

Site Details

Eastings **411722** Northings **427124**

Full Address **Land at, Westercroft Lane, Northowram, Halifax, HX3 7EN.**

Ward **Northowram and Shelf Ward** Local Plan Area **Northowram and Shelf**

Current RCUDP Allocation or Designation

Greenbelt, Leeds Bradford Airport consult zone, Mineral area of search

Land Type **Greenfield** Topography **Relatively Flat** Site Area (ha) **1.42**

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

Current Land Use

Primary **Agriculture**

Secondary

Adjacent Land Use to the:

North **Grassland, Residential**

South **Agriculture, Public Open Space, Sports / Recreation Facility**

East **Agriculture, Industrial / Commercial, Residential**

West **Residential**

Public Consultation

Comments for allocating the site

- strategic location between Halifax and Bradford.
- range of services and facilities in locality, well related to the existing built form of the settlement.
- feasibility work undertaken:- Two safe and convenient access points
- employment in locality
- public transport
- high standards of design can be achieved
- can achieve a good level of density.
- development could be delivered without affecting the amenity of adjacent residents.
- educational infrastructure issues dealt with through the CIL.
- Green Belt – could be released from the Green Belt designation.
- site can be adequately drained without increasing the risk of flooding on site or elsewhere.
- development can be achieved without adverse effects on heritage assets.
- boundary change (removal of field to north of site) to keep site in one ownership.
- available and suitable - in single ownership.

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 %)	0.87
1 in 1000 Year (Area %)	0.98

Strategic Recommendation Subject to FRA

Flooding RAG Flooding issues which can be mitigated

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

Mitigation

Site access junction would need to accord with all relevant standards re: visibility splays and provide a crossing point and footway between site and junction with A644. Scheme may also need to contribute to wider mitigation scheme at the Hipperholme Crossroads.

Conclusion (see methodology)

Developable with mitigation (A)

Justification

Technical Information Required

Transport Assessment/Travel Plan, junction design and scheme of mitigation at Hipperholme Crossroads

Site Access RAG

No access issues

Impact on Local Road Network

Local Road Network RAG

Impact on the road network requiring mitigation

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

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

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

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 3-5 of the identified purposes

Deliverability

Developable Area (ha)

1.42

Dwellings per Hectare

36

Residential Capacity

51

Site Summary

RAG Score

40 /48

Overall Assessment Summary

This is a relatively flat, greenfield site within the Green Belt. It adjoins the existing Urban Area on its northern and western boundaries. As well as its Green Belt designation, the site also falls within the Mineral Area of Search designation in the RCUDP. The site is within the Mineral Safeguarding Area for both stone and coal.

The site has good access to services and facilities, including being with 400m of a bus stop with a service at least every 30 minutes. However, it is 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; a crossing point and footway between the site and the junction with A644 will be required. Any scheme may also need to contribute to wider mitigation scheme at the Hipperholme Crossroads.

There are no known ecological, archaeological or heritage constraints; and development of the site would not lead to a loss of Open Space. There are however, land contamination issues.

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 51 dwellings.

Outcome

New Housing Site