

## Site Details

Eastings

410025

Northings

425784

Full Address

Land at, Horley Green Road, Claremount, Halifax, .

Ward

Northowram and Shelf Ward

Local Plan Area

Halifax

**Current RCUDP Allocation or Designation**

Leeds Bradford Airport consult zone, Openspace urban

Land Type

Greenfield

Topography

Relatively Flat

Site Area (ha)

0.98

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

## Current Land Use

Primary

Public Open Space

Secondary

**Adjacent Land Use to the:**

North

Residential

South

Transport

East

Residential, Transport

West

Residential, Transport

## Public Consultation

**Comments for allocating the site**

-No comments

**Comments against allocating the site**

-Increase traffic  
 -Road safety problems for cyclists and horse riders between Southowram and Shibden.  
 -Health implications preventing people exercising

## Flooding

**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**

1 in 1000 Year (Area %)

**0**
**Strategic Recommendation**

Permitted subject to consultation with the LPA / LLFA

## Highways

### Highways England

#### Summary

#### Highways England Site Comments

##### Strategic Highway Network Status Level of impact

No significant impact on mainline.

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

## Highways Development Management

### Site Access

#### Site Observations and Planning Application

Site access route Belgrave Avenue & Claremont Road .Known problems at New Bank Road / A58 junction difficult to mitigate . Site could access onto Horley Green Road but if access onto section to the south of the site it would need to be a left in / left out arrangement which is far from ideal. Access off Horley Green Rd to east of the site would be preferable.

#### Mitigation

Mitigation at A58 / will be required to accommodate the cumulative impact of the residential allocations in Claremont

#### Conclusion (see methodology)

Developable with mitigation (B)

#### Justification

#### Technical Information Required

Access Design / Transport Statement. Transport Statement MUST include assessment of A58 / New Bank Junction

Site Access RAG

## Impact on Local Road Network

Local Road Network RAG

## Ecology

### West Yorkshire Ecology

SHLAA Ref

#### SSSI Comments

Mitigation

Conclusion

---

#### Local Wildlife Site Comments

Mitigation

Conclusion

---

#### Local Geological Site Comments

Mitigation

Conclusion

---

#### Habitats of Principal Importance Comments

Mitigation

Conclusion

---

#### Species of Principal Importance Comments

Mitigation

Conclusion

---

#### Habitat Network Comments

Mitigation

Conclusion

#### Conclusion

**Ecology RAG**

**No impact on environmentally sensitive areas**

## Open Space

OS Ref

OS Typology

OS Recommendation

**Open Space RAG**

**Some loss which is not required or can be replaced elsewhere**

## Historic Environment

### Historic England

Comments

Suggested Change

### Historic Conservation

Comments

Recommendation

Mitigation

*Historic Environmental RAG*

Some impact which could be mitigated

## Housing Services

Comments

*Housing Services RAG*

Positive

## Business and Economy Services

Comments

Mitigation

Conclusion

*Business and Economy RAG*

Positive

## Minerals

Stone Mineral Safeguarding Area

Within MSA Buffer

Coal Mineral Safeguarding Area

Within MSA

*Minerals RAG*

Within MSA

## Environmental Health

Comments

possible land contamination on part of site.

*Environmental Health RAG*

There is no significant detrimental effect that cannot be mitigated against

## Other Factors

*Physical Constraints RAG*

Relatively flat

*Agricultural Land Classification RAG*

Lies within 4 or 5 (and urban)

## 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	Less than 20 mins
Journey time to Further or Higher Education	Less than 30 mins
Journey time to Primary Employment Sites	Less than 20 mins

## Deliverability

Developable Area (ha)	0.98	Dwellings per Hectare	45	Residential Capacity	44
-----------------------	------	-----------------------	----	----------------------	----

## Site Summary

RAG Score

40 /48

### Overall Assessment Summary

Relatively flat green field site within the existing urban area, surrounded on three sides by residential development, in close proximity to services and good transport links.

No flooding issues have been highlighted should the site be developed and there would be no impact on environmentally sensitive areas or Special Landscape Areas.

The site is owned by the Council and is currently designated as open space. The site is the only amenity green space over 1ha in the area. The nearby Horley Green Recreation Ground is a smaller amenity green space which was assessed as high value but low quality in the Open Space Study. There are no allotments in the area. The Council's Safer Cleaner Greener section has stated that if the site were to be developed then either allotments should be created on part of the site or the quality of Horley Green Recreation Ground enhanced. Whilst it is not possible to secure the enhancement of the separate Horley Green Recreation Ground through site specific policies, it might be possible to incorporate allotment provision on the site itself provided Safer Cleaner Greener can commit to ownership and maintenance of that part of the site.

There are heritage assets within a 100m to 400m buffer zone of the site, this would therefore need to be taken into consideration during the design stage.

The site scores very well in terms of accessibility scoring despite being situated in excess of 2km from a rail station.

Highways DC has commented that the site could be accessed through Horley Green Road, but if this were to be onto the section to the south of the site it would need to be a left in / left out arrangement which is far from ideal. Access off Horley Green Road to east of the site would be preferable.

The preferred use of the site is residential with an indicative capacity of 44 dwellings which may reduce if allotments are provided on site.

Outcome

New Housing Site