

## Site Details

Eastings

408824

Northings

427047

**Full Address**

Land adjacent, Boothtown Road, Boothtown, Halifax, .

**Ward**

Northowram and Shelf Ward

**Local Plan Area**

Halifax

**Current RCUDP Allocation or Designation**

Greenbelt, Leeds Bradford Airport consult zone

**Land Type**

Greenfield

**Topography**

Gentle Slope

**Site Area (ha)**

0.27

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

## Current Land Use

**Primary**

Scrubland

**Secondary**
**Adjacent Land Use to the:**
**North**

Scrubland

**South**

Community Buildings

**East**

Residential, Scrubland

**West**

Industrial / Commercial

## Public Consultation

**Comments for allocating the site**

- No comments

**Comments against allocating the site**

- No comments

## 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

**Flooding RAG**
**No Flooding issues**

## Highways

Highways England

Summary

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* **No significant impact on the road network**

## Highways Development Management

Site Access

Site Observations and Planning Application

Existing access on to Boothtown Road is adequate for this scale of Development.

Mitigation

None likely to be required

Conclusion (see methodology)

Developable (A)

Justification

Technical Information Required

Transport Statement

*Site Access RAG*

**No access issues**

## 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

Coal Mineral Safeguarding Area

Within MSA

Minerals RAG

Within MSA

## Environmental Health

Comments

Is this a working farm? Then unable to support.

Environmental Health RAG

There is no detrimental effect

## 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

## 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

Between 20 and 40 mins

Journey time to Further or Higher Education

Less than 30 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 0-2 of the identified purposes

## Deliverability

Developable Area (ha)

0.27

Dwellings per Hectare

40

Residential Capacity

11

## Site Summary

RAG Score

41 /48

### Overall Assessment Summary

Predominantly greenfield site situated within Calderdale's designated Green Belt. While the overall parcel within which the site is located performs strongly when assessed against the five green belt purposes, when assessing the revised boundary of the specific site, it performs poorly.

The site is bounded by the urban area to the west and south (partially) and scores well in terms of accessibility criteria, despite being in excess of 2km from a rail station and between 20 and 40 minutes journey time from a secondary school.

As the site is predominantly greenfield, development would result in the potential to increase run-off. Therefore mitigation could be secured by applying green and blue Infrastructure on site such as Sustainable Drainage Systems and green roofs to reduce the infiltration rate of precipitation as well as provide storage for storm water run-off.

There would be no significant impact on the strategic road network should the site be developed and the existing access on to Boothtown Road is deemed adequate for this scale of development. A Transport Statement would be required in order to assess any impact on the local road network.

Development would result in no impact on environmentally sensitive areas and no loss of designated Open Space. There is a Listed Building within a 100m to 400m buffer zone of the site, therefore any potential impact would require mitigation.

Environmental Health has raised no issues with the potential allocation of the site.

The preferred use of the site is a new housing site with an indicative capacity of 11 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