

PLANNING SUPPORTING STATEMENT + DESIGN AND ACCESS STATEMENT

location	Land off Longley Edge Road, Hade Edge, Holmfirth, HD9 1RS.
application	Erection of a Detached Dwelling (outline planning with reserved matters)
client/applicant	Mr A Brammall
job number	26/1325
date	July 2026

ARCHITECTURE | PLANNING | DESIGN

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INTRODUCTION

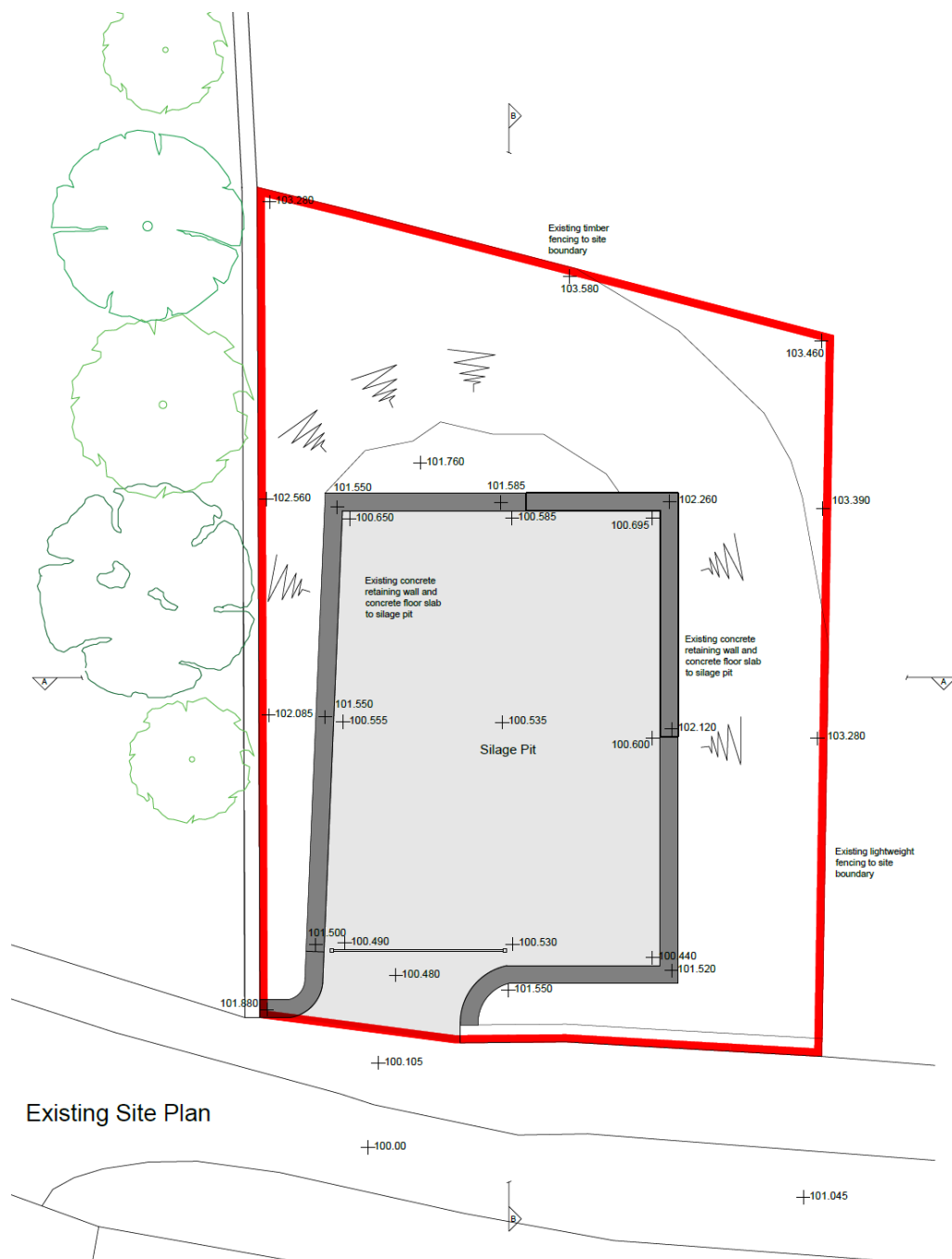
This Planning Supporting Statement & Design + Access Statement has been prepared in support of an outline planning application for the erection of a detached dwelling on land off Longley Edge Road, Hade Edge, Holmfirth, HD9 1RS with associated access & parking.

This statement should be read in conjunction with the other submitted documents accompanying this application.

The purpose of this document is to:

- Explain the site context and constraints.
- Set out the design rationale and how the proposal responds to that context.
- Demonstrate how the scheme accords with national policy (NPPF) and key Kirklees Local Plan policies, including LP1, LP7, LP11, LP21, LP22, LP24 and LP30.

Existing Site Plan extract;



SITE

The application site lies off Longley Edge Road within Hade Edge, a village settlement located immediately to the South of Holmfirth. Indeed, the Holme Valley Neighbourhood plan, under section LCA3: Hade Edge Upland Pastures, recognises Hade Edge has one of the largest Holme Valley settlements.

The site occupies a relatively small, enclosed parcel of land originally associated with agricultural use, a redundant silage pit with associated retaining walls, concrete floor slab and areas of rough grassland.

We understand, in more recent years, the subject parcel of land has been used by a local landscape gardener who has used the site as a base for the storage of gardening associated equipment and a base to store green garden waste resulting from commercial gardening projects.

The actual site area is 0.03 hectares. The red lined application site area, including Longley Edge Road, is 0.014 hectares (refer to submitted OS Location Plan).



The site falls within the Green Belt as indicated above.

The site is visually contained by existing vegetation, topography and surrounding boundary treatments. Clearly the site does not read as open agricultural countryside despite its edge-of-settlement location.

The Existing Site Plan and Sections show that the site already contains substantial engineered development including:

- Existing concrete retaining walls.
- Existing concrete slab associated with the former silage pit.
- Boundary fencing to the North and West.
- Stone wall boundaries to the East and South.

- Existing area of hardstanding (concrete slab/base).
- Existing level changes and excavated landform.

The surrounding area is characterised by a mixture of terraced properties, semi-detached properties and detached properties, agricultural fields, traditional farm buildings and sporadic development. Development throughout the village of Hade Edge and Holmfirth typically responds directly to the steep topography of the area, resulting in buildings stepping with the land and frequently incorporating lower-ground floor accommodation.

The local vernacular is strongly defined by:

- Natural coursed stone construction.
- Pitched roof forms.
- Stone slate, blue slate, concrete tile and artificial stone slate roof coverings.
- Traditional proportions and detailing.
- Buildings integrated into the landscape.

The site itself sits comfortably within this wider context.

Longley Edge Road provides direct access toward Hade Edge, Scholes and Holmfirth where a wide range of local services and facilities are available. These include, but not limited to;

- Convenience shopping.
- Primary and secondary schools.
- Medical facilities.
- Public houses, cafés and restaurants.
- Public transport connections.
- Community facilities.
- Recreational facilities.
- Hairdressers.
- Employment opportunities.

The village of Hade Edge has changed from a small rural village, predominantly a farming community, to a substantially larger built-up village with;

Approximately 59 additional residential properties created within the last 5 years
 Approximately 81 additional residential properties created within the last 15 years
 Approximately 117 additional residential properties created within the last 30 years

There are currently 2 *live* planning applications, pending assessment/determination, with Kirklees planning, for a further 39 dwellings within the village of Hade Edge.

The scale of recent residential development permitted, completed and pending within Hade Edge demonstrates that the LPA already accepts the settlement as a sustainable location capable of accommodating additional housing.

The amenities available within the village of Hade Edge have also expanded over the years and now include;

- Heaps Farm Shop/butchers.
- Hade Edge Junior infant and Nursery school.
- Hade Edge Band Room.
- Recreation ground and children's play area.
- Boshaw Trout pub, restaurant and rooms.
- Huddersfield Angling Club (Boshaw Reservoir).
- The Hair Room (Hairdressers).
- Hade Edge AFC (grass roots adults and junior football).
- Huddersfield sailing club.
- Longley Farm (shop for wide variety of dairy products)
- Butchers and food Hall (Brindon Addys).

The village hosts a series of businesses which provide local employment.

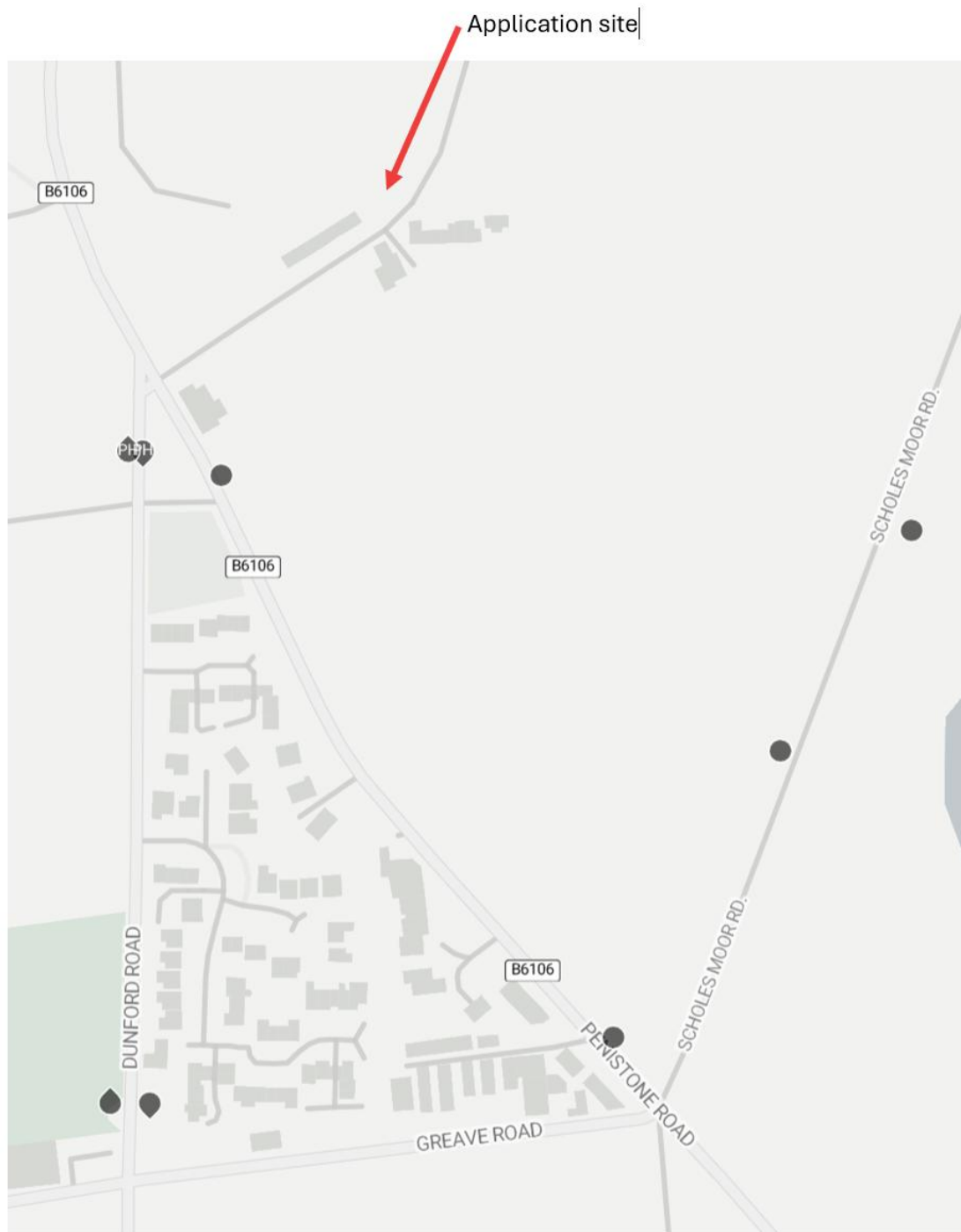
The neighbouring village of Scholes has additional amenities including 2 garden centres, cafes, a pub, a cricket club and venue, hairdressers, village shop and junior school. Hade Edge village lacks broader services such as major healthcare or extensive retail, however its proximity to the larger service hub of Holmfirth town centre provides all these and is located just 2 miles to the North.

The Holme Valley Neighbourhood Development Plan (NDP) (2021 – 2031) classes Hade Edge as a settlement. The NDP goes on to state *"Hade Edge is the largest of the settlements containing some services and modern and older development and lies on a plateau at Dunford Road / Penistone Road."*

The village of Hade Edge is served by public transport (buses). The local bus services connect the village to Holmfirth, Huddersfield, Penistone, and Sheffield. The Primary Bus Services are;

- Service X7: Operates between Hade Edge and Huddersfield.
- Service 29: Connects Sheffield to Holmfirth, passing through Hade Edge.
- Service 25A: Links Hade Edge to Penistone via Crow Edge, Dunford Bridge, and Millhouse Green.
- Service H7: A local circular service connecting Hade Edge to Holmfirth and nearby areas like Hepworth.
- Service 87: Operates on Wednesdays, linking Hade Edge to Castleton via Holmfirth, Crow Edge, and the Peak District.
- Services K20A & K20B: A dedicated school services running between Hade Edge and Holmfirth High School.

The map overleaf indicates the location of the local bus stops. NB 3 are at the end of Longley Edge Lane (170m, a 2 minute walk from the application site).



We contend Hade Edge is a sustainable location, this we consider is reinforced with the recent volume residential development within the village.

Furthermore, considering the site's semi-rural character, its proximity to local facilities and services, and the very limited scale of the proposal (one dwelling), we contend the development should be considered to occupy a reasonably accessible and sustainable location for the purposes of Paragraph 155(c) of the NPPF.

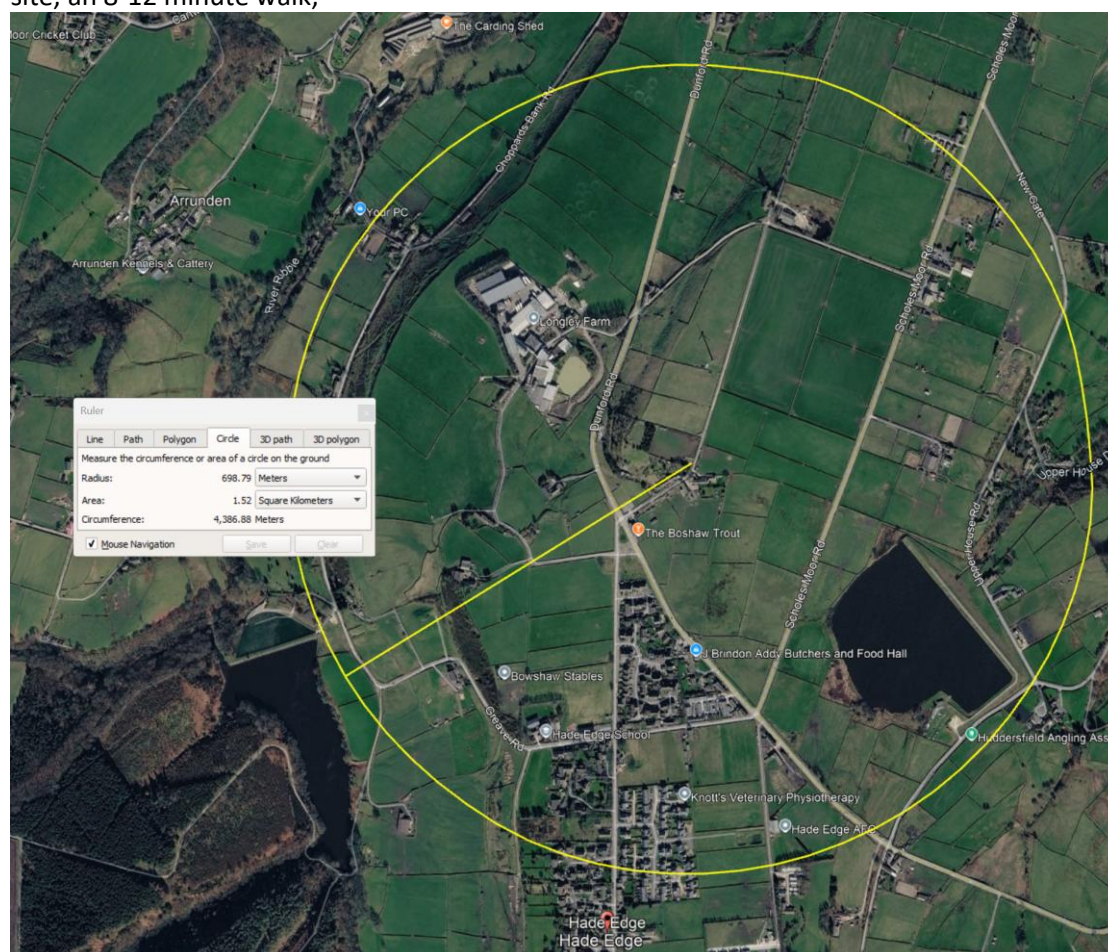
The village of Hade Edge is effectively an integrated extension of Holmfirth Town centre. The short 2-mile distance connects Hade Edge residents to Holmfirth's supermarkets, doctors, secondary schools, shops and services.

The Kirklees LPA, planning case officer, commented on a recent [planning application](#), within the same village, for the erection also of one detached dwelling, *"Furthermore, the site is considered to be located within a sustainable location, within an established area of*

residential development, where public transport routes have already been established, with a bus stop located in very close proximity to the site.” Our application site is a very similar distance to the nearest bus stops, its located in the same village where the Kirklees case officer confirmed that the site was “located within a sustainable location”. The case officer went on to conclude “This application has been assessed against relevant policies in the development plan and other materials considerations. It is considered that the development would constitute sustainable development and is therefore recommended for approval.”

Whilst we accept planning applications are individually assessed on their own merits, we’d like to consider that a village (Hade Edge) that has recently (Aug 2024) been described as a sustainable location is still considered a sustainable location.

Map showing all facilities within the village of Hade edge are within 700m of the application site, an 8-12 minute walk;



The NPPF (National Planning Policy Framework) identifies the dimensions of sustainable development as economic, social and environmental (Para.7). It states that these facets are mutually dependent and should not be undertaken in isolation (Para.8).

In summary, the site is located within the village of Hade Edge. The village is within a rural location with a public transport service. The closest bus stops are located on Dunford Road and Penistone Road along with Greave Road. These provide services to Penistone, Holmfirth, New Mill, Hepworth and Huddersfield.

Whilst residents living within Hade edge are likely to travel to Holmfirth and larger settlements for some ‘higher-order’ services/amenities, this is typical of villages throughout the Holme Valley. National policy recognises that opportunities to maximise sustainable transport differ between urban and rural areas and this should be taken into account in the decision-making.

As noted previously there are some local facilities within the village. It's accepted that residents would generally have to travel outside of the village however to access health services, a wider range of shops and some employment opportunities. It could be argued that the recent (and pending) further increase in population could create demand to help generate a degree of voluntary social / community organisations. Accessibility however is only one aspect of overall sustainability, and it is necessary to assess the economic, social and environmental aspects of this application.

Any residential development provides economic gains by providing business opportunities for contractors/trades and local suppliers. There is a social gain through the provision of new housing at a time of general shortage. We contend that the development of this particular site does not represent an environmental loss. National planning policy encourages the use of brownfield land for development, but it also makes clear that no significant weight can be given to the loss of greenfield sites to housing when there is a national priority to increase housing supply.

With regards to the environmental objective of sustainable development, this application site is a neglected piece of land on the edge of a settlement. The site offers very low ecological value. The proposed development has the opportunity to enhance ecology on site, despite the application being exempt from BNG there are opportunities to enhance ecology by introducing bird boxes and wildlife friendly boundaries/planting on site, noting this is an outline planning application. It is intended to utilise locally sourced stone (Grahams quarry at Cartworth Moor), other natural and recyclable materials reduce waste, pollution, and positively mitigate climate change. The proposals, despite being in outline format propose to include an EVCP, Solar, Air source heat pump and a whole house heat recovery ventilation system, this all positively contributes to a low carbon economy.

The application site is **not** located within a conservation area and contains no listed buildings. The nearest listed building is the grade II listed '8 mile post' located to the East of 17 Hill Top View Hade Edge. The proposal, therefore, does not impact upon any designated heritage assets.

The site does not exhibit the character of undeveloped countryside due to the presence of the recessed former silage pit and the associated engineering works to form it many years ago. We therefore contend that the proposal represents the redevelopment and visual enhancement of an existing developed parcel of land rather than the encroachment of built form into an undeveloped agricultural landscape (noted agricultural land is excluded from the planning definition of 'previously developed land').

The site levels and existing retaining structures have heavily influenced the design approach. The proposals have therefore been specifically developed, in conjunction with the client, to work with the existing topography rather than against it.

The proposed dwelling incorporates a lower-ground floor element embedded into the site, into the existing landform, noting this is an outline planning application with some matters reserved. This approach significantly reduces the perceived scale and massing of the building and allows the proposal to sit naturally within the landscape. 3 of the proposed 4 elevations give the appearance of a traditional two storey dwelling with the lower ground floor being set into the existing (previously engineered) topography.

This form of development is entirely characteristic of the wider Holmfirth area where buildings regularly step with the landform and utilise split-level arrangements.

Overall, the site forms part of an established residential environment within Hade Edge, characterised by its linear development pattern, landscaped domestic curtilages, and well-

defined settlement edge softened by natural features. Its relationship with the surrounding built form and its accessible position within the village, provides a clear and robust context for the redevelopment proposals set out later in this statement.

PLANNING HISTORY

The only planning application history, relating to the application site, on publicly accessible website is;

[2013/91757-](#) Outline application for erection of detached dwelling– **Refused**

The previous application was refused with one reason;

The site is located within Green Belt where the construction of a new dwelling constitutes inappropriate development. The proposal does not represent infill development and no very special circumstances, to clearly outweigh the harm the development would have on the openness and character of the Green Belt by reason of inappropriateness or the purposes for including land within it, have been submitted. In these circumstances the proposal would be contrary to National Planning Policy Framework part 9 –‘Protecting Green Belt Land’.

We contest that this site should be viewed as ‘grey belt’. The supporting evidence demonstrating why this site should be classed as grey belt is addressed in detail further within this document.

This application **differs from the previous 2013 refusal**. For example;

Since 2013:

- NPPF changed
- Grey Belt introduced
- Housing supply significantly reduced
- Housing Delivery Test failed
- Hade Edge has expanded substantially
- Additional services now available within the village
- Highway enhancements at the junction of Longley Edge Road and Dunford Road and others within the village.
- Climate change measures
- Subsequent LPA officer acceptance of sustainability

DESCRIPTION OF PROPOSALS

The proposed development (outline) comprises of the erection of a detached dwelling on land off Longley Edge Road, Hade Edge, Holmfirth.

The proposals have been carefully designed to respond positively to the opportunities and constraints presented by the site, with particular regard given to the site’s topography, its existing engineered character, surrounding landscape views and the established architectural character of the wider Hade Edge and Holmfirth area.

The applicant has had design input with regards to the proposals.

The existing site currently contains a former silage clamp pit together with associated concrete blockwork retaining walls, concrete hardstanding and areas of vegetation. The application site has established vehicular access from Longley Edge Road, this access is to be utilised for the proposed development, no new access is required or proposed.

Whilst historically agricultural in nature, the site no longer exhibits the appearance or openness associated with undeveloped countryside due to the extensive engineered structures, and materials used for the construction, already present. The proposal therefore represents the redevelopment and visual enhancement of an underutilised and visually poor parcel of land.

The dwelling has been specifically designed as a bespoke home for the applicant. It integrates naturally into the existing landform. The sloping nature of the site has heavily informed the architectural approach, resulting in a design that incorporates lower-ground floor space embedded into the site (existing recess). This approach significantly reduces the perceived scale and massing of the building when viewed from surrounding areas whilst allowing the proposal to sit comfortably within the landscape.

The lower ground floor provides a 6 x 6m integral double garage, a utility, accessible W/C and a services/store which is essential to provide space for the batteries to harvest energy from the solar panels, the solar controls and inverter will also be housed here along with the properties heating system, hot water tank, under floor heating manifolds, heat recovery ventilation system, electric fuse box, etc.

The principal living accommodation is located at ground floor level and has been designed around modern living requirements. This level includes a large open-plan kitchen, dining & snug space together with a separate living room, and a work from home study. A principal entrance W.C is provided to ensure compliance with the Building Regulations. The arrangement of these spaces has been carefully considered to maximise natural light (reducing the reliance on fossil fuels) outlook and direct connectivity with the proposed external patio and garden spaces.

Glazed openings are incorporated into the principal elevations to provide strong visual connections with the surrounding landscape whilst also ensuring excellent levels of daylight penetration into the dwelling. The orientation of the principal living spaces and patio areas has also been designed to maximise sunlight, privacy, to both the applicant and future occupiers along with other nearby residents.

The first floor contains three bedrooms including a master bedroom with en-suite and dressing room/walk in wardrobe with a family bathroom and central galleried landing space. The upper floor accommodation is proportionate to the scale of the dwelling and reflects the domestic character and proportions found within the surrounding area.

The proposed dwelling has been consciously designed to reflect the established architectural character of Hade Edge and Holmfirth whilst incorporating contemporary standards of construction, sustainability and internal planning. The design utilises traditional forms interpreted in a modern but sympathetic manner.

Whilst this is an outline planning application it is anticipated that the materials will all be as referenced within the design and access section of this statement.

Openings are carefully proportioned and arranged to create balanced elevations that respond positively to the surrounding architectural character.

The proposal also incorporates a comprehensive landscaping strategy intended to soften and integrate the development within its surroundings. Existing vegetation and boundary planting will be retained where practicable and supplemented with additional soft landscaping throughout the site.

Externally the space is split with hard and soft landscaping with turfed/planted garden areas and a patio to front and rear with a path to the Northern side of the property.

Several energy saving/low carbon aspects are incorporated such as low energy lighting, EVCP, solar, ASHP and a heat recovery whole house ventilation system.

The indicative proposed site layout/plans allow for;

- Integrated garage and parking provision complete with an EVCP.
- Appropriate parking space in accordance with the KMC SPD highways standards.
- Private external amenity areas.
- Patio and garden spaces.
- Enhancement of landscaping.
- Functional and logical access arrangements.
- Appropriate separation to site boundaries.

The proposal also incorporates a number of sustainability measures including:

- Solar photovoltaic panels.
- Electric vehicle charging provision.
- High levels of insulation.
- Energy efficient glazing.
- Air source heat pump.
- Heat recovery ventilation system.
- Good detailing to ensure a good air tightness of the proposed property.

These measures ensure the proposal responds positively to both local and national planning objectives relating to climate change and sustainable development. A separate climate change statement also accompanies this outline planning application.

Overall, the proposed development represents a carefully considered and high-quality residential scheme that significantly improves the appearance and functionality of the existing site whilst respecting the character of the surrounding area and landscape.

ECOLOGY

The site is of relatively limited ecological value owing to its former agricultural and engineered use.

The existing concrete slab and retaining structures provide very limited habitat value. Nevertheless, the proposal incorporates several ecological enhancement measures including:

- Enhanced landscaping and planting (subject to reserved matters).
- Wildlife-friendly garden areas.
- Provision of bird and bat boxes.
- Sensitive lighting arrangements (colour temperature, No UV light, zero upward tilt fittings, motion sensors, etc all to ensure minimal impact on ecology).

The proposal therefore represents an opportunity to improve the ecological quality and visual appearance of the site.

Any vegetation clearance can be undertaken outside the bird nesting season where required.

The development is for fewer than 10 dwellings, had design input from the applicant and has a site area of under 0.5 hectares. Therefore, the proposals are exempt from BNG under the Self-build and Custom Housebuilding Act 2015. Notwithstanding the <0.2 hectares exemption due to come into force on the 31st July 2026.

Existing trees and vegetation surrounding the site contribute positively to the containment and character of the site. No trees are to be removed as part of the proposals.

The proposed landscaping will help soften the appearance of the dwelling and strengthen integration with the surrounding landscape.

PRINCIPLE OF DEVELOPMENT

We contend the site falls within the 'grey belt' criteria.

The principle of development in this location is therefore considered acceptable.

The application site comprises a contained parcel of land, at a reduced level. The application site already contains substantial engineered development associated with its historical agricultural use. The site therefore does not exhibit the character of undeveloped or undeveloped open countryside.

The proposal represents the redevelopment and enhancement of a visually poor and underutilised parcel of land through the delivery of a high-quality dwelling that responds appropriately to the surrounding context.

The site is visually contained and does not result in urban sprawl.

The development has been designed to remain visually contained within the site boundaries and existing landform. The proposal does not project into open countryside and does not create an intrusive or isolated form of development. The site is on the edge of an existing long-established settlement.

The proposal therefore represents a logical and appropriate form of small-scale residential development providing a windfall site which provides a positive contribution to the lack of housing within the Kirklees district.

INTRODUCTION AND PURPOSE OF THIS SECTION

This section sets out a comprehensive assessment of how the proposed development aligns with the Grey Belt determinations within national planning policy and the approaches to Green Belt land management.

Although the site is located within the Green Belt, its characteristics, and relationship with the surrounding built environment indicate that it functions as very low-value Green Belt and is therefore capable of being considered under the Grey Belt category for the purposes of planning decision-making.

The purpose of this assessment is to demonstrate that:

1. The site meets the national criteria for Grey Belt classification.
2. The development would not conflict with the five purposes of the Green Belt, and in fact performs ***weakly*** against them.
3. The proposals represent a sustainable, modest, contextually appropriate form of development that delivers public benefits with minimal, limited, or no harm to the openness or function of the Green Belt.
4. The development is capable of being regarded as "*not inappropriate*" when assessed under Grey Belt policy.

GREEN BELT AND “GREY BELT” CONTEXT

The site lies within the designated Green Belt, as defined by the Kirklees Local Plan. However, the Green Belt designation here covers a site that is already extensively developed with historical engineering works. The site contains a permanent structure (retaining walls and concrete slab). Noting however that agricultural land is excluded from the planning definition of ‘previously developed land’.

UNDERSTANDING “GREY BELT”

The NPPF glossary states;

“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. ‘Grey belt’ excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development.”

This site falls under the description of ‘any other land’. This section goes on to explain and evidence why we consider it to comply with Grey Belt conditions.

To address this variation, reforms to national policy introduce the idea of Grey Belt land:

- Green Belt land that is previously developed,
- Green Belt land that has deteriorated or has limited landscape / openness value, or
- Green Belt land that performs poorly against the core Green Belt purposes, especially those relating to sprawl, settlement separation, and the preservation of historic town character.

The framework encourages *site-specific analysis*, meaning each land parcel should be examined individually rather than treated uniformly simply because it falls within the Green Belt boundary.

Under this revised interpretation, land which is categorised as “Grey Belt” is capable of being released for development or considered suitable for context-appropriate redevelopment where it delivers public benefits and does not cause substantial harm to the essential characteristics of the Green Belt—namely, openness and permanence.

This approach remains fully consistent with the national presumption that high-quality, sustainable development should be supported where harm to Green Belt functions is minimised and where existing land resources can be used more efficiently.

As noted above Grey Belt is defined in the NPPF glossary as “‘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. ‘Grey belt’ excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development.”

The site being agricultural is academic in the context of Grey Belt policy, as the definition above includes brownfield or ‘any other land’. This application site clearly falls within the definition of ‘any other land’.

Addressing each of the relevant grey belt points, as referenced in NPPF glossary;

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

This purpose relates to the sprawl of large built up areas. Villages should not be considered large built up areas.

Contribution	Illustrative features
Strong	Assessment areas that contribute strongly are likely to be free of existing development, and lack physical feature(s) in reasonable proximity that could restrict and contain development. They are also likely to include all of the following features: - be adjacent or near to a large built up area - if developed, result in an incongruous pattern of development (such as an extended “finger” of development into the Green Belt)
Moderate	Assessment areas that contribute moderately are likely to be adjacent or near to a large built up area, but include one or more features that weaken the land’s contribution to this purpose a, such as (but not limited to): - having physical feature(s) in reasonable proximity that could restrict and contain development - be partially enclosed by existing development, such that new development would not result in an incongruous pattern of development - contain existing development - being subject to other urbanising influences
Weak or None	Assessment areas that make only a weak or no contribution are likely to include those that: - are not adjacent to or near to a large built up area - are adjacent to or near to a large built up area, but containing or being largely enclosed by significant existing development

As noted above, taken from the Government Guidance ‘Green Belt’ “*Villages should not be considered large built up areas*”. Despite the village of Hade Edge seeing extensive growth over the years, it is still a village.

The application site is located within the established village of Hade Edge, a village with a clear and well-defined built boundary. The development does not extend the settlement outward into open countryside, as it is entirely contained within the footprint of an existing/ permanent structure with defined and defensible boundaries. Redevelopment of the site simply replaces a disused development with a new dwelling in a configuration that respects the existing pattern of housing along Longley Edge Road and therefore does not create or contribute to any form of sprawl.

It is not adjacent to, or near a large built up area and **therefore the contribution is weak/none on this point.**

b) to prevent neighbouring towns merging into one another;

This purpose relates to the merging of towns, not villages.

Contribution	Illustrative Features
Strong	Assessment areas that contribute strongly are likely to be free of existing development and include all of the following features: - forming a substantial part of a gap between towns - the development of which would be likely to result in the loss of visual separation of towns
Moderate	Assessment areas that contribute moderately are likely to be located in a gap between towns, but include one or more features that weaken their contribution to this purpose, such as (but not limited to): - forming a small part of the gap between towns - being able to be developed without the loss of visual separation between towns. This could be (but is not limited to) due to the presence or the close proximity of structures, natural landscape elements or topography that preserve visual separation
Weak or None	Assessment areas that contribute weakly are likely to include those that: - do not form part of a gap between towns, or - form part of a gap between towns, but only a very small part of this gap, without making a contribution to visual separation

As noted above, taken from the Government Guidance 'Green Belt' "This purpose relates to the merging of towns, not villages. Hade Edge is a village. The application site does not form part of a gap between towns, the nearest towns are Holmfirth (2 miles to the North) and Penistone (circa 6miles to the South East) **therefore the contribution is weak/none on this point.**

Furthermore the application site is a small parcel of land on the edge of larger swathes of Green Belt. The land is visually and functionally contained with existing site boundaries and the previously engineered topography and existing boundaries, in the form of stone walls and timber fences. We contend the site is capable of development that does not affect wider landscape buffers and open fields that provide a clear physical and visual separation between Scholes and Holmfirth in the wider area.

The site is on the edge of a small cluster of other residential properties. Its individual contribution to preventing the merging of towns is very limited. We contend, despite this application being in outline format, that this well-considered development of the application site in isolation does not materially affect the visual or perceived separation between towns or lead to any realistic sense of coalescence.

d) preserve the setting and special character of historic town

This purpose relates to historic towns, not villages. Where there are no historic towns in the plan area, it may not be necessary to provide detailed assessments against this purpose.

Contribution	Illustrative Features
Strong	Assessment areas that contribute strongly are likely be free of existing development and to include all of the following features: - form part of the setting of the historic town - make a considerable contribution to the special character of a historic town. This could be (but is not limited to) as a result of being within, adjacent to, or of significant visual importance to the historic aspects of the town
Moderate	Assessment areas that perform moderately are likely to form part of the setting and/or contribute to the special character of a historic town but include one or more features that weaken their contribution to this purpose, such as (but not limited to): - being separated to some extent from historic aspects of the town by existing development or topography - containing existing development - not having an important visual, physical, or experiential relationship to historic aspects of the town
Weak or None	Assessment areas that make no or only a weak contribution are likely to include those that: - do not form part of the setting of a historic town - have no visual, physical, or experiential connection to the historic aspects of the town

Again, as noted above, taken from the Government Guidance 'Green Belt' "This purpose relates to the historic towns and not villages.

The application site is within the village (not town) of Hade Edge on the outskirts of Holmfirth Town centre (2 miles to the North).

The application site is not located within or directly adjacent to a historic town, nor does it contribute to the setting or character of any such settlements and **therefore the contribution is weak/none on this point.**

Noting the above three points application site clearly doesn't **strongly** or **moderately** contribute to any of the purposes in Paragraph 143 (a), (b) or (d) of the NPPF, nor do any exclusions under footnote 7 apply.

Furthermore, with regards to **safeguarding the countryside from encroachment**.

The application site is not open countryside; it is a long-established previous development that presents no rural or agricultural character. The boundaries of the site remain unchanged, and the proposals do not push built development outside of the boundaries into the open fields beyond. The development respects the existing curtilage boundary in its entirety, ensuring that the development remains within an existing physically contained parcel and does not extend beyond established site boundaries.

Further assessment of the Site against “Grey Belt” Criteria

Grey belt is increasingly recognised by both local authorities and national planning bodies as a material planning concept. It refers to land currently designated as Green Belt but which, due to existing development, has lost its essential openness and rural character, and thus performs only a limited Green Belt function.

Several key planning authorities (including Kirklees, Leeds, and Greater Manchester Combined Authority) have explored the concept as part of Local Plan reviews, defining a practical set of assessment criteria to identify “*grey belt*” parcels that may be suitable for release or redevelopment. These criteria are typically grouped under four broad themes:

1. Degree of Existing Development / Urbanisation
2. Contribution to Green Belt Purposes
3. Landscape and Visual Containment
4. Potential for Environmental Enhancement and Openness Restoration

The site meets each of these themes, as demonstrated below.

1. A site may be classified as “grey belt” where it contains substantial built form, hardstanding, or urban infrastructure inconsistent with open countryside character.

Application to Site:

- The site comprises of an existing substantial built form/engineering operation within established boundaries reflective of all surrounding properties within the locality.

Conclusion:

The site exhibits the characteristics of a developed, urbanised parcel within the Green Belt, directly aligning with “*grey belt*” definitions used in strategic Green Belt reviews.

2. A site may be regarded as “grey belt” where its contribution to the five purposes of the Green Belt is limited or eroded by existing conditions.

Conclusion:

As noted above, the site performs weakly in relation to green belt purposes that justifies its classification.

3. Land may be “*grey belt*” where its boundaries, topography, and vegetation create a self-contained visual envelope, limiting wider landscape influence.

Application to Site:

- The site is enclosed by long established boundary treatments on all sides.
- The land sits within an existing built street scene, reducing its prominence in the wider landscape.
- The sense of openness is not changed due to the site, as existing, being developed and having associated curtilage. The existing boundaries will not be broken or expanded as a result of the proposed works.

Conclusion:

The site’s containment and visual enclosure confirm that it does not contribute to the perceived openness or continuity of the wider Green Belt. Its redevelopment offers an opportunity to increase the housing provision of the area within an existing developed pocket of land.

It is also important to note the Government’s Guidance ‘Green Belt’, “[Footnote 55 to the NPPF](#) sets out that if development is considered to be not inappropriate development on previously developed land **or** grey belt, then this is excluded from the policy requirement to give substantial weight to any harm to the Green Belt, including to its openness.”

4. “*Grey belt*” redevelopment should demonstrate capacity to deliver environmental uplift, improving openness, biodiversity, and visual quality compared with the existing situation.

Application to Site:

- The proposed scheme will create opportunity to improve the ecology and significantly improve the visual value of the site

Conclusion:

The existing site is negative in its entirety with disused permanent structures and overgrowth of weeds and grasses. The visual value of the existing site is, in our opinion, very poor, the introduction of a new dwelling that respects the vernacular and the existing neighbouring properties will improve the visual value of the site. New planting and strategic added vegetation will improve the biodiversity and ecology of the site.

5. Where Green Belt land is well-located relative to existing settlements and infrastructure, it is more appropriate for redevelopment.

Application to Site:

- The site is located immediately adjacent to Hade Edge, within walking and cycling distance of local services and bus routes.
- Various amenities are available within the village of Hade Edge as referenced within this statement.
- Buses provide access to surrounding villages and towns, supporting sustainable transport connectivity.
- The site's location on the urban–rural transition edge makes it a logical plot and a sustainable expansion of the settlement boundary.

Conclusion:

The site's strategic accessibility and semi-urban location reinforce its suitability as "*grey belt*" land that can deliver homes efficiently without encroaching on genuinely open countryside.

The site satisfies all recognised indicators of "*grey belt*" land, meaning that it performs poorly as Green Belt and strongly as grey belt, visually contained land suitable for redevelopment. Its reclassification or redevelopment would therefore be consistent with NPPF Paragraph 124 – making effective use of land and Kirklees Local Plan Policy LP7 – efficient land use within sustainable settlements.

Accordingly, the proposal represents an appropriate and policy-compliant form of development within the Green Belt context and should be supported.

In relation to Meeting Green Belt Purposes – Development (Paragraph 155a)

As evidenced previously in this statement, the application site makes only a weak/non contribution to Purpose A, B and D.

The site lies immediately adjacent to the existing settlement of Hade Edge, benefits from an established vehicular access, existing engineering works, nearby bus services and walking access to village facilities. The proposal therefore represents the efficient reuse of a visually contained parcel of land adjoining an existing settlement rather than isolated development within the open countryside. When considered alongside the limited contribution the site makes to Green Belt purposes (a), (b) and (d), the proposal satisfies the sustainability requirements of paragraph 155(c) of the NPPF.

This demonstrates that the site forms a small, visually and physically contained parcel of land within a small cluster of existing residential properties within the Green Belt, and that its development would not undermine the Green Belt's ability to perform those purposes strategically over the plan area.

In respect of Purpose (c) (safeguarding the countryside from encroachment), the proposed development relates to a parcel of land that is located on the edge of a small cluster of other residential properties. The application site also has existing structures on site that will be removed to facilitate the proposed dwelling. Although the proposed development would see some localised visual change, the proposal would not result in material encroachment or fundamentally undermine the purposes of the Green Belt taken together across the plan area, therefore satisfying Paragraph 155(a) of the NPPF (2024).

In relation to encroachment, the proposed development would be constrained within the existing site. Suitable/appropriate design and materials for the proposed dwelling with the removal of the unsightly concrete retaining walls, we contend have a positive impact on visual impact. Furthermore, the proposal is an outline application with a reserved matters application to follow, subject to support/approval/planning appeal.

In relation to Demonstrable Unmet Need (Paragraph 155b)

With regards to Paragraph 155 (b), The 2025 update of the five-year housing land supply position for Kirklees shows 4.18 years supply of housing land, and the 2023 Housing Delivery Test (HDT) measurement which was published on 12/12/2024 demonstrated that housing delivery for Kirklees for the past three years (April 2020-March 2023) has fallen below the 75% pass threshold. This shortfall **is a material consideration** and **supports the principle of development on Grey Belt land**.

The proposed development contributes to addressing housing need within Kirklees through the delivery of a new family sized dwelling. The proposed self-build dwelling makes a small yet positive contribution to local housing stock. Despite it being a limited contribution, it nonetheless engages this policy test and, we contend, meets the requirements of Paragraph 155(b).

With regards to Sustainable Location (Paragraph 155c)

Paragraph 155(c) requires that the site is in, or can be made, a sustainable location.

The application site is situated on the edge of Hade Edge Village.

Whilst 'large' facilities within the village are limited, Kirklees Planning has previously/recently (Aug 2024) commented, on another single one dwelling site *"Furthermore, the site is considered to be located within a sustainable location, within an established area of residential development, where public transport routes have already been established, with a bus stop located in very close proximity to the site."* Our site, despite being within the greenbelt is no different, it is within the same sustainable village.

Furthermore a Kirklees planning case officer commented on a recent [planning application](#), within the same village, for the erection also of one detached dwelling, *"Furthermore, the site is considered to be located within a sustainable location, within an established area of residential development, where public transport routes have already been established, with a bus stop located in very close proximity to the site."* This application site is a very similar distance to the nearest bus stops. 3 bus stops are at the end of Longley Edge lane (170m, a 2-minute walk from the application site).

The junior and infant school is within walking distance, and a bus service links the village to Holmfirth High School.

The application site is connected to an extensive network of Public Rights of Way providing opportunities for recreational walking and active travel. The surrounding highway network also accommodates cycling, with the increasing uptake of electrically assisted bicycles improving accessibility within rural settlements.

Government policy is increasingly recognising the use of e-bikes in rural areas.

It is however recognised that the applicants and possible future occupants of the dwelling would be reliant on the use of private vehicles for most day-to-day journeys. However, this proposal relates to a single dwelling therefore associated trip generations are expected to be minimal.

Regarding 155 (c), Paragraph 110 of the NPPF states that *“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 of the NPPF expressly recognises that opportunities to maximise sustainable transport solutions will vary between ‘urban’ and ‘rural areas’. This, we contend, should be taken into account in decision making. Accordingly, the site should not be assessed against the same expectations as an urban location.

The proposed dwelling incorporates a specific ‘work from home’ study which in turn reduces the reliance upon a vehicle for work related travel.

Considering the sites semi-rural setting, the site proximity to some local facilities and services within the village of Hade Edge village and the limited scale of development, we contend, that the development is accessible and sustainable location when considering Paragraph 155c of the NPPF.

POLICY CONTEXT

The National Planning Policy Framework (NPPF) sets out the Government’s overarching planning objectives and provides the policy tests through which development proposals must be assessed. The redevelopment of the site has been carefully shaped to align with these principles and demonstrates strong compliance across all relevant chapters of the NPPF, including sustainable development, good design, efficient land use, transport and accessibility, the natural environment, and the Green Belt.

Key NPPF provisions include:

- **Chapter 2** – Achieving sustainable development
- **Chapter 4** – Decision-making
- **Chapter 5** – Delivering a sufficient supply of homes
- **Chapter 6** – Building a strong, competitive economy
- **Chapter 8** – Promoting healthy and safe communities
- **Chapter 9** – Promoting sustainable transport
- **Chapter 11** – Making effective use of land
- **Chapter 12** – Achieving well-designed places
- **Chapter 13** - Protecting Green Belt Land
- **Chapter 14** – Meeting the challenge of climate change, flooding and coastal change
- **Chapter 15** – Conserving and enhancing the natural environment

The NPPF directs planning authorities to support efficient reuse of land, especially where it can deliver homes, reduce dereliction and enhance visual and environmental quality.

Relevant policies include:

- **LP1** – Presumption in favour of sustainable development
- **LP2** – Place shaping
- **LP3** – Location of new development
- **LP4** – Providing Infrastructure
- **LP7** – Efficient and Effective use of Land and Buildings
- **LP8** – Safeguarding Employment Land and Premises
- **LP11** – Housing Mix and Affordable Housing
- **LP20** – Sustainable Travel
- **LP21** – Highways and access
- **LP22** – Parking
- **LP24** – Design
- **LP26** – Renewable and low carbon energy
- **LP27** – Flood Risk
- **LP28** – Drainage
- **LP30** – Biodiversity & Geodiversity
- **LP32** – Landscape
- **LP33** – Trees
- **LP35** – Historic Environment
- **LP43** – Waste Management Hierarchy
- **LP47** – Healthy, Active and Safe Lifestyles
- **LP49** – Educational and Health Care needs
- **LP51** – Protection and Improvement of Local Air Quality
- **LP52** – Protection and Improvement of Environmental Quality

Kirklees continues to face an acknowledged housing supply deficit, with recent housing delivery below target. The Council's monitoring identifies a shortfall against its five-year supply, reinforcing the need for sustainable housing proposals.

The Council has 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"....."to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."

Paragraph 126 provides evidence that the local authorities should be proactive in bringing forward suitable land by stating that:

"Local planning authorities, and other plan-making bodies, should take a proactive role in identifying and helping to bring forward land that may be suitable for meeting development needs, including suitable sites on brownfield registers or held in public ownership, using the full range of powers available to them. This should include identifying opportunities to facilitate land assembly, supported where necessary by compulsory purchase powers, where this can help to bring more land forward for meeting development needs and/or secure better development outcomes."

Compliance with NPPF Paragraph 125 is also demonstrated through the reuse and sensitive development of under-utilised land that lies within a serviced settlement boundary. The proposals deliver multiple benefits, including increased housing supply, environmental enhancements, reuse of existing land, and the efficient integration of modern, sustainable homes into the local context. The development avoids any loss of open countryside and supports the NPPF's clear steer toward prioritising brownfield sites and maximising land within settlements where it can be developed without causing substantial harm.

Paragraph 61 in the NPPF (Delivering a sufficient supply of homes) 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 72 states;

".....planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability. Planning policies should identify a supply of: a) specific, deliverable sites for five years following the intended date of adoption"

We contend that the proposals comply with NPPF Paragraph 72 by directing new housing to a sustainable, well-connected site within an existing settlement. The development uses established infrastructure, is close to services and public transport, and represents appropriate growth in a suitable location.

As noted previously within this statement, Kirklees is failing to meet targets with regards to housebuilding.

As 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 necessary to consider planning applications for housing development in the context of NPPF paragraph 11 which triggers a presumption in favour of sustainable development. This means that for decision making "Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of-date (NPPF Footnote 8), granting permission unless: (i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed (NPPF Footnote 7) ; or (ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

The Council's inability to demonstrate a five-year supply of housing land, or pass the Housing Delivery Test, weighs in favour of housing development but must be balanced against any adverse impacts of granting the proposal.

Paragraph 73 of the NPPF states;

"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"

This paragraph goes on to state; local planning authorities should 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"

Kirklees Local Plan Policy, LP3 (Delivering Growth and Sustainable Development - Location of new development) states;

“2) Development will be permitted where it supports the delivery of housing and employment growth in a sustainable way, taking account of the following criteria;

..... d. ensuring delivery of housing and jobs in smaller settlements to meet local housing and employment needs”.

Furthermore, and significantly, the Local Authority cannot currently demonstrate a five-year supply of deliverable housing sites and therefore, as noted above, Paragraph 11 of the NPPF is engaged and states;

“11. Plans and decisions should apply a presumption in favour of sustainable development.

For plan-making this means that:

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”

The principle of development, in terms of sustainable development and housing supply, is therefore considered to be acceptable in that it complies with paragraphs 7-14 and the aims of Chapter 5 in the National Planning Policy Framework.

With regards to density, the Kirklees housebuilders design guide states *“Net development density is expected to achieve at least 35 dwellings per hectare, though higher densities are supported in areas in or adjacent to town centres which are well served by public transport and to secure more sustainable forms of development. Densities lower than 35 are only permitted in line with Local Plan Policy LP7. The location of the site is important in terms of the requirement for car parking provision, on-site open space provision and the type of housing required in the locality.”* The site area is 0.036 hectares. This calculates at 1.26 dwellings which justifies the proposed one dwelling.

DRAINAGE / FLOOD RISK

The site is an existing small parcel of land in an area adjacent to other residential properties. The locality is not known to be affected by fluvial flood risk. Mains foul drainage is already on site and will be used for the proposed development (foul drainage) in accordance with Building Regulations and Kirklees/Yorkshire Water requirements and drainage hierarchy. Surface water drainage (roof water) will connect into soakaway on the adjacent/adjoining land. Sustainable Drainage System (SuDS) principles, where feasible, (e.g. permeable paving) will be incorporated.

HIGHWAYS

Local Plan Policies LP21 and LP22 are relevant to highways. These policies seek to ensure that there is no negative impact to highway safety and provide sufficient parking.

Paragraph 115 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Principle 12 of the KMC Housebuilders Design Guide sets out, amongst other things that parking to serve dwellings should not dominate streets and should be to the side/rear. Given the size of the application site this is not possible but it's important to stress that the proposed dwelling has a double integral garage for vehicle parking.

Principle 19 of the KMC Housebuilders Design Guide states that provision for waste storage and recycling must be incorporated into the design of new developments in such a way that it is convenient for both collection and use whilst having minimal visual impact on the development. A bin store and collection point is noted on the plans. Space is provided for 3 bins which could easily be stored within the garage when not being collected. Furthermore, this application is an outline application with matters to be dealt with at reserved matters application stage (appearance, landscaping & scale).

The application site has a gated entrance directly off Longley Edge Road. It is intended this access point will serve the proposed dwelling. No new access is required.

Given the nature of Longley Edge Road, vehicles travel at a low speed.

It's important to note Longley Edge Road continues past the application site with a left turn onto Dyson Lane which leads out onto Scholes Moor Road.

Fire services access to the application site is good, acceptable and meets Building Regulations standards. A fire tender can park within 45m of all points inside the proposed dwelling. The road is **not** a dead end, meets width standards and weight capacity, there are no height restrictions.

Refuse vehicles already serve properties off Longley Edge Road, where bins are presented, on collection day at the edge of Longley Edge Road. This will continue to serve the proposed dwelling, all as existing. A bin store/collection point is indicated on the submitted plans.

An informal pre-app discussion has been held with Mr R Kinder of Kirklees highways. Mr Kinder commented;

*"I can't see any issues from a highways perspective except the addition of 1 more dwelling **but** given there are already 9 on here one more shouldn't be an issue given the 5 limit for adoptable roads is already exceeded. If you were looking to build a few then this would obviously change but not in this case.*

The road has sufficient width for two way vehicles and is well established from a junction point of view onto Dunford Road. In addition the access serves the Boshaw Trout car park to which from a traffic generation point of view is far more intensive than one dwelling.

Given the above we contend LP policies LP21 & LP22 and the NPPF are complied with.

CONTAMINATED LAND

In relation to land quality, paragraphs 180, 189 and 190 of the National Planning Policy Framework and policy LP53 of the Kirklees Local Plan which seeks to ensure land quality is maintained as part of new development are relevant.

The historical and more recent use of the land does not result in any concerns with regards to potential contamination. However, we have no objection to the usual condition along the lines of".....*that in the event that contamination identified by the applicant during ground works then works shall cease immediately and the Local Planning Authority shall be notified*".

Such a condition ensures that the future development will comply with Policy LP53 of the Kirklees Local Plan and Chapter 15 of the NPPF.

TREES & ECOLOGY

The application site has no trees within the boundaries. There are trees on the adjoining domestic garden area, these are not subject to any preservation orders and are more ornamental trees.

Landscaping does not form part of this application and will be addressed at reserved matters stage, with appropriate ecology enhancements via an appropriate planting scheme.

It is important to note this application is for a self-build for the applicant, who has been involved in the design of the proposed dwelling. The site is for fewer than 9 dwellings, on a site of less than 0.5hectares and complies with section 1(a1) of the self-build and custom housing therefore we respectfully request an exemption from BNG.

The village of Hade Edge does not fall within the Kirklees 'bat alert layer'.

Notwithstanding the above a swallow and bat box has been incorporated within the proposals (refer to proposed elevations).

CLIMATE CHANGE

A climate change statement accompanies this outline planning application. This separate document includes various green credentials that indicate a positive step towards zero carbon and a very low energy, sustainable dwelling.

Climate change mitigation measures will be incorporated into the proposals. These include:

- Smart energy metering
- LED lighting to be installed
- Materials to be sourced locally where possible
- EV charging facilities to be installed to each dwelling
- Soft landscaping within the application site to help minimise surface water run-off
- Solar panels

The proposed development would therefore have a positive impact on climate change and accords with Local Plan Policy.

DESIGN AND ACCESS STATEMENT

It is important to note this application is an outline planning application subject to a reserved matters application.

Sufficient detail has been provided/submitted to justify the policy compliant proposals and to enable a thorough assessment by the LPA.

APPEARANCE

The design has been consciously developed to reflect traditional local architecture, interpreted in a contemporary but sympathetic manner. It is intended that the proposed dwelling will include the following materials;

Walls	-	Coursed natural stone to reflect local vernacular.
Roof	-	Stone slates to match existing context
Rainwater Goods	-	Seamless aluminium guttering & downpipes.
Windows & Doors	-	Upvc windows with composite/Powder Coated Aluminium Doors.

MEANS OF ACCESS

Vehicular access will be taken directly from Longley Edge Road, all as existing.

The dwelling is provided with an integral garage capable of accommodating two cars this level of provision aligns with local guidance that 3-bedroom dwellings should normally provide 2 off-street spaces, helping to prevent overspill parking on Long Edge Road and complying with Local Plan Policy LP22 and associated SPDs.

EV charging points are indicated for the plot, supporting a shift towards low-emission vehicles in line with national and local policy on climate change.

Dedicated bin store and a collection point is indicated near the site entrance, allowing refuse vehicles to collect from Long Edge Road as they do for neighbouring properties, avoiding the need for large vehicles to enter the private drive or excessive dragging distance.

The level of parking provision is considered entirely appropriate for a dwelling of this scale and ensures that vehicles can be accommodated safely within the site.

The development will generate only a very modest level of traffic movement and will not adversely affect the operation or safety of the local highway network.

The site also benefits from good accessibility to nearby services and facilities within Hade Edge (within an 8-12 minute walk), Scholes and Holmfirth.

The access design is therefore compliant with Policy LP21 and the Highway Design Guide SPD.

The previous application in relation to the site ([2013/60/91757](#)) for the erection of a single dwelling on this site which was refused made no mention of highways concerns as part of the officer report/ decision notice. Since that previous application, extensive improvements to highways safety have been implemented within Hade Edge with significant areas of speed reduction following the construction of a large number of new dwellings at Boshaw View. In addition to this, the Boshaw Trout car park extension has also been formed off Longley Edge

Road. As such, we contest that the highways in relation to the proposals has been significantly improved in the time following the previous application and that highways matters will not be of concern.

LAYOUT

The layout has been carefully developed around the existing site levels and retaining structures.

The dwelling occupies a logical position centrally within the site allowing for:

- Appropriate separation to boundaries and distance to other residential properties.
- Functional access and parking.
- Private garden space.
- Landscaping opportunities.
- Appropriate circulation and servicing.

The proposal maintains a spacious setting around the dwelling and ensures that the site retains a verdant and landscaped appearance.

The arrangement of accommodation and external areas has been carefully considered to maximise privacy, outlook and sunlight whilst limiting any potential impact upon neighbouring properties.

The principal living spaces and garden areas are orientated to take advantage of views and sunlight while maintaining good levels of privacy.

The proposed patio and garden areas are generous and entirely proportionate to the scale of dwelling proposed.

The site layout also allows for substantial soft landscaping around the dwelling, helping integrate the proposal into the surrounding landscape.

Whilst Kirklees Planning has no guidelines (proportion/area per dwelling) for external amenity space principle 17 of the KMC housebuilders design guide states *“All new houses should have adequate access to private outdoor space that is functional and proportionate to the size of the dwelling and the character and context of the site. The provision of outdoor space should be considered in the context of the site layout and seek to maximise direct sunlight received in outdoor spaces.....”* Barnsley Planning guidance (**South Yorkshire Residential Design Guide**), the neighbouring planning authority, suggests *“Back gardens of houses should be appropriate to the size of the property, its orientation and likely number of inhabitants. Private gardens of two bedroom houses/bungalows should be at least 50 square metres; for three or more bedroom houses/bungalows, 60 square metres.”* The amenity space for the proposed dwelling at ground level equates to 163m².

The proposed external amenity space for this development wraps around the property to make the most of direct sunlight. The areas far exceed the suggested areas by the neighbouring LPA. We therefore contend the proposed amenity space is relative to the proposed properties and provides good quality private external amenity space for the proposed dwelling.

Separation to neighbouring properties is in keeping with, or better than, typical patterns on Long Edge Road. Existing and proposed boundary planting assists in screening and softening inter-visibility.

The internal arrangements of the dwelling (as shown on the indicative GA plans) orient principal living spaces and principal garden areas away from direct overlooking of neighbouring private spaces where practicable. The internal layout/designs exceeds the requirements of the National Space Standards.

SCALE

The proposed dwelling appears from the rear and 2 side elevations as a squat two storey dwelling in terms of height, however the dwelling is three storey with an additional lower-ground floor integrated into the existing engineered topography.

Importantly, the lower-ground floor accommodation is set within the slope of the land and therefore does not contribute significantly to the perceived height or massing of the building.

The proposed scale has been carefully considered to ensure the dwelling sits comfortably within the site and surrounding landscape.

The proposal reflects the scale and proportions of other detached dwellings commonly found throughout the Hade Edge and Holmfirth area.

Traditional pitched roof forms together with balanced proportions ensure that the proposal appears domestic and appropriately scaled.

The use of the site topography significantly reduces the visual impact of the development and allows the building to integrate naturally into the landform.

The scale is considered appropriate to the plot size and village context and accords with the Local Plan requirement that development respects and enhances the character of the townscape (LP24).

CONCLUSION

This proposed 'grey belt' development at land off Longley Edge Road, Hade Edge represents a well-considered, sustainable and high-quality form of residential development.

The proposal has been carefully designed in response to the site's opportunities and constraints, particularly its topography, existing engineered character and surrounding landscape setting.

The resulting dwelling integrates naturally into the landscape through its scale, layout, form and materials whilst significantly improving the visual appearance and environmental quality of the site.

The proposal makes effective use of an underutilised and neglected/derelict parcel of land and delivers a high quality, energy efficient bespoke dwelling that reflects the established character of Hade Edge and Holmfirth.

Importantly, the proposal:

- Respects the character of the surrounding area.
- Minimises visual and landscape impact.
- Provides a high standard of residential accommodation.
- Protects neighbouring amenity.
- Incorporates sustainable construction measures.
- Enhances the appearance of the site.
- Provides ecological and landscaping improvements.

The proposal fully accords with the relevant provisions of the National Planning Policy Framework and the Kirklees Local Plan.

Therefore, in relation to density of development and supply of housing, it is considered that the development sought under this application would meet the requirements of the aforementioned policies.

We contend that the site is located in a sustainable location, with recent residential development now established a short distance to the South within the same village of Hade Edge. Furthermore, there are two live planning applications for further extensive residential development (pending) also within the village (39 dwellings).

Any perceived harm to the greenbelt, we contend, is significantly outweighed by the benefit of housing delivery within a local authority that has under delivered in housing terms.

There are no planning, environmental or technical reasons why planning permission should not be granted, and the application is therefore respectfully recommended for approval.

Should any further information be required please don't hesitate to contact us.

It would be appreciated if you could contact Paul Matthews Architectural Ltd prior to drafting up your recommendation for determination.

APPENDIX A

SITE PHOTOS























