

Site Details

Eastings

411716

Northings

428652

Full Address

Land off, Cock Hill Lane, Shelf, Halifax, .

Ward

Northowram and Shelf Ward

Local Plan Area

Northowram and Shelf

Current RCUDP Allocation or Designation

Greenbelt, Mineral area of search

Land Type

Greenfield

Topography

Gentle Slope

Site Area (ha)

5.86

Is the site an efficient use of land? RAG

Greenfield

Current Land Use

Primary

Agriculture

Secondary

Adjacent Land Uses:

North

Agriculture

South

Residential

East

Agriculture

West

Agriculture, 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-LP0782-COCKHILL-LANE-SHELF#ID-4458645-ISSUE-LP0782-COCKHILL-LANE-SHELF

Flooding

Flooding and Drainage Section

Comments

The site exists within greenfield and is associated with an urban areas in the south. The site is on the risk of flooding from Wood Fall Beck running within the east corner of the site. Couple of land drainage issues have been reported in the past in the close vicinity of the site.

Mitigation

Not applicable

Conclusion

Site is suitable for the development after the hydrological assessment of Wood Fall Beck and surface water assessment

Technical Information

Topography and water features that affect the layout of the development. Evaluation of existing drainage network and application of SUDS if required. FRA for Wood Fall Beck water course. Loss of agricultural land results in loss of production and reduction of or complete loss of amenity or recreation value.

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

Summary of key points raised

Response to Comments

Several past drainage issues have been reported in the surrounding area and suitable actions were being placed to resolve these issues. This site is potentially disagreed from the public prospective with the remarks i.e. over construction in the area and lack of green space, grass and trees etc. thus putting local residents at risk of flooding and damage to property particularly in an area of Cock Hill lane, Wharfedale, Eskdale, Parkstone etc. We agree with the public comments for the risk of surface water flooding however, the site is located in Flood Zone 1 and there is no flooding history. Therefore mitigation could secure the area from flooding.

Mitigation

mitigation could be secured through 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. FRA of the site is an optional mitigation because of flood risk in an area.

Flooding Zone Coverage

| | |
|-------------------------|----------------------------------|
| Flood Zone 1 (Area %) | <input type="text" value="100"/> |
| Flood Zone 2 (Area %) | <input type="text" value="0"/> |
| Flood Zone 3a (Area %) | <input type="text" value="0"/> |
| Flood Zone 3ai (Area %) | <input type="text" value="0"/> |
| Flood Zone 3b (Area %) | <input type="text" value="0"/> |

Surface Water Flooding

| | |
|-------------------------|--------------------------------|
| 1 in 30 Year (Area %) | <input type="text" value="0"/> |
| 1 in 100 Year (Area %) | <input type="text" value="0"/> |
| 1 in 1000 Year (Area %) | <input type="text" value="0"/> |

Strategic Recommendation

Subject to FRA

Flooding RAG

Flooding issues which can be mitigated

Highways

Highways England

Comments

The Highways England Network Analysis Tool (NAT) indicates that the traffic generated and attracted by this site, when considered individually, does not have any significant impact on the mainline of the strategic road network (SRN) in Calderdale District and neighbouring areas of West Yorkshire. However, draft Policy CP1 Provision of Housing indicates a net additional requirement of 17,600 homes during the period 2015-2032. Development of this scale, combined with development of employment land, will have a significant adverse traffic impact on the operation of the SRN in West Yorkshire and at its junctions with the local primary road network. The overall impact is greater when the land use development proposals for Calderdale are assessed in combination with those of neighbouring local planning authorities. Highways England has a number of planned improvements to the SRN serving Calderdale funded as part of the governments Road Investment Strategy (RIS). These schemes are intended to provide additional capacity at congested locations. The RIS schemes of particular relevance to Calderdale are as follows: M1/M62 Lofthouse Interchange: Scheme to enhance the capacity of the Interchange to be developed in the current roads period with the objective of commencing construction in the period 2020/21-2024/25. M62 junctions 20-25: Smart motorway scheme intended to start in the current roads period (2015/16-2019/20). M62/M606 Chain Bar: Scheme to provide an M62 westbound to M606 northbound link intended to start in the current roads period (2015/16-2019/20). M621 junctions 1-7 improvements: Scheme intended to start in the current roads period (2015/16-2019/20). Recent modelling undertaken as part of the Highways England West

Yorkshire Infrastructure Study indicates that capacity improvement measures additional to the schemes included in the RIS will be needed on the SRN to cater for demand generated by development in Calderdale and neighbouring Districts during the period to 2030. The draft version of the West Yorkshire Infrastructure Study was completed in November 2015 and is now under consideration by Highways England. It will be shared with the Council in the near future and the schemes identified will need to be included in the Local Plan Infrastructure Delivery Plan. Where committed schemes will not provide sufficient capacity or where there is not committed investment from Highways England or any other source, sites may need to deliver or contribute to additional schemes identified by the Highways England West Yorkshire Infrastructure Study and included in the Infrastructure Delivery Plan or other appropriate mitigation schemes. It is suggested that development of this site not be commenced until completion of the RIS schemes programmed to start in the current roads period (2015/16-2019/20).

Summary

It is suggested that development of the site should not start until completion of RIS schemes in the current period (2015/16 - 2019/20).

Highways England Site Comments

Strategic Highway Network Status Level of impact

No significant impact on mainline.

Location of primary impact ie nearest junction

N/A

Potential impact of non SRN traffic passing through the junction

N/A

Potential for cumulative impact

N/A

Committed mitigation schemes

N/A

Is additional mitigation likely to be required by 2028?

No

Ranking

2

Comments

Cumulative at M606 J1

Strategic Road Network RAG

Impact on the road network requiring mitigation

Highways Development Management

Site Access

Site Observations and Planning Application

Large new site in Shelf. Could have major impact on Halifax Rd / Brighouse & Denholme Gate Road roundabout and at already congestion Hipperholme cross roads.

Mitigation

Likely to require scheme of mitigation at Halifax Rd / Brighouse & Denholme Gate Road roundabout.

Conclusion (see methodology)

Developable (B)

Justification

Technical Information Required

Transport Assessment & Travel Plan and Access Design and mitigation proposals

Highways DM Comments in response to issues raised during 2017 Consultation

Summary of key Comments Made

Traffic Impact, Congestion

Response to Comments

References to unsuitability of local road network. Highway authority considers that location is appropriate with suitable mitigating measures to be identified in any submission. Cumulative traffic impact is being assessed by the Council using the strategic model. The Transport Assessment will address impacts on immediate area and identify any road layout changes.

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

Ecological corridor. Species: bats, heron, fox, hedgehog, nesting lapwing, hares.

Response to Comments

Semi improved grassland bordered by Wildlife Habitat Network. Close to Local Wildlife Site. Reports of breeding lapwing indicate ornithological surveys will be required. It is likely than any adverse ecological impacts can be mitigated.

Mitigation

Ornithological survey. The SUDs scheme should take account of existing biodiversity and take the form of fen, marsh, wet grassland or standing water in basins. Biodiversity mitigation/enhancement should provide locally native species rich unimproved grassland, restoring gaps in the Wildlife Habitat Network. Increased recreation impact on nearby Local Wildlife site will need mitigation.

Technical Information

Conclusion

Likely to be acceptable, subject to mitigation as specified.

Ecology RAG

Some impact on environmentally sensitive areas which can be mitigated against

Open Space

OS Ref

OS Typology

OS Recommendation

Safer, Cleaner, Greener Flowing LPID

Summary of Key Comments Made

Loss of open space loss of recreation area, impact on the public right of way, retain as grazing land, loss of visual amenity

Response to Comments

The site is currently designated as greenbelt and used for agriculture but part of the site also performs the function of a natural/semi-natural open space. An assessment of open space in the area shows that there are sufficient alternative natural/semi-natural areas within the 400m and 1200m catchment of this site to meet the adopted standards and that there are other greenbelt sites performing this function within the 600m catchment. However if the site is designated for housing, open space would be required as part of any development since there are deficiencies in other typologies. Although the site may be used informally for recreation this cannot be safeguarded since it is private land and it is not designated as open space. Any development should consider the footpath which runs through the site. The visual impact of any development should be considered.

Open Space RAG

No loss/No Impact

Historic Environment

Historic England

Comments

3 to 7 Cock Hill, opposite this site, are Grade II Listed Buildings.

The Site Assessment Report considered that development of this site would affect the open rural setting of these buildings and that a site visit was needed to assess any potential mitigation.

Consequently, this site should not be allocated for development until such time as the proposed site visit has been undertaken and a decision reached about which parts of this site might be developable in a manner consistent with the conservation of the Listed Buildings which contribute to the significance of these Listed Buildings and what effect the loss of this site and its subsequent development might have upon their significance. In addition, there is a requirement in the 1990 Act that "special regard" should be had to the desirability of preserving Listed Buildings or their setting or any features of special architectural or historic interest which they possess. Although this requirement only relates to the determination of planning applications, failure to take account of this requirement at this stage may mean that, when a Planning Application is submitted, even though a site is allocated for development in the Local Plan, the need to pay special regard to the desirability of preserving a Listed Building or its setting may mean that either, the site cannot actually be developed or the anticipated quantum of development is undeliverable.

Suggested Change

This site should not be allocated for development until such time as the site visit proposed in the Site Assessment Report has been undertaken.

If it is considered that the development of this site would harm elements which contribute to the significance of the 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

Site contains PRNs11672-11675 incl. - likely to recommend archaeological recording condition if granted permission

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

Strongly support release to meet housing need

Housing Service Comments in Response to Issues Raised During 2017 Consultation

Summary of Key Comments Made

Response to Comments

As before strongly support to meet housing need. The opportunity to secure affordable housing would be welcomed in an area with little currently.

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

Utilities

National Grid

OHL Proximity

The site has been identified as having crossing OHL apparatus.

Recommendation

Because of the scale, bulk and cost of the transmission equipment required to operate at 400kV National Grid only supports proposals for the relocation of project of national importance which has been identified as such by central government. Existing high voltage overhead lines where such proposals directly facilitate a major development or infrastructure. National Grid prefers that buildings are not built directly beneath its overhead lines.

Comment RR: Apparatus outside developable area due to site being reduced on heritage grounds.

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

- Mineshafts
- Land stability

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.
- Site is not within a British Coal Development High Risk Area. In such areas a Coal Mining Risk Assessment is required to accompany any planning application.
- Land stability will be considered at the time of planning application submission.

Minerals RAG

Within MSA

Environmental Health

Comments

non mains drainage . Possible small amount of land contamination.

Minerals Comments in Response to Issues Raised During 2017 Consultation

Summary of Key Comments Made

- Possible contamination

Response to Comments

CONTAMINATED LAND - this area may include contaminated land.

Mitigation

CONTAMINATED LAND MITIGATION - any development should be accompanied by an appropriate contaminated land assessment, with any mitigation measures identified.

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

Edged on 1-2 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

- Infrastructure required to cope with additional demand for services
- The scale of development will change the nature and character 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

- Previous developments in the area have not been affordable.
- The government has published a national consultation outlining plans to decrease the number of houses that have to be built per year and Calderdale needs to take this into account when making their plans especially in this locality.

Response to Comments

- The Local Plan will include policy that will ensure a proportion of the units are affordable in line with the definition contained within the NPPF.
- The Council will be aware of the ongoing consultation with regard to housing requirement and will amend its figure / method accordingly.

Accessibility

| | |
|--|------------------------|
| Distance to Bus Stop | Between 400m and 2km |
| Distance to Rail Station | More than 2km |
| Distance to Publicly Accessible Open Space | Between 600m and 2km |
| Journey time to Town Centre | Between 15 and 30 mins |
| Journey time to Shops Selling Day to Day Goods | Less than 15 mins |
| Journey time to Hospital | Between 30 and 60 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 | Between 30 and 60 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

- The journey times specified in the Council site assessment are contested.
- Services are incapable of coping with additional demand

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.
- The Infrastructure Delivery Plan sets out the infrastructure requirements to support planned new development in

Calderdale.

Green Belt Review

Green Belt Review (Parcel) Meets 3-5 of the identified purposes

Green Belt Review (Site Specific) Meets 3-5 of the identified purposes

Green Belt Review Comments in Response to Issues Raised During 2017 Consultation

Summary of Key Comments Made

- Results of Green Belt Review are challenged
- Urban Sprawl
- Brownfield land prioritisation.
- Recreational value / use

Response to Comments

- 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.
- The Green Belt Review methodology was subject to a full public consultation. The comments received from this consultation were used to shape the way in which the review was carried out. The Green Belt Review itself is an evidence based document, the results of which have been fed into the Local Plan. Each stage of the Local Plan has been subject to full public consultation.
- Impact development would have on potential of settlements merging is assessed through the Green Belt Review.
- The Local Plan will be required to demonstrate exceptional circumstances if land is to be removed from the Green Belt. To demonstrate exceptional circumstances the Council will be required to examine all other reasonable options for meeting the identified housing requirements.

Deliverability

Developable Area (ha) 5.52 **Dwellings per Hectare** 30 **Residential Capacity** 166

Deliverability Comments in Response to Issues Raised During 2017 Consultation

Deliverability Comments Following LPID

Response to Comments

Site Summary

Overall Assessment Summary

This is a gently sloping greenfield site, within the Green Belt and adjacent to the urban area along its southern boundary. The site is currently in use for agriculture. The site has relatively good accessibility, however, it is beyond 2km to the nearest railway station and in excess of 400m to a bus stop with a service at least every 30 minutes.

Given the size of the site and its greenfield status, a Flood Risk Assessment would be required in order to assess any risk of flooding and propose mitigation measures to reduce such risks. In terms of drainage, there have been several drainage issues reported in past in the surrounding area, actions were put in place to resolve these. The Council's Flooding and Drainage Section consider the site suitable for development following a Hydrological Assessment of Wood Fall Beck and a surface water assessment. The provision of SuDS through green and blue infrastructure has been carried forward as a site specific consideration.

The site is within the Mineral Safeguarding Area for coal. As such, non-mineral development will be expected to investigate the potential for extraction of the mineral resource prior to development taking place.

Regarding the Green Belt designation, the overall parcel within which the site is located performs strongly when

assessed against the five green belt purposes, and when assessing the revised boundary of the specific site, it also performs strongly.

The site consists of semi-improved grassland and is bordered by the Wildlife Habitat Network. It has also been noted by the Conservation Section (Ecology) that the site is in close proximity to a Local Wildlife Site. In terms of suggested mitigation, reports of breeding lapwing would indicate that an Ornithological Survey will be required and development should ensure the provision of locally native species rich unimproved grassland, restoring gaps in the Wildlife Habitat Network. An increased recreation impact on the nearby Local Wildlife Site will also need mitigation and some details to be included in any forthcoming SuDS scheme have been recommended.

The site is currently designated as Green Belt and is used for agricultural purposes. However, part of the site also performs the function of a natural/semi-natural open space. An assessment of open space in the area shows that there are sufficient alternative natural/semi-natural areas within the 400m and 1200m catchment of this site to meet the adopted standards and that there are other Green Belt sites performing this function within the 600m catchment. Open space will however be required as part of any development proposal as there are deficiencies in other typologies. It has also been recommended that any development should consider the footpath which runs through the site.

In terms of heritage impacts, Cock Hill (Nos. 3-7) is situated on the western boundary of the site. A Heritage Impact Assessment has been undertaken to identify adverse impacts, and to also identify mitigation measures to make the development of the site acceptable. The assessment has recommended that the western part of the site is removed from the allocation as development would substantially affect the setting of the listed building and important views of the building in its rural setting from Cock Hill Lane to the south. The fields further to the east are considered to be less significant due to the sloping topography and are not visible in key views of the listed building.

There are various sites of archaeological importance within the site. These have also been assessed within the Heritage Impact Assessment and consideration will be given to any recommendations made.

The Highways Development Management Section has assessed that site access is achievable. However, development of the site could have a major impact at the Halifax Road/Brighouse & Denholmegate Road roundabout, therefore a scheme of mitigation will be required. The requested Transport Assessment will address the impacts on the immediate area and identify any road layout changes that may be necessary. Despite the western field being removed from the developable area on heritage grounds, the Conservation Section consider that an access through the field would still be acceptable. This access may also be required to accommodate a proportion of the traffic from site LP1543.

The Environmental Health Section has commented that there may be contaminated land within the site. As such, any development will be accompanied by an appropriate Contaminated Land Assessment, which will identify any necessary mitigation measures.

The land is owned by CMBC and has been confirmed as available. Although a number of constraints have been identified, the most significant affecting capacity being heritage, on balance, it is considered that an effective standoff could be provided on the western boundary of the site, to mitigate harm to the listed building.

The Council will allocate this site as a New Housing Site, with an indicative capacity of 166 dwellings.

Outcome

New Housing Site