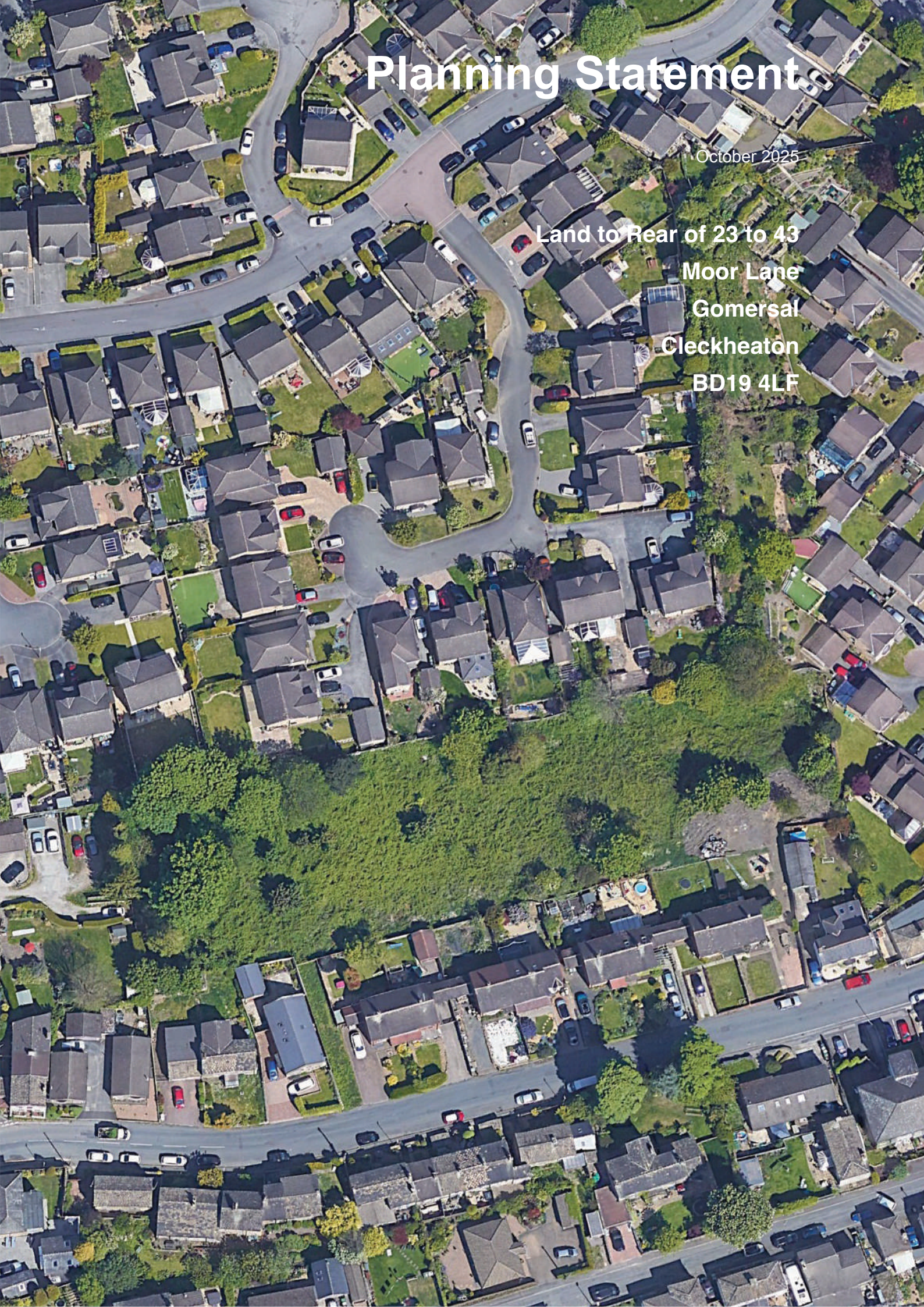
Planning Statement

October 2025

Land to Rear of 23 to 43
Moor Lane
Gomersal
Cleckheaton
BD19 4LF



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01 The Site Description and Proposals

This application seeks reserve matters approval for a residential development for 10 dwellings on land to rear of 23 to 43 Moor Lane, Gomersal, Cleckheaton.

The site currently comprises of low-lying vegetation with a row of trees situated along the northern boundary. It is located within a predominantly residential area with dwellings surrounding the site on all sides. Oakwell Hall Country Park is located to east of the site with the M62 located north from the site. There are several local shops and amenities located on Oxford Road, which is a couple of minutes' walk from the site. Access to the site is via an existing track from Moor Lane situated between No. 25 and 27.

02 Planning History

2009/93447 – Outline application for erection of 5 dwellings - Withdrawn
2012/92903 – Outline application for erection of detached dwelling - Withdrawn
2022/92100 – Outline application for erection of residential development of 10 dwellings, demolition of existing extension at 27 Moor Lane, widening of existing access and realignment of boundary walls – Refused

03 The Proposals

Reserve matters planning permission is sought for the appearance, landscaping, layout and scale for the residential development for 10 dwellings. Access to the site is proposed at an existing access point located off Moor Lane between No. 25 and 27. The existing access currently comprises of a rough grassed track measuring 5.5m wide. The proposed access will be upgraded as approved in the outline planning application.

The existing driveway serving No. 27 Moor Lane is proposed to be relocated slightly to the east and an existing single storey side extension on the property is also proposed to be removed to accommodate the new access. Where the access meets Moor Lane, visibility splays of 2.4m x 23.0m are proposed to be provided in both directions. This will necessitate the realignment of boundary walls on three existing properties. Legal ownership and legal agreements have been secured by the applicant to facilitate these visibility splays, and this work will be undertaken before development commences.

A detailed site plan has been submitted as part of the proposals. The plan includes 10 detached / link detached dwellings. Plots 1 and 2 are located along the western part of the site facing east. A private drive from the main access road is shown to serve Plot 2. Plots 3 to 10 are in a linear form along the northern side of the access road with the front elevations of the dwellings facing south. A turning head is shown between plots 5 and 6 and another private drive is shown at the eastern end of the access road to serve Plots 7, 8, 9 and 10.

It is anticipated that the site would provide one 3-bed property, seven 4-bed properties and two 5-bed properties. Each dwelling would have a front and rear garden and off-street parking provision in accordance with the Council's Highway Design Guide SPD. Two additional visitor car parking spaces are also shown within the site.

Sustainable Development
There is a presumption in favour of sustainable development as outlined in Local Plan Policy LP1 and paragraphs 7-14 in the NPPF. Paragraph 8 in the NPPF states that sustainable development is achieved through economic, social and environmental objectives that include,

'ensuring that sufficient land of the right types is available in the right places at the right time to support growth; ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and protecting and enhancing our natural, built and historic environment including making effective use of land.'

Paragraph 120 in the NPPF for example states that,

'Planning policies and decisions should: d) promote and support the development of under-utilised land and buildings.'

Local Plan Policy LP3 (Location of development) also states that,

'2) Development will be permitted where it supports the delivery of housing and employment growth in a sustainable way; d. ensuring delivery of housing and jobs in smaller settlements to meet local housing and employment needs.'

The application site is located on unallocated land in the Kirklees Local Plan. The site is currently occupied by low lying vegetation with mature trees situated along the northern boundary. The site is relatively untidy, containing moderate amounts of building and other household waste. The site is located within the predominantly residential area of Gomersal, Cleckheaton and is surrounded by existing residential properties on all sides. The site is situated close to local services and amenities, and close to local bus routes running to and from Cleckheaton and Batley.

Housing Supply
Paragraph 60 in the NPPF states, *'To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed.'*

Paragraph 68 also states that, *'Planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability.'*

Paragraph 69 goes on to state that, '*Small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should: c) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes.'*

The proposed development on this windfall site would provide 10 dwellings for the local community. It is currently available and as the following paragraphs will demonstrate, it is also considered highly suitable for housing. Crucially, the site would help towards the Council's total housing requirement for the current plan period.

Paragraph 8.6 in the Local Plan states that, *'the housing requirement is a minimum of 31,140 homes over the plan period from 2013 – 31 which will meet identified needs.'*

Unfortunately, the Council is currently failing to deliver sufficient homes according to the 2021 Government published Housing Delivery Test. This confirms that delivery has fallen below 95% of the Local Authority's housing requirement over the previous three years. In accordance with paragraph 76 in the NPPF, the Authority are now required to prepare an Action Plan to assess the causes of under delivery and identify actions to increase delivery in future years.

This emphasises the importance of facilitating windfall housing developments such as the one proposed. As the site is small in scale, it is likely that it would be constructed relatively quickly and would therefore help to boost housing supply in the light of current housing delivery shortfalls.

Housing Density
Local Plan Policy LP7 (Efficient and effective use of land and buildings) states that, 'developments should achieve a net density of at least 35 dwellings per hectare, where appropriate.'

c. lower densities will only be acceptable if it is demonstrated that this is necessary to ensure the development is compatible with its surroundings, development viability would be compromised, or to secure house types to meet local housing needs.'

The gross site area within the red line boundary measures 0.44 hectares. In accordance with Policy LP7 above, this equates to a net density of 14 dwellings. However, the housing density of 10 dwellings is felt to be acceptable in this case due to:

- The constrained linear shape of the site.
- The proximity of other residential dwellings in terms of space about building requirements.
- The new access road with turning head taking up a significant amount of space; and
- The location and number of trees on the site, some of which are protected by a Tree
- Preservation Order.

Design, Layout and Residential Amenity
The proposed site plan and supporting documents have been submitted with the reserve matters application and seeks approval in relation to layout, scale, appearance and landscaping.

As the layout plan shows, the access road enters the site from Moor Lane between No. 25 and 27 where it veers right along the site frontage. A turning head is proposed between plots 5 and 6. Plots 1 and 2 are located along the western part of the site facing east. A private drive from the main access road is shown to serve plot 2. Plots 3 to 10 are in a linear form along the northern side of the access road with their front elevations facing south. All the dwellings proposed are detached.

The site is located within a predominantly urban area comprising of a mix of terraced, semi-detached and detached properties, all of which have outdoor amenity space and gardens. The proposed dwellings would therefore reflect the existing urban form. It is also proposed that each property would have its own private drive which would accommodate two or three off-street parking spaces.

It is therefore considered that details of layout, scale and appearance are demonstrated to address relevant Local Plan and NPPF policies.

The layout also demonstrates that residential amenity for both existing and future occupants is capable of being protected. Suitable separation distances can be achieved between each of the proposed dwellings on the site and between the proposed dwellings and existing properties that surround the site and meets the minimum separation distances advised In the Kirklees Housebuilders Design Guide.

The proposed development is therefore considered to be acceptable in principle with regard to design and residential amenity and complies with paragraph 130 in the NPPF, policy LP24 (Design) in the Local Plan and Principles 2, 5, 6, 11, 12 and 17 in the Kirklees Housebuilders Design Guide.

05 Crime Prevention

Layout
A combination of well-designed perimeter block forms and property orientation creates natural surveillance across the Site. This natural surveillance will assist in enhancing the security to fronts of buildings. The proposed fenestration of the dwellings have been designed to respond to the street with an outward facing development. Front doors are designed to be clearly visible and located in a logical relationship to the accessible routes that serve them, the ensures the creation of an active street scene.

Active Frontages
Street scenes have been designed to accommodate house types which have a mixture of active frontages, incorporate lounges to front elevations so that all streets will have elements of passive surveillance from continued use of main rooms of each house.

Lighting
Predominantly plots directly address the highway, where a street lighting scheme will provide illumination around the front of plots.

All properties will have external lighting fitted above the front and rear access doors. Suitable types are low energy photo electric cell or dusk until dawn lights. Fittings and wiring will be vandal resistant.

Boundaries
The separation between the public and private curtilage is well defined. This will either be by footpath arrangements adjacent properties or with physical barriers in the form or metal railings and or walls.

Secure, 1800mm high close boarded fences or walls will enclose the rear private gardens with gates positioned as close to the front of the properties as possible, to avoid any areas down the side of gable walls that may be unlit and potential concealment areas for criminals and anti-social behaviour in general. In terms of gates, these should be 1800mm and include a Suffolk latch and either slide on pad bolt or hasp and staple which allows the gates to secured from inside of the rear gardens.

Fencing between properties will incorporate an element of intervisibility between the secure rear gardens to provide surveillance between neighbours, to discourage criminals from loitering in the rear gardens as the chance of being noticed is high. This intervisibility will be provided by areas of trellis and open sections of divisional fencing, although all plots will retain a 2000 mm long privacy panel of 1800 mm high close boarded fencing.

Where shared paths between properties are required to give access to the rear of properties they will be gated with 1200mm high timber gates. The gates will be placed at the entrance to the footpath, as near to the front building line as possible, so that attempts to climb them will be in full view of the street.

Each gated path will serve no more than two properties, with each property having its own secure 1800mm high gated boundary as described above.

Parking Arrangements
Parking arrangements have been made for all properties away from the adopted highway in either a driveway immediately adjacent or to the front of the dwelling with either surface or garage parking.

Dwelling Security
Doors and windows should be to one of the standards as per Building Regulations (Approved Document Q).

We have recommended that doors and windows have 3rd party certification held in the fabricators name to ensure that all components, hardware, and materials used on the doors and windows are fully tested and certified, which creates more reassurance in terms of security and performance.

Door Sets
PAS 24:2022+A1:2024*

Any doors which include a euro cylinder lock should include a 3-star rated lock to standards; TS007, STS 217 or Sold secure Diamond, which provides better resistance against lock snap attacks. We have also recommended that a TS007 2-star rated handle or door escutcheon is included for additional security which provides more resistance against blow torch burglaries.

Windows
PAS 24:2022+A1:2024
STS 204 (certified to PAS 24:2022+A1:2024*)
STS 222 Issue 4 BR1(S)
STS 202 Issue 12 BR1
LPS 2081 Issue 1 Security Rating A
LPS 1175 Issue 8 Security Rating A1
LPS 1673 Issue 1 Attack Rating AR.A60

Ideally laminated glazing should be installed within ground floor or accessible levels, certificated to BS EN 356 P1A which reduces the risk of injury should there be any criminal damage or attempt of entry.

Alarms
Installing an Intruder alarm within each plot, allows properties to be alarmed at night or when unoccupied. They should meet the requirements of BS EN 50131 (wired and wire free systems). All installations shall be in accordance with the current electrical regulations.

Bicycle Storage
Any bicycle storage should be located within the garage or rear gardens behind the lockable gates. Suitable standards are noted below.

- Sold Secure SS104 gold, Silver, bronze
- STS 501 Security Rating TR2, (tow resistant)

- STS 503 Security Rating TR2
- STS 205 Issue 7 Burglar Resistance BR2
- STS 225 Issue 2 Burglar Resistance BR2(S)
- LPS 1175 Issue 8 Security Rating 2
- LPS 2081 Issue 1 Security Rating B

Site Construction
There should be good security measures in place during construction, as many building sites are targeted for products, materials, plant equipment and tools.

06 Highways and Access

Access
Access arrangements have been established during the outline planning process and these have been followed for the proposed site plan submitted with the reserve matters application.

Servicing
The proposed site plan and access arrangements have been designed to allow an 11.5-metre-long refuse vehicle to enter and leave the site in a forward gear. Swept paths have been provided with the outline application which illustrate that a large refuse vehicle can safely enter and leave the site assuming parked cars are present on the south side of Moor Lane and can safely turnaround within the site. Each dwelling has space to the rear of the property for 3 domestic 240 ltr refuse bins and these can be presented at the road edge on collection day. For plots 7-10 a bin collection point has been provided at the end of the private drive.

Parking Provision
Indicatively, the site would provide one 3-bed property, seven 4-bed properties and two 5-bed properties. In accordance with Kirklees Highways Design Guide SPD, two or three off-street parking spaces are proposed for each of the dwellings depending on size. In addition, two visitor parking spaces are also proposed within the application site in accordance with the guidance.

Accessibility And Sustainable Modes Of Travel
The site is located within a sustainable location. The site is situated in the predominantly residential area of Gomersal, Cleckheaton and is surrounded by existing residential properties on all sides. The site is close to local services and amenities, and close to local bus routes running to and from Cleckheaton and Batley.

Given the above, the proposals are considered to be acceptable on highway grounds and accord with paragraphs 110 and 112 in the NPPF, policies LP20, LP21 and LP22 in the Local Plan and the Kirklees Highways Design Guide SPD.

07 Trees

The (updated) Arboricultural Impact Assessment accompanying the planning application confirm the following:

- A total of 22 trees were surveyed across the site. Of these:

1. There are no category A trees
2. 4 are considered to be B category trees (trees considered as category A trees but which are of lower quality and value, poorer structural condition, and which are expected to live for a minimum 20 years.
3. 14 are considered to be C category (trees assessed to be of low quality and value, and are in poor condition but are expected to live for at least ten years),
4. 4 are U category (trees with serious defects expected to live less than 10 years more)

- 10 of the higher quality and healthy trees will be retained post-development including all Category B trees.
- Of those trees proposed to be removed in order to facilitate the development, 8 are category C trees and 4 are Category U trees.
- 6 replacement standard trees are now proposed In summary therefore, there will be net loss of 6 trees as a result of the proposed development.

08 Conclusion

Reserve matters planning permission is sought for the appearance, landscaping, layout and scale for the residential development for 10 dwellings.

The location of the site in the residential area of Gomersal, Cleckheaton provides an excellent opportunity for a sustainable development on an unallocated parcel of disused land. As discussed in the preceding paragraphs of this report, it is considered that there are no significant constraints that would prevent the proposed development. The proposed access arrangements are acceptable and would comply with both local and national highway policy and guidance and has been approved at outline.

With regards to other matters, the proposals are considered to be acceptable in relation to layout, residential amenity, heritage impact, biodiversity, trees, drainage and contaminated land. The proposals would provide 10 dwellings for the local community whilst also helping towards the Council's current under-supply of housing. We therefore respectfully request that outline planning permission is granted.