

Site Details

Eastings Northings Full Address Ward Local Plan Area

Current RCUDP Allocation or Designation

Land Type Topography Site Area (ha) *Is the site an efficient use of land? RAG*

Current Land Use

Primary

Secondary

Adjacent Land Use to the:

North South East West

Public Consultation

Comments for allocating the site

- The site is within an existing settlement,
- Shelf has a range of local services and community facilities, including primary school, shops, public houses and recreational grounds. Halifax and Bradford are within easy reach to the west and east respectively where a wider range of key services and employment opportunities are available.
- The site forms part of an appropriate extension to meet housing need.

Comments against allocating the site

- Many objections to this site and LP0948, LP0947 and LP0946 with identical comments for all sites.
- Highways capacity/severe congestion
 - Highways condition
 - Pollution due to traffic
 - Lack of school places
 - Lack of medical facilities
 - Lack of shops
 - Lack of adequate infrastructure i.e. water, gas, sewerage
 - Tree Preservation Orders
 - Bats, rabbits, peacocks and moles should be protected.
 - Reduction to the number of visitors to the area.

- Popular with walkers
- Public rights of way.
- Underground springs
- Land provides a soakaway
- No frequent bus service
- Area houses a myriad of flora and fauna
- Wide diversity of trees to be potentially lost.
- Greenbelt ensures there is clear definition between Calderdale and Bradford.
- Merger of Calderdale and Bradford
- In agricultural use
- Loss of space to walk dogs
- Overlooking
- Noise
- Views would disappear.
- House values. Who is liable to compensate.
- Drastic change in housing will affect the village life.
- Type of housing proposed? The equivalent of council housing?
- Availability of brown field sites for redevelopment elsewhere in Calderdale
- Few amenities.
- Robberies, vandalism and drug taking would be result.
- No Secondary School

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 %)	0.63
1 in 1000 Year (Area %)	3.7

Strategic Recommendation Subject to FRA

Flooding RAG

Flooding issues which can be mitigated

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

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

Direct access from frontage on to Halifax Road A6036 would need to be of sufficient standard to mitigate impact on Primary Route (CAT 2 Road). Access may be justified if sites 0946/0947/0948 and 0949 are developed together (this would provide approx. 350 dwellings and would therefore require at least two points of access).

Mitigation

Direct access from frontage on to Halifax Road A6036 would need to be of sufficient standard to acceptably mitigate impact on CAT 2 Primary Route. Staggered Junction of Brow Lane / Wade House Road and Meadway / A6036 would need upgrading to accommodate the additional traffic.

Conclusion (see methodology)

Developable (B)

Justification

Technical Information Required

Feasibility of creating a through route to link with sites 0948/ 0947 & 0946. Provide mitigation schemes at Junctions of Brow Lane / Wade House Road and Meadway / A6036 to accommodate additional movements.

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

Some impact which could be mitigated

Housing Services

Comments

Housing Services RAG

Positive

Employment Land Study

Site Summary

This would be an attractive site for residential development as it is adjacent to the urban area, accessible and fairly unconstrained, apart from being within the Green Belt. The allocation of the site would be dependent on the outcome of the Green Belt review. It is however unsuitable for B-class employment or mixed use development due to its location and adjoining sensitive uses.

Recommendation

Potential site – do not allocate

Officers Comments

Site rated as Average, but considered more suitable for housing - do not allocate for new employment.

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

No major issues. Good acoustic design for site layout and dwellings near road.

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

Less than 400m

Distance to Rail Station

More than 2km

Distance to Publicly Accessible Open Space

Between 600m and 2km

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

Less than 20 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 0-2 of the identified purposes

Green Belt Review (Site Specific)

Meets 0-2 of the identified purposes

Deliverability

Developable Area (ha)

4.20

Dwellings per Hectare

30

Residential Capacity

126

Site Summary

RAG Score

38 /48

Overall Assessment Summary

This is a relatively flat and predominantly greenfield site within the Green Belt, and adjacent to the Urban Area on two sides. The site is within the Mineral Safeguarding Area for coal, and within the Mineral Safeguarding Area Buffer for stone.

The site is adjacent to a Category A road, and close to local facilities. It is within 400m of a bus stop with a service at least every 30 minutes, but it is beyond 2km to the nearest railway station.

Regarding the Green Belt designation, the overall parcel within which the site is located performs poorly when assessed against the five green belt purposes, and when assessing the revised boundary of the specific site, it also performs poorly.

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.

Given the cumulative effect of additional traffic on the strategic highway network, Highways England has suggested that development of the site should not start until completion of Road Investment Strategy schemes in the current period (2015/16 - 2020/21).

Site access is achievable from Halifax Road, however the junction will need to be of sufficient standard to mitigate impact on this route. If the site is developed alongside the adjacent preferred housing sites, then two points of access will be required.

The site has no ecological constraints, and its development will not lead to a loss in open space provision. The site is adjacent to Grade II Listed Carr House Farmhouse. Any development will need to ensure compliance with policies which seek to protect and enhance heritage assets. The design and layout of any development will need to consider the proximity to the main road and be of good acoustic design.

A Public Right of Way runs along the boundary of the site.

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.

The site was assessed in the 2017 Employment Land Study, however, it was recommended that the site is not taken forward as an employment allocation in the Local Plan due to its location and adjoining sensitive uses.

Given the lack of significant constraints, the Council's preferred use is New Housing Site, with a capacity of 126 dwellings.

A site specific policy is required to ensure the creation of a strong and defensible boundary between the allocation for housing and the Green Belt.

Outcome

New Housing Site