



**Design and Access Statement
Incorporating Planning Statement
Land Adjacent
15 Cliff Road
Holmfirth
HD9 1UY**

Introduction

This statement has been written by AKPlanning in support of an application for Permission in Principle on land adjacent 15 Cliff Road, Holmfirth.

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

Site Location and Description

The aerial view below shows the site: -



The site is located to the east of an existing recently constructed dwelling.

The Proposal

The application is for a single dwelling

Planning History

There is no history on this site, but the adjacent bungalow was approved in 2018: -

2018/62/90732/W - Demolition of existing dwelling and erection of replacement dwelling and detached garage

Planning Policy

The site lies within the Green Belt as shown on the extract from the Local Plan below: -



The National Planning Policy Framework (NPPF 2026) contains the following relevant policies: -

GB6: Control of development in the Green Belt 1. Development in the Green Belt is inappropriate unless it falls within one of the categories in policy GB7.

GB7: Development which is not inappropriate in the Green Belt

1. The following categories of development are not inappropriate in the Green Belt, and therefore should not be regarded as harmful to the Green Belt or be required to demonstrate very special circumstances:

g. Development where all of the following apply:

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

ii. There is an evidenced unmet need for the type of development proposed;

iii. The development would be in a sustainable location, with particular reference to policy TR3 of this Framework; and

iv. In the case of major development involving the provision of housing, the development proposed complies with policy GB8.

Consideration of Policy

In this section we will examine the requirements of NPPF Policy GB7.

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

Grey belt is defined as: -

Grey belt: For the purposes of plan-making and decision-making, 'grey belt' is defined as land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in policy GB2.

Policy GB2 purpose: -

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

The site is a small area adjacent to existing development it has no effect on urban sprawl.

b. Prevent neighbouring towns merging into one another;

The gap between neighbouring towns is unaffected by the current proposal.

d. Preserve the setting and special character of historic towns

The proposal has no effect on any historic town.

The site is only big enough for a single dwelling and such a small development could not *fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan.*

It is our conclusion that the site falls within the definition of Grey Belt and complies with policy GB7 (i)

ii. There is an evidenced unmet need for the type of development proposed;

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

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

iii. The development would be in a sustainable location, with particular reference to policy TR3 of this Framework

TR3 states: -

TR3: Locating development in sustainable locations

1. So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:
 - a. Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development

itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;

- b. Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use;
- c. Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach;
- d. The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution; and
- e. In rural areas, opportunities to improve walking, wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed.

References to major development and significant movements in Policy TR3 can be ignored as this is an application for a single dwelling. The site is on a bus route with the H2 Royds Avenue circular bus passing along Cliff Road every 30 minutes. This provides connectivity with local centres including Holmfirth with all its facilities. This complies with the general principles contained in Policy TR3.

iv. In the case of major development involving the provision of housing, the development proposed complies with policy GB8.

This is not a major proposal.

Conclusion

It is our conclusion that a single dwelling in the location proposed complies with Policy GB7 (i) and is therefore acceptable in principle as appropriate development in the Green Belt.

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