

Site Assessment Report - Main Report

LP Site Ref **LP0766**

Site Details

Eastings **410912** Northings **427503**Full Address **Land Off, Hall Lane, Northowram, Halifax, HX3 7SN.**Ward **Northowram and Shelf Ward** Local Plan Area **Northowram and Shelf**

Current RCUDP Allocation or Designation

Greenbelt, Leeds Bradford Airport consult zoneLand Type **Greenfield** Topography **Relatively Flat** Site Area (ha) **5.81****Is the site an efficient use of land? RAG** **Greenfield**

Current Land Use

Primary **Agriculture, Woodland**

Secondary

Adjacent Land Use to the:

North **Agriculture**South **Residential**East **Residential**West **Agriculture, Residential**

Public Consultation

Comments for allocating the site

Available: The site is available for development now.

Suitable: Within close proximity to key services such as shopping facilities, education, healthcare, recreation facilities and public transport. There are also no obstacles of a technical, physical or environmental nature to prevent the development of this site.

Achievable: Development of the site could take place immediately.

Detailed technical work undertaken to date demonstrates that the site is deliverable and developable.

The least damaging site for residential development in Northowram.

Its residential capacity may well need to be reduced to accommodate access limitations

Comments against allocating the site

Why have W Y Ecology not passed comment on this site

Trees with preservation orders

perfect habitat to support lots of different wildlife.

The description of site states that it is surrounded on 3 sides with residential developments but on its east flank there is a undeveloped green open space that is not developed and on the west flank there is only a few properties then a riding school.

Flooding

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="0.15"/>

Strategic Recommendation

Flooding RAG

Highways

Highways England

Summary

It is suggested that development of the site should not start until completion of RIS schemes in the current period (2015/16 - 2020/21).

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

Highways Development Management

Site Access

Site Observations and Planning Application

Major access issues and impact of generated traffic using highways not capable of carrying two way traffic. Upper Lane would need widening which would need third party land. Access junction to provide good visibility and adequate carriageway width.

Mitigation

Widening required along Upper Lane to accommodate two-way traffic and footway on the site side of the road (eastern side) Contribution required towards mitigation at Stump Cross.

Conclusion (see methodology)

Developable (C)

Justification

Technical Information Required

Unless it can be shown that TRO's can be authorised and Third Party Land under control for improving the carriageway widths/installation of footways on Upper Lane the site would be unacceptable on highway safety grounds. (G)

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

Ecology RAG

No impact on environmentally sensitive areas

Open Space

OS Ref

OS Typology

OS Recommendation

Open Space RAG

No loss/No Impact

Historic Environment

Historic England

Comments

Suggested Change

Historic Conservation

Comments

Recommendation

Mitigation

Historic Environmental RAG

No impact on any heritage asset.

Housing Services

Comments

Business and Economy Services

Comments

Mitigation

Conclusion

Business and Economy RAG

Positive

Minerals

Stone Mineral Safeguarding Area

Within MSA

Coal Mineral Safeguarding Area

Within MSA

Minerals RAG

Within MSA

Environmental Health

Comments

North Field Gate Farm previously a working farm, this would need to have ceased otherwise a stand off between land.

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)

Logical Settlement Boundary RAG

Edged on 1-2 sides

Accessibility

Distance to Bus Stop

Between 400m and 2km

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

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

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

Deliverability

Developable Area (ha)	5.81	Dwellings per Hectare	30	Residential Capacity	174
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Site Summary

RAG Score /48

Overall Assessment Summary

This is a relatively flat, greenfield site within the Green Belt, adjacent to the existing urban area and surrounded on three sides by residential development. It is within the Mineral Safeguarding Area for both stone and coal.

It is within close proximity to key services such as shopping facilities, education, healthcare, recreation facilities and public transport. However, it is beyond 400m to a bus stop with a service at least every 30 minutes, and beyond 2km to the nearest railway station.

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.

Given the size and greenfield status of the site, a Flood Risk Assessment would be required in order to assess any risk of flooding and propose mitigation measures to reduce such risks.

Site access is achievable, however, Upper Lane would require widening and a footpath would have to be provided. Traffic generated is also likely to impact on Stump Cross roundabout.

The site has no known ecological constraints, although there are Tree Preservation Orders on trees on the site's boundary. Its development would not lead to the loss of open space provision, and there are unlikely to be any heritage or archaeological concerns.

The sustainability appraisal recommends that due to the site's greenfield status, and resulting potential to increase run-off, 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.

Given the lack of significant constraints, the Council's preferred use is a New Housing Site, with an indicative capacity of 174 dwellings. This may be reduced given land is required to enable the widening of Upper Lane.

Outcome