

DESIGN AND ACCESS STATEMENT
Land off Cliffe Lane, Gomersal

[June 2026]

00 CONTENTS

01 INTRODUCTION

02 PLANNING HISTORY

03 DESIGN

04 SUMMARY

Introduction

This Design and Access Statement has been prepared by Keepmoat Homes in support of a Section 73 Planning Application for residential development on Land off Cliffe Lane, Gomersal.

The purpose of this Design and Access Statement is to show by illustration and text, how the development proposals align with the original planning approval.

This application seeks to vary condition 2 of planning approval 2023/92966.

In May 2026, Kirklees Council granted planning permission for 'Demolition of existing dwelling and erection of 97 dwellings including formation of a new access from Cliffe Lane, landscaping, public open space and all associated infrastructure and engineering works Land to the rear of 271 Cliffe Lane, Gomersal, Cleckheaton, BD19 4SB' reference 2023/92966.

Site Location

Gomersal is a town in Kirklees in West Yorkshire, England. It is south of Bradford, east of Cleckheaton and north of Heckmondwike. It is close to the River Spen and forms part of the Heavy Woollen District.

The site location is located between areas of Drub and Spen, south of the M62. The site is mostly surrounded by residential areas located to the east, south and west, with the north presenting open agricultural land, as can be seen from the image adjacent.

With the site being located within a residential setting, the area is well connected with amenities and well served by public transport.



Site Location & Surrounding Context



Site Location & Wider Context

02 PLANNING HISTORY

The site is allocated for housing in the Local Plan (reference HS116) and secured planning committee approval for 98no units under 2019/60/90902/E being a mixture of 2, 3 & 4 bed houses, but this was not concluded as the S106 was not executed. This was a technically approved proposal as the principle of the development and means of access was established.

In March 2025, Kirklees Council gave resolution to grant planning permission for 'Demolition of existing dwelling and erection of 97 dwellings including formation of a new access from Cliffe Lane, landscaping, public open space and all associated infrastructure and engineering works Land to the rear of 271 Cliffe Lane, Gomersal, Cleckheaton, BD19 4SB'. Formal planning permission was granted, pursuant to a S106 Agreement, in May 2026.

The approved layout can be seen adjacent.



The Proposal is for residential development of 97 homes and associated infrastructure. The scheme is supported by an evidence base of documents that have been prepared to support the development of the site.

The pattern of land use is derived from the evaluated constraints and opportunities and the development concepts and principles.

For a development to be truly permeable and legible it is important that all the spaces within the development are clearly defined as public or private. Ambiguous spaces which could be either can cause confusing spaces within developments.

There is added value for the residential dwellings to face public open space where possible. This creates an attractive outlook and a focal point for way-finding.

The nature of the scale of the development and its distinctive arrangement of dwellings ensures a legible, safe and convenient environment for residents and visitors.

The design provides a cohesive development whilst the streets have individual and differing characters of their own. Continuous building lines have been introduced as they provide definition to, and enclose of, the public realm.

Feature buildings provide focal points and vista stops at key junctions within the development. All dwellings face onto the street with articulation of corners achieved by the use of distinctive materials and dual aspect units, ensuring all elevations make a positive contribution to the public realm and junctions.

The spaces between the front of the dwelling and footway have been designed to effectively mark the transition from the public to the private realm. The clear use of boundary treatments creates a legible layout with public frontages and private rear gardens, which safeguards the amenities of the proposed and existing residents.

The layout has been designed to accord with the Council's separation distances in order to create a quality environment for existing and future occupiers.

Parking is in curtilage for the majority of dwellings and follows the principles of manual for streets. Parking provision meets the requirements in terms of quantum and size.



Proposed Layout



The plan above highlights the key design principles of the original scheme that have been followed for this Section 73 planning application.

The proposed development offers a wide range of house types which will help meet the housing needs in the area and most importantly broaden the market base to enhance the diversity, affordability and scope of the housing on offer. The proposed mix includes minor changes from the approved mix, however still provides a range of house types and tenures to meet local needs.

The accompanying layout demonstrates how the site could comfortably allow 97 dwellings as part of this development.

This quantum has been based upon the creation of an informed scheme which considers all specialist technical requirements including ecology, highways and visual impact whilst also being compliant with Local Planning Policy.

The land under the applicant's ownership which is proposed to be developed equals 8.91 Acres (3.61 hectares) however the nett area is 6.18 Acres (2.5 hectares).

Based on the nett area, the scheme achieves a density of 97 dwellings per hectare. Given the sites location and the application mix proposed it is considered that the density achieved is appropriate for this site.

All proposed dwellings are two-storey in height which reflects the general character of the local area. Some dwellings having a room in the roof with no changes in the roof design. The apartment blocks are 3 storey.

16.5% of housing will be provided as affordable housing, in line with the Local Authority's Policy with a mix of one, two, three and four bedroom properties.

All houses meet the National Described Space Standards.

House Type	Proposed Application No.	Proposed Application Mix	Approved Application No.	Approved Application Mix
1 Bedroom	6	6%	12	12%
2 Bedroom	25	26%	27	28%
3 Bedroom	41	42%	34	35%
4 Bedroom	25	26%	24	25%
Total	**97**	**100%**	**97**	**100%**

Appearance is the aspects of a building or space within the development which determine the visual impression the building or space makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture. In the case of a space, its landscape also influences its appearance.

An assessment of the local vernacular has been undertaken and is documented earlier within this Design and Access Statement.

The vernacular is generally mixed; materials range from red and buff brick to white render with detailing under red or grey roofs. The proposed external appearance will be treated to match both the local vernacular and the materials utilised within the surrounding development and the use of good quality artstone and brickwork to the elevations.

Roof finishes are proposed to reflect the local vernacular. The use of high quality coloured concrete tiles throughout the development will help to form a visual link between the differing house types and visually tie the scheme to the existing development. Rainwater goods and brick eave details shall be in keeping with the surroundings.

The design ethos for this site was to use complementary elevations that relate well to each other within the site and provide simple and well proportioned elevations. The development proposals are inspired by the use of materials and proportionality rather than any architectural period. We believe that it would be inappropriate to simply copy previous architectural styles or “adapt” or “incorporate” these details.

The proposals are for modern family homes, designed to reflect the needs and aspirations of modern families and their lifestyles. As such the architectural style and detailing used reflect these needs and aspirations.

Features to the properties which are found within the wider locality include heads and cills, brick details to the eaves, which we are proposing on this site. Cuts into the roof provides variation and interest, canopies provided to the front doors and single bays provide articulation.

Example material pallette



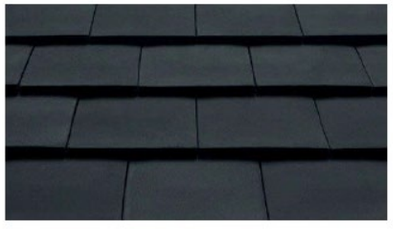
Red Brick



Red Multi Brick



Artstone



Grey roof tile



Example street scene

This section of the Statement will address access issues to the site, including the following aspects:

- **Policy** – justification of the relevant national, regional and local planning policies.
- **Site Circumstances** – how any specific issues, which might affect access to the development, have been addressed.
- **Vehicular and transport links** - why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.
- **Inclusive access** - how everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.

POLICY

At a national level, National Planning Policy Framework (February 2025) provides guidance on how transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives (para.115).

Paragraph 118 requires that "all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. " Paragraph 118 states that a key tool will be a Travel Plan.

It directs that development should be located and designed (where practicable) to:

a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
c) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
d) Allow for efficient delivery of goods, and access by service and emergency vehicles; and
e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

MANUAL FOR STREETS, 2007

Manual for Streets supersedes Design Bulletin 32 and its companion guide Places, Streets and Movement.

MfS aims to assist in the creation of streets that:

- Help to build and strengthen the communities they serve;
- Meet the needs of all users, by embodying the principles of inclusive design
- Form part of a well-connected network;
- Are attractive and have their own distinctive identity;
- Are cost-effective to construct and maintain; and
- Are safe.

SITE CIRCUMSTANCES

Vehicular and pedestrian access for all vehicles to the site will be taken directly off Cliffe Lane via a new site access and internal road network which will be constructed to highway adoption standards.

Junction capacity assessments have been undertaken at key junctions across the area to consider the impact that the development will have on the surrounding roads. The key junctions have been modelled using industry standard software (JUNCTIONS 9) to assess their operational capacity with and without the predicted traffic associated with the proposed development. This has been assessed across a five year period (2024) to assess a robust future year scenario. The findings from the modelling demonstrate that all the junctions currently work within capacity and the proposed residential development will have a negligible impact on the surrounding highway network.

EXTERNAL ACCESS

People are very different in their needs, and in the way they use the built environment. An inclusive environment recognises and accommodates these differences in a way that is universal. An inclusive design provides a single solution for everyone. The principles of an inclusive environment will be:

- Easily used by as many people as possible without undue effort, special treatment or separation.
- Able to offer people the freedom to choose how they access and allow them to participate equally in all, activities it may host.
- Able to embrace diversity and difference, to be safe, legible and of high quality

APPROACH TO BUILDING

The approach to the building is the area of land within the curtilage of the property, from the boundary of the site up to the building itself.

Consideration should be given to the construction of the pathways and use of various surface materials, dropped kerbs, tactile paving, parking and drop off points.

ENTRANCES

Entrances should be located in a logical relationship to the accessible routes that serve it. Consideration should be given to signage, lighting, contrast etc.

Where security is required to prevent unwanted access, means of access should be located in a position suitable to all users.

BIN STORAGE AND COLLECTION

The distance between storage areas and collection points have been minimised within the development and particularly considered where private drives are proposed.

As noted within the key, Bin Collection Points (BCP) are identified to the end of private drives to allow adequate storage on collection days.

The dwellings on the site all have access to their garden to allow bins / recycling to be stored safely in rear gardens.

The layout provides space to ensure that waste containers can be left out for collection without unduly blocking the footway or causing an unnecessary obstruction to pedestrians.

Landscape design strategy
Careful consideration has been given to the landscape design, providing landscaped streets and planting which defines private and public spaces. The chosen species will be native to this part of the country and will blend into the local landscape.

Landscape and the public realm
The landscape proposals seek to retain and enhance the existing landscape resources where possible, whilst creating an attractive and high-quality landscape that offers diverse wildlife habitats and recreational opportunities.

The scheme has been designed to respect the existing landscape, topography and ecology of the site.

Plot frontages
Plot boundaries are reinforced with evergreen and deciduous hedge planting to the front of plots, between plots, along exposed side gables and screen walls to clearly de-fine private space, whilst adding value; softening the street scene, creating visual and sensory interest, and improving the air quality and microclimate. A combination of low maintenance shrub planting and mown lawns to units which have front gardens creates a high-quality landscape with seasonal interest.

A detailed landscape package is included as part of the application submission package.



Proposed Landscape Design

The proposal presented in this document will generate a new place that aims to meet the needs of a new community and its future generations. The proposals seek to deliver a sustainable development and a high quality of life that improves economic, social and environmental well-being.

The accommodation layouts are efficient designs which will provide good levels of natural light and ventilation and will relate well to the site layout. The properties will be constructed to achieve current Building Regulations Standards and exceed them where possible.

Electric vehicle charging points will be provided by the location of a 3–pin plug in garages or external to the property if there is no garage.

Garages can be used to store cycles, as well as every property having an accessible and secure rear garden that could also be used for cycle storage.

There are also opportunities to reduce the environmental footprint of the development by incorporating sustainable design and construction techniques. The following is a series of guiding principles for sustainable design and construction. These have been explored as part of the detailed design process:

- Arranging buildings to maximise solar gain and light penetration.
- Designing the internal layout of homes to provide for modern living.
- Buildings designed to allow for flexible living.
- Provide opportunities and space for home-based working and office space within new homes.
- Maximising storage space within the building and individual plots, with appropriate space for recycling, refuse, and cycle storage.
- The use of efficient appliances, heating systems, energy controls, improved insulation and glazing.
- The potential use of recycled construction materials and aggregates, and the preference for using environmentally friendly and more sustainable materials and products.
- The conservation of natural resources on site.
- Controlling water demand through best practice approaches such as low flow showers and baths, dual flush toilets, efficient taps, and water efficient white goods.

Existing biodiversity assets will be preserved wherever possible including those trees indicated as being retained. New planting within the site will use native species and of local provenance that will encourage wildlife.

Where hedgerows are included within the detailed design, these will be protected and supplemented with new planting where appropriate to ensure the biodiversity value of these features is maximized.

A Site Waste Management Plan will be produced to identify potential waste streams prior to development so they can be effectively managed, therefore reducing waste.

The design of all dwellings will need to accommodate space for separate external bins for the recycling of materials to accord with the Council's policy on refuse disposal and recycling.



04 SUMMARY

This Design and Access Statement has demonstrated how the design of the site accords with relevant national and local planning policy and design best practice in relation to full planning applications.

The proposed new Site Layout follows all the same principles as the approved drawing, as can be seen below.



Approved Layout



Proposed Layout

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