

CALDERDALE LOCAL PLAN

SITE ALLOCATIONS ASSESSMENT METHODOLOGY STATEMENT

APPENDIX 14 –SITE ASSESSMENT REPORT EXAMPLE

Calderdale Metropolitan Borough Council

2018



Appendix 14 – Example Site Assessment Report

Site Assessment Report - Main Report

LP Site Ref **LP1229**

Site Details

Eastings **408438** Northings **427340**

Full Address **Near Royd, Ovenden, Halifax, HX3 5QP.**

Ward **Ovenden Ward** Local Plan Area **Halifax.**

Current RCUDP Allocation or Designation

Cycle corridor, Greenbelt, Leeds Bradford Airport consult zone, Unstable land

Land Type **Greenfield** Topography **Gentle Slope** Site Area (ha) **16.68**

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

Current Land Use

Primary **Agriculture**

Secondary **Industrial / Commercial**

Adjacent Land Uses:

North **Agriculture, Residential**

South **Agriculture, Industrial / Commercial**

East **Agriculture, Scrubland.**

West **Residential**

Public Consultation

To view comments made during the Local Plan - Initial Draft Consultation 2017, please visit:

http://calderdale-consult.limehouse.co.uk/portal/planning_services/lp17/lpid?pointId=ID-4458642-ISSUE-LP1229-NEAR-ROYD-OVENDEN#ID-4458642-ISSUE-LP1229-NEAR-ROYD-OVENDEN

Flooding

Flooding and Drainage Section

Comments

The site exists within greenfield associated with an urban areas in the West. Several drainage issues have been reported in a closer area of the site for the properties on the Shay Lane, Jubilee Street North and Kimberley Street for the flooding in the back garden, general drainage and Blocked gully. The site is also has a risk of flooding from Ovenden Brook running along the site.

Mitigation

SuDS implication for the attenuation of surface water runoff and outline the options for the existing drainage system in an area.

Conclusion

This site is suitable for the development subject to hydrological assessment of the site.

Technical Information

Hydrological assessment of the site, SuDS to reduce surface water flood risk, loss of greenland results in loss of production and reduction of or complete loss of amenity or recreation values in an area. Topographic survey for the water features that affect the layout of the development on the site.

Flooding and Drainage Comments in response to issues raised during 2017 Consultation

Summary of key points raised

Response to Comments

Several past drainage issues have been reported in the surrounding and suitable actions were being placed to resolve the issues. The site is located 100% within Flood Zone 1. Site exists on Ovenden Brook. Objections are raised as Hebble Brook runs across the bottom of this area where there are already businesses and housing near to Old Lane. This land is not suitable for development. Such an extensive greenfield is needed to soak up run off and run off from the existing roads and buildings at of the Boothtown areas. However, the site is likely considered to be developable and mitigation could secure the area from flooding.

Mitigation

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. Realignment of retaining wall of the adjacent area. FRA of the site is an optional mitigation because of site is located on Ovenden Brook.

Flooding Zone Coverage

Flood Zone 1 (Area %)	99.42
Flood Zone 2 (Area %)	0.01
Flood Zone 3a (Area %)	0.03
Flood Zone 3ai (Area %)	0.53
Flood Zone 3b (Area %)	0

Surface Water Flooding

1 in 30 Year (Area %)	0.23
1 in 100 Year (Area %)	0.4
1 in 1000 Year (Area %)	1.58

Strategic Recommendation

Consider site layout and design. No increase in development footprint for area within FZ3ai.

Flooding RAG

Flooding issues which can be mitigated

Highways

Highways England

Comments

The Highways England Network Analysis Tool (NAT) indicates that the traffic generated and attracted by this site, when considered individually, does not have any significant impact on the mainline of the strategic road network (SRN) in Calderdale District and neighbouring areas of West Yorkshire. However, draft Policy CP1 Provision of Housing indicates a net additional requirement of 17,600 homes during the period 2015-2032. Development of this scale, combined with development of employment land, will have a significant adverse traffic impact on the operation of the SRN in West Yorkshire and at its junctions with the local primary road network. The overall impact is greater when the land use development proposals for Calderdale are assessed in combination with those of neighbouring local planning authorities. Highways England has a number of planned improvements to the SRN serving Calderdale funded as part of the government's Road Investment Strategy (RIS). These schemes are intended to provide additional capacity at congested locations. The RIS schemes of particular relevance to Calderdale are as follows: M1/M62 Lofthouse Interchange: Scheme to enhance the capacity of the Interchange to be developed in the current roads period with the objective of commencing construction in the period 2020/21-2024/25. M62 junctions 20-25: Smart motorway scheme intended to start in the current roads period (2015/16-2019/20). M62/M606 Chain Bar: Scheme to provide an M62 westbound to M606 northbound link intended to

start in the current roads period (2015/16-2019/20). M621 junctions 1-7 improvements: Scheme intended to start in the current roads period (2015/16-2019/20). Recent modelling undertaken as part of the Highways England West Yorkshire Infrastructure Study indicates that capacity improvement measures additional to the schemes included in the RIS will be needed on the SRN to cater for demand generated by development in Calderdale and neighbouring Districts during the period to 2030. The draft version of the West Yorkshire Infrastructure Study was completed in November 2015 and is now under consideration by Highways England. It will be shared with the Council in the near future and the schemes identified will need to be included in the Local Plan's Infrastructure Delivery Plan. Where committed schemes will not provide sufficient capacity or where there is not committed investment from Highways England or any other source, sites may need to deliver or contribute to additional schemes identified by the Highways England West Yorkshire Infrastructure Study and included in the Infrastructure Delivery Plan or other appropriate mitigation schemes. It is suggested that development of this site not be commenced until completion of the RIS schemes programmed to start in the current roads period (2015/16-2019/20).

Summary

It is suggested that development of this site not be commenced until completion of the RIS schemes programmed to start in the current roads period (2015/16-2019/20).

This site is located approximately 7 miles from M62 Junction 24. Given the distance between the site and the SRN, it is not considered that this site will severely impact the capacity, operation and safety of the SRN if it were to come forward. However, given the development quantum proposed, it is recommended that the site is delivered sustainably, to minimise the number of single-occupancy private vehicle trips accessing and egressing the site.

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

M62 J26

Committed mitigation schemes

M62/M606 Chain Bar RIS Scheme. Interim traffic improvements to gyratory.

Is additional mitigation likely to be required by 2028?

No

Ranking

2

Comments

M62/M606 Chain Bar RIS Scheme construction to commence 2015/16-2019/20. Interim traffic improvements to gyratory under construction. West Yorkshire Infrastructure Study identifies further capacity enhancement needed 2030 to deal with cumulative impact.

Strategic Road Network RAG **Impact on the road network requiring mitigation**

Highways Development Management

Site Access

Site Observations and Planning Application

Site is adjacent to site 1216 - potential to develop together (total dwellings 800). Access junction with Old Lane or A629 subject to land constraints. Site is next to NUA 1480. A629 is a CAT 2 Road.

The frontage on the A629 is wide enough to accommodate a signalised junction although the adjacent junction with Stoney Lane, which is outside the site boundary, would need to be modified as it would be unsafe to have the present access within the new junction.

Mitigation

Dedicated access onto A629 may be required particularly if also used to serve adjacent site 1216. Fully

signalised access junction probably needed for capacity reasons. Reduced number of dwellings may be appropriate if access with sufficient capacity is not appropriate.

Conclusion (see methodology)

Developable (C/D)

Justification

Technical Information Required

Site masterplan including detail of how traffic could be accommodated adequately on the local road network and the A629 in particular. Full Transport Assessment and Travel Plan required. Access Junction and Topo survey required.

Highways DM Comments in response to issues raised during 2017 Consultation

Summary of key Comments Made

Access

Response to Comments

Highway authority do not agree that a suitable access could not be provided. Reference made to existing safety problems in particular on Shay Lane. Any submission would need to include a road safety assessment. One comment in support refers to proximity to Halifax town centre and good level of public transport provision.

Conclusion

Highway authority view unchanged

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

West Yorkshire Ecology

SHLAA Ref 02568

SSSI Comments

Mitigation

Conclusion

Local Wildlife Site Comments

Mitigation

Conclusion

Local Geological Site Comments

Mitigation

Conclusion

Habitats of Principal Importance Comments

Adjacent to Ovenden Brook a UK BAP priority habitat.

The western side of this proposed allocation is lowland mixed deciduous woodland UK Biodiversity Action Plan priority habitat.

Mitigation	Leave a minimum stand-off of 10m from the beck and plant with locally native species. Minimise light pollution and other disturbance. Remove the woodland from the developable area.
Conclusion	Remaining site likely to be acceptable Remove 0.793ha from the development area. The rest is likely to be acceptable.

Species of Principal Importance Comments

Mitigation

Conclusion

Habitat Network Comments

Mitigation

Conclusion

Conclusion

Remove 0.793ha from the development area. The rest is likely to be acceptable.

Conservation (Ecology) Comments in response to issues raised during 2017 Consultation

Summary of Key Comments Made

Close to Wildlife Corridor, Species include: Small mammals, voles, Pipistrelle bats colonies, foxes, roe deer, Tawny Owl, Kestrel, Sparrowhawk, Buzzards, Swifts, Painted Lady, Silver Y moth, badgers.

Response to Comments

Adjacent to Ovenden Brook (UK BAP priority habitat), grassland, hedgerows, scattered trees. Leave a minimum stand-off of 10m from the beck and plant with locally native species. Minimise light pollution and other disturbance. Retain and restore hedgerows and plant species-rich native hedgerows on boundaries. Development likely to be acceptable subject to results of an ecological impact assessment.

Mitigation

Leave a minimum stand-off of 10m from the beck and plant with locally native species. Minimise light pollution and other disturbance on beck. Retain and restore hedgerows and plant species-rich native hedgerows on boundaries. Conduct an ecological impact assessment (informed by a bat survey).

Technical Information

Conclusion

Acceptable subject to mitigation as specified.

Ecology RAG

Some impact on environmentally sensitive areas which can be mitigated against

Open Space

OS Ref

OS Typology

OS Recommendation

Safer, Cleaner, Greener Comments

Comments

No OS issues

Safer, Cleaner, Greener Floowing LPID

Summary of Key Comments Made

Loss of natural open space and visual amenity.

Response to Comments

The site is currently designated as greenbelt but also performs the function of a natural/semi-natural open space. An assessment of open space in the area shows that there are sufficient alternative natural/semi-natural areas within the 400m and 1200m catchment of this site to meet the adopted standards and that there are other greenbelt sites performing this function within the 600m catchment. The visual impact of any development should be considered.

Open Space RAG

No loss/No Impact

Historic Environment

Historic England

Comments

The development of this site is unlikely to result in harm to any designated heritage asset.

Suggested Change

HIA Undertaken?

WYAAS Comments

Various sites close by. Recommend archaeological desk-based assessment

Conservation (Heritage) Comments in Response to Issues Raised During 2017 Consultation

Summary of Key Comments Made

Response to Comments

Grade II* Ovenden Hall is southwest of the site. However, the surrounding topography existing development and mature trees completely screen the site from the listed building. The site does not currently contribute to the setting of Ovenden Hall. The development of this site is unlikely to result in harm to any designated heritage asset.

Mitigation

Historic Environmental RAG

No impact on any heritage asset.

Housing Services

Comments

no objection

Housing Service Comments in Response to Issues Raised During 2017 Consultation

Summary of Key Comments Made

Response to Comments

Housing Services RAG

Positive

Employment Land Study

Site Summary

This is a large greenbelt site on the edge of the urban area which should be retained as greenbelt.

Recommendation Potential site – do not allocate

Officers Comments

Site is rated Poor – do not allocate for new employment.

Business and Economy Services

Comments

Not relevant

Mitigation

Conclusion

Business and Economy Comments in Response to Issues Raised During 2017 Consultation

Summary of Key Comments Made

Response to Comments

Business and Economy RAG Positive

Utilities

National Grid

OHL Proximity The site has been identified as having crossing OHL apparatus.

Recommendation

National Grid prefers that buildings are not built directly beneath its overhead lines. This is for two reasons, the amenity of potential occupiers of properties in the vicinity of lines and because National Grid needs quick and easy access to carry out maintenance of its equipment to ensure that it can be returned to service and be available as part of the national transmission system. Such access can be difficult to obtain without inconveniencing and disturbing occupiers and residents, particularly where properties are in close proximity to overhead lines.

The statutory safety clearances between overhead lines, the ground, and built structures must not be infringed. To comply with statutory safety clearances the live electricity conductors of National Grid's overhead power lines are designed to be a minimum height above ground. Where changes are proposed to ground levels beneath an existing line then it is important that changes in ground levels do not result in safety clearances being infringed. National Grid can, on request, provide to developers detailed line profile drawings that detail the height of conductors, above ordnance datum, at a specific site.

'A Sense of Place' is available from National Grid and can be viewed at:
<http://www.nationalgrid.com/uk/Senseofplace/Download/>

Further information regarding development near overhead lines and substations is available here:
http://www.nationalgrid.com/uk/LandandDevelopment/DDC/devnearohl_final/pdf/brochure.htm

Minerals

Stone Mineral Safeguarding Area Within MSA

Coal Mineral Safeguarding Area Within MSA

Minerals Comments in Response to Issues Raised During 2017 Consultation

Summary of Key Comments Made

Should not be subjected to any form of mining or sandstone quarrying. This would permanently harm the ecology of this land, would cause substantial pollution from surface run off due to the very steep incline of this hillside. As previously stated would ruin the landscape as a whole and the pleasant amenity value of it.

Response to Comments

The Council wish to allocate the site for housing. However, non mineral development will be expected to investigate the potential for extraction of the mineral resource prior to development taking place. This is a requirement of Local Plan policy. The designation of MSAs do not carry a presumption that any resources will be worked, nor do they preclude other forms of development taking place.

Minerals RAG

Within MSA

Environmental Health

Comments

Serious concerns with. Very poor access Several working farms within this site and may affect their viability. Non mains drainage. Not a good site. Further consultation would be required.

Minerals Comments in Response to Issues Raised During 2017 Consultation

Summary of Key Comments Made

Question need for buffer, note proximity of permitted waste site

Response to Comments

AGRICULTURAL USE - consideration should be taken of the existing agricultural use adjacent to the site and the potential impact including odours and noise on residential development, and the impact of development on the businesses themselves if they are to continue.

Mitigation

AGRICULTURAL USE MITIGATION - could include standoff between agricultural uses and residential properties, and physical mitigation where identified. This may reduce the available land area for housing use.

Environmental Health RAG

There is no significant detrimental effect that cannot be mitigated against

Other Factors

Physical Constraints RAG

Gentle undulations/Gentle Slope

Agricultural Land Classification RAG

Lies within 4 or 5 (and urban)

Logical Settlement Boundary RAG

Within settlement or edged on 3 sides

Landscape Character Assessment

Landscape Character Type K – Coalfield Edge Urban Edge Farmland

Landscape Character Area K1: Thornton - Queensbury

Special Landscape Area Outside SLA

Landscape RAG

No significant harm on the landscape

Other Comments in Response to Issues Raised During 2017 Consultation

Summary of Key Comments Made

- level of development would not be tolerated elsewhere in the borough
- site is historic to the area and should be protected.

Response to Comments

The Council has the responsibility to identify sites that would meet the Borough's housing need. Local Plan policies will be in place to minimise any adverse impacts of development and to ensure development respects or enhances the character of existing buildings and surroundings, taking account of its local context and distinctiveness. All sites have been assessed in the same manner and following the same methodology.

Additional Comments in Response to Issues Raised During 2017 Consultation

Summary of Key Comments Made

- allocation would not result in unacceptable impacts
- agricultural value is limited given sloping nature
- would result in stronger defensible Green Belt boundary
- the site should include more land to the east which is available for development

Response to Comments

- comments are noted.
- the larger site will be assessed in line with the methodology

Accessibility

Distance to Bus Stop	Between 400m and 2km
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	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

Accessibility Comments in Response to Issues Raised During 2017 Consultation

Accessibility Comments Following LPID

- amenities will be overloaded.

Response to Comments

- The Infrastructure Delivery Plan sets out the infrastructure requirements to support planned new development in Calderdale.

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

Green Belt Review Comments in Response to Issues Raised During 2017 Consultation

Summary of Key Comments Made

- should remain Green Belt

Response to Comments

In order to identify the most sustainable sites a 'sequential' approach has been adopted that prioritises brownfield sites in the urban area, only using the most sensitive Green Belt when all alternative sites have been considered. The Local Plan will be required to demonstrate exceptional circumstances if land is to be removed from the Green Belt. To demonstrate exceptional circumstances the Council will be required to examine all other reasonable options for meeting the identified housing requirements.

Deliverability

Developable Area (ha)	15.79	Dwellings per Hectare	30	Residential Capacity	474
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Deliverability Comments in Response to Issues Raised During 2017 Consultation

Deliverability Comments Following LPID

- Land is available for devt

Response to Comments

Site Summary

Overall Assessment Summary

This is a sloping greenfield site surrounded on three sides by the existing urban area. The land is currently used for agriculture and is 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 scores reasonably well in terms of accessibility to goods and services.

The site lies within Flood Zone 1, and a small part of the site is at risk from surface water flooding. The Council's Flooding consultants (JBA) have recommended that a Flood Risk Assessment is undertaken, considering layout and design. It has also been recommended that there is no increase in development footprint for the area within FZ3ai. The site is also adjacent to Ovenden Brook. The Council's Flooding & Drainage Section have commented that development of the site is suitable and mitigation could secure the area from flooding.

There would be no significant impact on the strategic road network should the site be developed, however it is suggested that development of this site not be commenced until completion of the Road Investment Strategy schemes programmed to start in the current roads period (2015/16-2019/20). Highways England has commented that such schemes include the M62/M606 Chain Bar Road Investment Strategy scheme and interim traffic improvements to the gyratory.

Highways Development Management has commented that a dedicated access onto the A629 may be required particularly if it is also used to serve the adjacent site (LP1216), by way of a new bridge over the brook, but this may require third party land. Due to the capacity involved, a fully signalised access junction is likely to be required. The number of dwellings may ultimately be reduced should access with sufficient capacity not be appropriate. In terms of supporting information, a layout would be required including detail of how traffic could be accommodated adequately on the local road network and the A629 in particular. Concerns have been raised regarding safety problems, however, any submission would need to include a road safety assessment.

The site is adjacent to the Ovenden Brook, which is a UK Biodiversity Action Plan priority habitat. West Yorkshire Ecology and the Council's Conservation Section (Ecology) have therefore recommended a stand-off from the beck and advised that it is planted with locally native species. Light pollution and disturbance on the beck should be minimised. Any development should also retain and restore hedgerows and plant species-rich native hedgerows on boundaries. The western side of this proposed allocation is lowland mixed deciduous woodland UK Biodiversity Action Plan priority habitat, and this should also be removed from the developable area. However, it is likely that some of this land will be required to provide site access.

Development would result in no loss of designated Open Space, it is currently designated as greenbelt but also performs the function of a natural/semi-natural open space. An assessment of open space in the area shows that

there are sufficient alternative natural/semi-natural areas within the 400m and 1200m catchment of this site to meet the adopted standards and that there are other greenbelt sites performing this function within the 600m catchment. The visual impact of any development should be considered.

Grade II* Ovenden Hall is southwest of the site. However, the surrounding topography, existing development and mature trees completely screen the site from the listed building. The site does not currently contribute to the setting of Ovenden Hall. The development of this site is unlikely to result in harm to any designated heritage asset.

The site has been identified as having crossing overhead line apparatus. National Grid prefers that buildings are not built directly beneath its overhead lines. This will need to be considered in the design and layout of any proposal.

Environmental Health has raised serious concerns with the allocation of the site, mainly due to the presence of several farms in and around the site. However, it is anticipated that these will cease operation to allow development of the whole site. Where farms outside the site remain in operation, adequate buffers will be required. The site falls within the Environment Agency search radius of Swales Moor Farm and the Leo Group site. The Council's Environmental Health Section consider that mitigation against odour from Swales Moor Farm would be impractical and noise from the Leo Groups is not considered to be an issue.

The site is within the Mineral Safeguarding Areas for stone and coal. Non mineral development will be expected to investigate the potential for extraction of the mineral resource prior to development taking place.

The 2017 Employment Land Study assessed this site, but recommended that it is not allocated in the Local Plan for employment uses.

The boundary of the site has been amended to reflect the recent call for sites submission, topographical constraints, and to leave multiple access points as required. The preferred use of the site is a new housing site with an indicative capacity of 474 dwellings. The owners have recently confirmed its availability to the Council for housing development.

Outcome

New Housing Site