



**Design and Access Statement
Incorporating Planning Statement
Land Off
Woodhead Road
Honley
Holmfirth**

Introduction

This statement has been written by AKPlanning in support of an outline planning application for the erection of a single dwelling on land off Woodhead Road, Honley.

It will identify and address the relevant planning policies and any other planning matters.

Site Location and Description

The location plan and aerial view below show the site.



The site is currently used for grazing, it is open and slopes down to Woodhead Road.

The Proposal

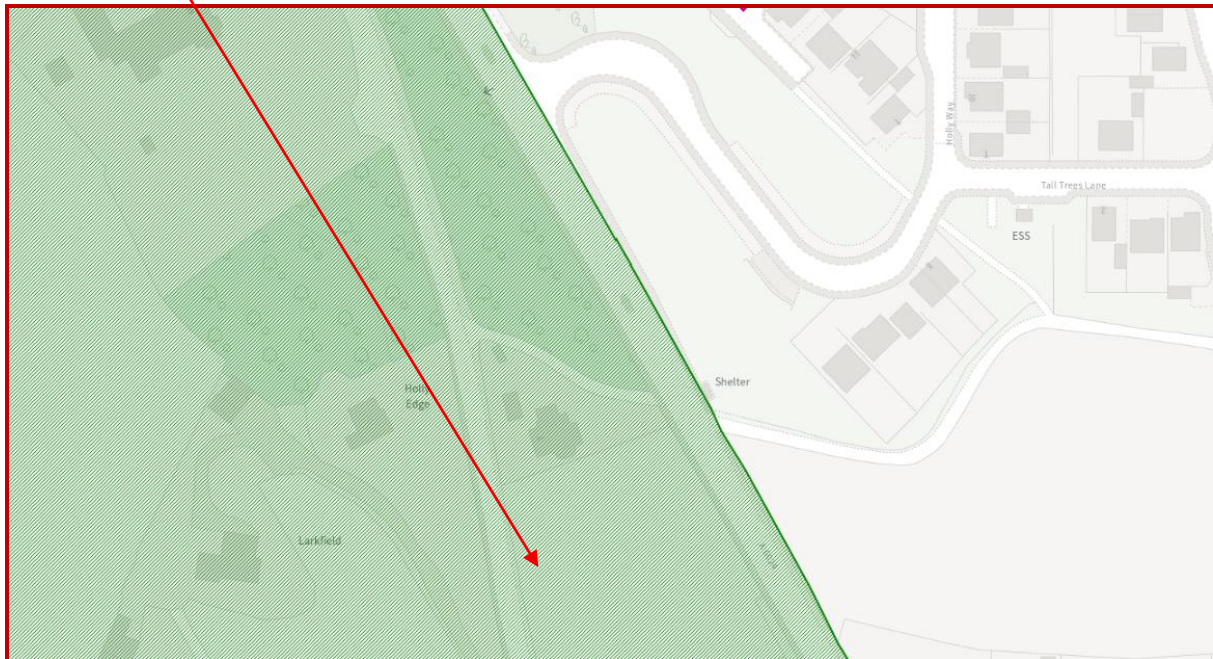
The application is in outline with access proposed from Banks Road.

Relevant Planning History

There is no recent planning history.

Planning Policy

The site lies within the green belt, as shown on the extract from the Local Plan below: -



The National Planning Policy Framework (NPPF) contains the following relevant policies: -

153. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt, including harm to its openness [55](#). Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

155. The development of homes, commercial and other development in the Green Belt should also not be regarded as inappropriate where all the following apply:

- a. The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;
- b. There is a demonstrable unmet need for the type of development proposed [56](#);
- c. The development would be in a sustainable location, with particular reference to [paragraphs 110 and 115 of this Framework] [57](#); and

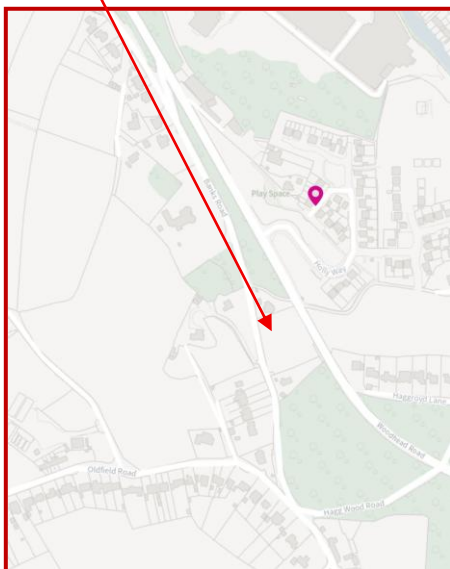
d. Where applicable the development proposed meets the 'Golden Rules' requirements set out in paragraphs 156-157 below.

Consideration of Policy

In this section we will examine the requirements of paragraph 155.

- a. The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;

The site is on Woodhead Road opposite a large recent residential development (Holly Way). It is surrounded by residential properties on all sides.



A new single dwelling, within a context of residential properties all around, cannot be considered to undermine the purposes of the Green Belt.

For the purposes of plan-making and decision-making, 'grey belt' is defined as land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143.

Given that the land is used for grazing it cannot be considered previously developed, but, the definition of grey belt is not exclusively previously developed land. The definition states *or any other land*. The land can still be considered as previously developed.

Moving onto the second consideration of the definition of grey belt (*does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143*)

Paragraph 143 states: -

143. *Green Belt serves 5 purposes:*

(a) to check the unrestricted sprawl of large built-up areas;

- (b) to prevent neighbouring towns merging into one another;*
- (c) to assist in safeguarding the countryside from encroachment;*
- (d) to preserve the setting and special character of historic towns; and*
- (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.*

Our comments are: -

- (a) to check the unrestricted sprawl of large built-up areas;

The site is adjacent residential properties on all sides.

- (b) to prevent neighbouring towns merging into one another.

The site has no purpose with regard to merging as it is already surrounded by dwellings

- (c) to preserve the setting and special character of historic towns;

There is no detrimental effect on any historic town.

We therefore believe that the site qualifies as grey belt and complies with paragraph 155 part (a).

Paragraph 155 part (b) states: -

- b. There is a demonstrable unmet need for the type of development proposed*

The February 2024 update of the five-year housing land supply position for Kirklees shows 3.96 years supply of housing land, and the 2022 Housing Delivery Test (HDT) measurement which was published on 19th December 2023 demonstrated that Kirklees had achieved a 67% measurement against the required level of housing delivery over a rolling 3-year period (against a pass threshold of 75%).

The Council is currently unable to demonstrate a five-year supply of deliverable housing sites, and delivery of housing has fallen below the 75% HDT requirement.

It is our conclusion that there is an unmet need for housing in Kirklees.

Paragraph 155 part c states: -

- c. The development would be in a sustainable location, with particular reference to [paragraphs 110 and 115 of this Framework]

Paragraph 110 states: -

110. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

Paragraph 110 only applies to significant development, this is an application for a single dwelling.

Paragraph 115 considers, in more detail, transport and design of streets; it states: -

115. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

(a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

(b) safe and suitable access to the site can be achieved for all users;

(c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 48 ; and

(d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

The site is close to New Mill village centre with all its facilities. It is also on a main bus route on Woodhead Road.

Design

This can be fully considered once the principle is established. Access from Banks Road will have, which is straight and level, can be designed to a safe standard.

Conclusions

The site is brownfield and an approval would not fundamentally harm any of the purposes of the green belt. As grey belt planning permission can be granted in principle. The site is to be developed by the owner.

*AKPlanning
147 Lane Top
Linthwaite
Huddersfield HD7 5SG*

*Contact: Andrew Keeling
E-mail: andrew@akplanning.co.uk
Mobile: 07500965645*



RTPI

Chartered Town Planner