

Site Assessment Report - Main Report

LP Site Ref **LP1035**

Site Details

Eastings **412637** Northings **429191**Full Address **Land at, 30 Burned Road, Shelf, Halifax, HX3 7PT.**Ward **Northowram and Shelf Ward** Local Plan Area **Northowram and Shelf**

Current RCUDP Allocation or Designation

Greenbelt, Mineral area of searchLand Type **Greenfield** Topography **Relatively Flat** Site Area (ha) **0.95****Is the site an efficient use of land? RAG** **Greenfield**

Current Land Use

Primary **Disused / Vacant Land**

Secondary

Adjacent Land Use to the:

North **Agriculture**South **Disused / Vacant Land, Residential**East **Disused / Vacant Land, Residential**West **Agriculture**

Public Consultation

Comments for allocating the site

No comments against this site but comments against Urban Extension LP1462.

Comments against allocating the site

No comments against this site but comments against Urban Extension LP1462.

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 %) **2.97**

Strategic Recommendation Permitted subject to consultation with the LPA / LLFA

Flooding RAG No Flooding issues

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 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? N/A **Ranking** 1

Comments

Strategic Road Network RAG No significant impact on the road network

Highways Development Management

Site Access

Site Observations and Planning Application

Forms part of a collection of residential sites within NUE site 1462. Site could be accessed through site 1034 or from Burned Road but this would not be ideal as the access junction would be on a bend and visibility is poor.

Mitigation

Taking into account the potential other sites in this area and NUE site 1462, mitigation at Shelf Moor Road and Burned Road junctions with the A6036 would be needed to accommodate the additional trips. May require traffic signals.

Conclusion (see methodology)

Developable (B)

Justification

Technical Information Required

Wider masterplan of the NUE site is required which encompasses site 1034. Transport Statement and Site access proposals would be required or evidence that right of access across site 1034 will be possible.

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

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

whole site would need be considered. Land contamination and drainage.

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)

0.95

Dwellings per Hectare

36

Residential Capacity

34

Site Summary

RAG Score

40 /48

Overall Assessment Summary

This is a relatively flat, greenfield site within the Green Belt in Shelf. At present, only a very small part of the site's boundary adjoins the existing Urban Area. However, the sites to the south and west are preferred Housing Sites, so the site will have a relationship with the built up area. The site is in use for the storing of agricultural vehicles. The site falls within the Mineral Safeguarding Area for coal, and is within the Mineral Safeguarding Buffer for stone.

The site has good access to services and facilities, including being within 400m of a bus stop with a service at least every 30 minutes. It is however, 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.

Site access is achievable through LP1034 to the north which is a preferred New Housing Site. As there are a number of preferred sites in this locality, mitigation at Shelf Moor Road and Burned Road junctions with the A6036 would be needed to accommodate the additional trips; this may require traffic signals.

There are no known ecological, archaeological or heritage constraints to developing this site. There would also be no loss of Open Space if this site was developed.

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 34 dwellings. It is likely that this site will be considered together as one allocation with adjacent sites.

Outcome

New Housing Site