Area %)	0.02
1 in 1000 Year (Area %)	0.07

#### Strategic Recommendation

Permitted subject to consultation with the LPA / LLFA

#### Flooding RAG

Flooding issues which can be mitigated

## Highways

### Highways England

#### Comments

#### Summary

#### Highways England Site Comments

Strategic Highway Network Status Level of impact

Location of primary impact ie nearest junction

Potential impact of non SRN traffic passing through the junction

Potential for cumulative impact

Committed mitigation schemes

Is additional mitigation likely to be required by 2028?

Ranking

#### Comments

#### Strategic Road Network RAG

No significant impact on the road network

## Highways Development Management

### Site Access

#### Site Observations and Planning Application

Site fronts onto Bradford Road and is adjacent to existing residential area. Site already has a Right Turn Lane junction to access the residential area to the west (off Joseph Avenue) and with a small amount of widening into the site this could be amended to provide a Right Turn Lane junction to access the site. Bradford Road has footways both sides.

#### Mitigation

Amend existing junction to provide site access junction and contribute towards Hipperholme scheme.

#### Conclusion (see methodology)

Developable (B)

#### Justification

#### Technical Information Required

### Highways DM Comments in response to issues raised during 2017 Consultation

#### Summary of key Comments Made

Congestion, Access

#### Response to Comments

Concerns about traffic impact on local roads. Highway authority considers a development of this size will not have a material impact. One comment querying ability to provide suitable access. The highway authority comment states that an amended existing junction would be appropriate.

#### Conclusion

Highway authority view unchanged

*Site Access RAG*

Potential access issues which are resolvable

### Impact on Local Road Network

*Local Road Network RAG*

Impact on the road network requiring mitigation

## Ecology

### Conservation (Ecology) Comments in response to issues raised during 2017 Consultation

#### Summary of Key Comments Made

Disruption to wildlife

#### Response to Comments

Small site with scattered trees and shrubs and tall ruderals. Unlikely to be an adverse ecological impact.

#### Mitigation

Retain trees and shrubs where possible. Plant boundaries with locally native species-rich hedgerows.

#### Technical Information

#### Conclusion

Acceptable subject to mitigation as specified.

*Ecology RAG*

No impact on environmentally sensitive areas

## Open Space

OS Ref

OS Typology

OS Recommendation

Safer, Cleaner, Greener Flooding LPID

### Summary of Key Comments Made

Not enough open space

### Response to Comments

The site is designated as Primary Housing but currently performs the function of a natural/semi-natural area. An assessment of open space in the area shows that there are sufficient alternative natural/semi-natural areas within the catchment of this site to meet the adopted standards

*Open Space RAG*

**No loss/No Impact**

## Historic Environment

### Historic England

#### Comments

This site lies close to the boundary of the Northowram Village Conservation Area.

If allocated, the Plan should alert users of the document to the proximity of the Conservation Area and make it clear that any development proposals for this site would need to ensure that the elements which contribute to its significance are not harmed.

#### Suggested Change

If allocated, the Plan should alert users of the document to the proximity of the Conservation Area and make it clear that any development proposals would need to ensure that the elements which contribute to its significance are not harmed

If it is considered that the development of this site would harm elements which contribute to the significance of the Conservation Area or Listed Buildings, then the measures by which that harm might be removed or reduced need to be effectively tied into the Plan.

If, at the end of the process, it is concluded that the development would still be likely to harm elements which contribute to the significance of any of these designated heritage assets, then this site should not be allocated unless there are clear public benefits that outweigh the harm (as is required by NPPF, Paragraph 133 or 134).

HIA Undertaken?

Yes

#### WYAAS Comments

Edge of Conservation Area but no direct archaeological implications

### Conservation (Heritage) Comments in Response to Issues Raised During 2017 Consultation

#### Summary of Key Comments Made

#### Response to Comments

#### Mitigation

*Historic Environmental RAG*

**Some impact which could be mitigated**

## Housing Services

### Comments

### Housing Service Comments in Response to Issues Raised During 2017 Consultation

#### Summary of Key Comments Made

#### Response to Comments

*Housing Services RAG*

Positive

## Business and Economy Services

### Comments

### Mitigation

### Conclusion

### Business and Economy Comments in Response to Issues Raised During 2017 Consultation

#### Summary of Key Comments Made

#### Response to Comments

Not relevant

*Business and Economy RAG*

Positive

## Minerals

**Stone Mineral Safeguarding Area**

Within MSA Buffer

**Coal Mineral Safeguarding Area**

Within MSA

### Minerals Comments in Response to Issues Raised During 2017 Consultation

#### Summary of Key Comments Made

#### Response to Comments

Non mineral development will be expected to investigate the potential for extraction of the mineral resource prior to development taking place. This is a requirement of Local Plan policy.

*Minerals RAG*

Within MSA

## Environmental Health

### Comments

good acoustic design required for layout and house types.

### Minerals Comments in Response to Issues Raised During 2017 Consultation

#### Summary of Key Comments Made

air quality, noise

## Response to Comments

NOISE ROAD TRAFFIC - consideration would need to be given to the impact of road traffic noise on dwellings, including outdoor areas, on the site. AIR QUALITY COMMENT - Bearing in mind the proximity of the Stump Cross AQMA (No.5) mitigation would be appropriate to address air quality impacts. Air quality and the impact of additional road traffic taken cumulatively with other local developments would need to be considered. The impact of road traffic emissions on the residential development itself would not be expected to be significant, and no breach of the air quality objectives for nitrogen dioxide and particulate matter is expected on site.

## Mitigation

NOISE MITIGATION - noise impact assessment prior to development, to include the impact of road traffic noise upon residential amenity. AIR QUALITY MITIGATION - West Yorkshire Low Emission Strategy has been adopted by the Council. This gives guidance on good practice for mitigating air quality impacts.

**Environmental Health RAG**

**There is no significant detrimental effect that cannot be mitigated against**

## Other Factors

**Physical Constraints RAG**

**Gentle undulations/Gentle Slope**

**Agricultural Land Classification RAG**

**Lies within 4 or 5 (and urban)**

**Logical Settlement Boundary RAG**

**Within settlement or edged on 3 sides**

## Landscape Character Assessment

**Landscape Character Type** K – Coalfield Edge Urban Edge Farmland

**Landscape Character Area** K1: Thornton - Queensbury

**Special Landscape Area** Outside SLA

**Landscape RAG**

**No significant harm on the landscape**

## Other Comments in Response to Issues Raised During 2017 Consultation

### Summary of Key Comments Made

- The scale of development will change the nature of the community and local environment.
- Brownfield land prioritisation.

## Response to Comments

- The Council has the responsibility to identify sites that would meet the Borough's housing need. Local Plan policies will be in place to minimise any adverse impacts of development and to ensure development respects or enhances the character of existing buildings and surroundings, taking account of its local context and distinctiveness.
- In order to identify the most sustainable sites a 'sequential' approach has been adopted that prioritises brownfield sites in the urban area, only using the most sensitive Green Belt when all alternative sites have been considered.

## Additional Comments in Response to Issues Raised During 2017 Consultation

### Summary of Key Comments Made

## Response to Comments

## Accessibility

**Distance to Bus Stop**

**Less than 400m**

**Distance to Rail Station**

**More than 2km**

Distance to Publicly Accessible Open Space	Less than 600m
Journey time to Town Centre	Less than 15 mins
Journey time to Shops Selling Day to Day Goods	Less than 15 mins
Journey time to Hospital	Less than 30 mins
Journey time to General Practitioner	Less than 15 mins
Distance to Primary School	Less than 15 mins
Journey time to Secondary School	Between 20 and 40 mins
Journey time to Further or Higher Education	Less than 30 mins
Journey time to Primary Employment Sites	Less than 20 mins

#### Accessibility Comments in Response to Issues Raised During 2017 Consultation

##### Accessibility Comments Following LPID

- Journey times specified in the assessment are contested.

##### Response to Comments

- Accessibility modelling has been updated by West Yorkshire Combined Authority to take into account the most recent integrated transport networks and public transport timetables. The methodology is within or attached to the Site Assessment Methodology document.

## Deliverability

Developable Area (ha)	0.38	Dwellings per Hectare	40	Residential Capacity	15
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#### Deliverability Comments in Response to Issues Raised During 2017 Consultation

##### Deliverability Comments Following LPID

##### Response to Comments

## Site Summary

### Overall Assessment Summary

The site is a gently sloping, greenfield site located within an existing urban area. It is currently designated within the RCUDP as Primary Employment Area. The site has good accessibility to local facilities and services and is within 400m of a bus stop with a service at least once every 30 minutes, however it is more than 2km to a railway station.

The site is situated within Flood Zone 1. Development would be acceptable subject to a Hydrological Assessment to manage surface water. Drainage have also recommended the provision of green and blue infrastructure.

The Highways Development Management Section considers that a development of this size will not have a material impact on the local road network and amendments to the existing junction would be possible to enable suitable access to the site.

There are no ecological constraints associated with the site, it has however been recommended that in order to mitigate the impacts of development, the boundaries should be planted with locally native species-rich hedgerows.

A small part of the site is within the Northowram Conservation Area, which is located to the north of the site. A Heritage Impact Assessment has concluded that development would change the character of the site by adding built form into the street scene. It is considered that although there will be a minor impact, sensitive site layout and design will minimise any effect of development. The assessment has suggested various possible mitigation measures that will be carried forward as site specific considerations.

West Yorkshire Archaeology Advisory Service have stated there are no direct archaeological implications.

In light of the location of the site in relation to Bradford Road (A6036), Environmental Health has commented that consideration would need to be given to the impact of road traffic noise on dwellings and their private amenity spaces.

Further, in terms of air quality, the site is situated within relatively close proximity to the Stump Cross Air Quality Management Area and as such, mitigation would be appropriate to address air quality impacts. The impact of road traffic emissions on the residential development itself however would not be expected to be significant, and no breach of the air quality objectives for nitrogen dioxide and particulate matter is expected on the site.

The Council will allocate this site as a New Housing Site, with a potential capacity of up to 15 dwellings. The landowner has confirmed that the site is available immediately.

**Outcome**

New Housing Site