



**Design and Access Statement
Incorporating Planning Statement
The Mansion House
Heaton Lodge
Bog Green Lane
Huddersfield
HD5 0RF**

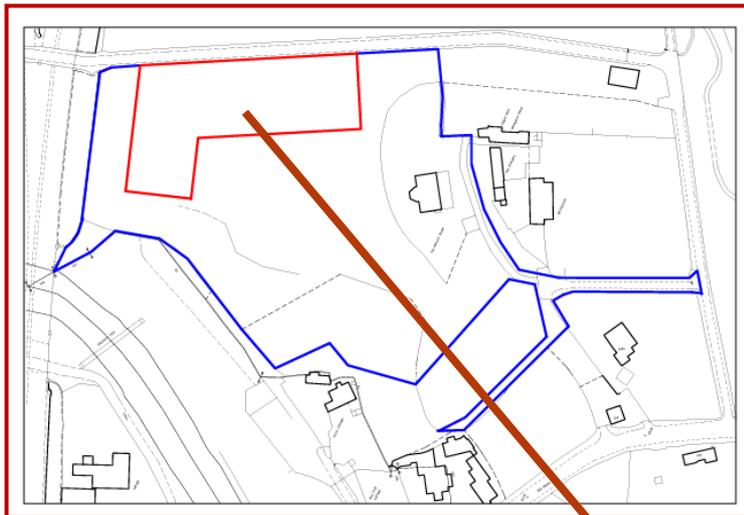
Introduction

This statement has been written by AKPlanning in support of an outline planning application for the erection of 5 dwellings in the garden of Mansion House, Bog Green Lane, Huddersfield.

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

Site Location and Description

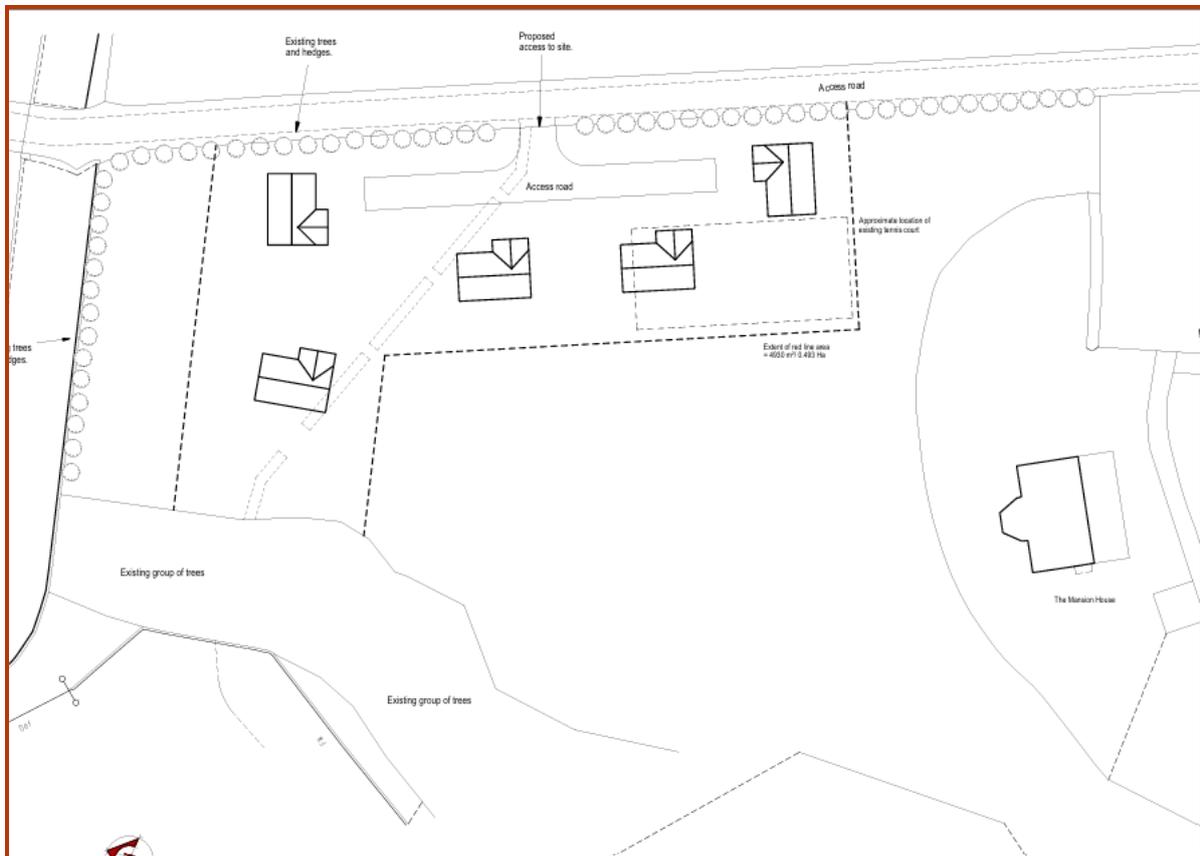
The location plan and aerial view below show the site.



The site is part of the garden of Mansion House, a large single dwelling standing in significant grounds. It is relatively flat and is formally landscaped.

The Proposal

The application is in outline with access only applied for. A layout is submitted for information only. The submitted layout plan is shown below.

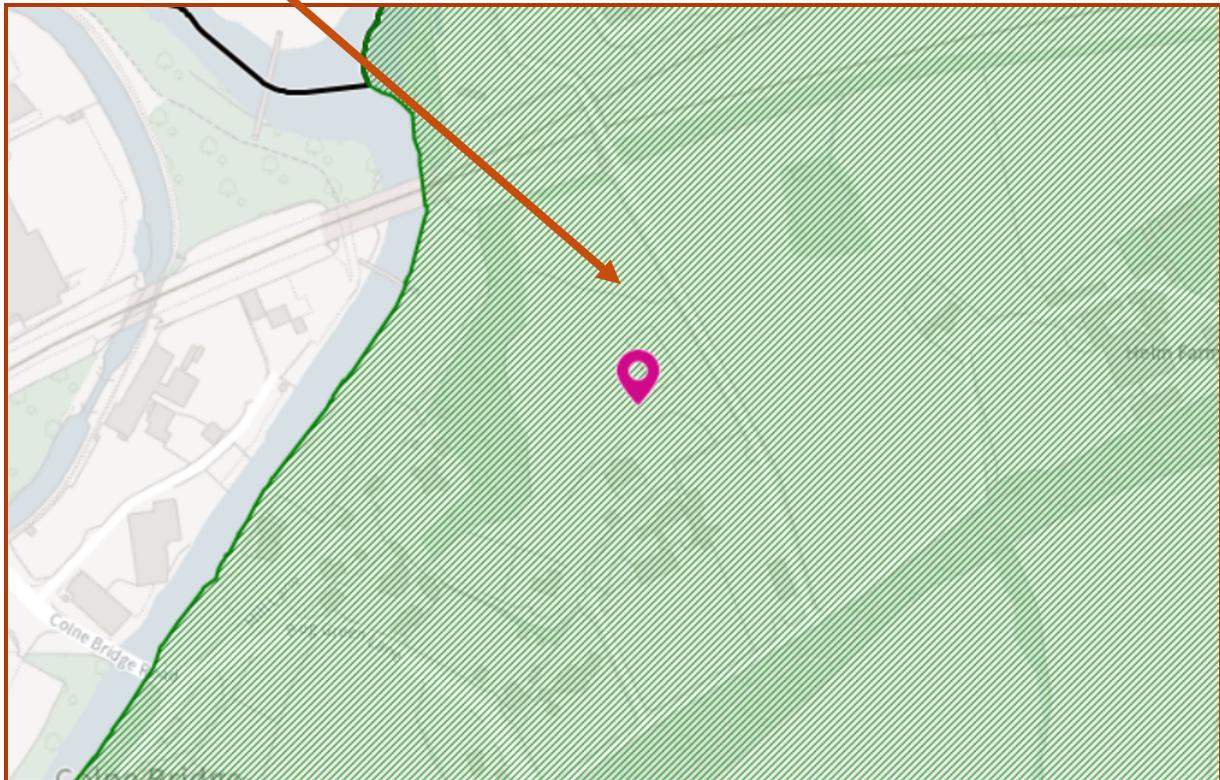


Planning History

There is no relevant planning history but there has been refusals for stables on this land and approvals for extensions to the house.

Planning Policy

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



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

153. *When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt, including harm to its openness⁵⁵. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.*

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

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

b. There is a demonstrable unmet need for the type of development proposed⁵⁶;

c. *The development would be in a sustainable location, with particular reference to [paragraphs 110 and 115 of this Framework]⁵⁷; and*

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

Consideration of Policy

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

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

The site is located to the east of the main urban area. It is surrounded by other dwellings, a railway line and an access road. It is close to commercial premises and sewage works.

Such a small development located adjacent existing buildings and infrastructure cannot fundamentally undermine the purposes of the green belt.

We therefore can consider if the land is 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 paragraph 143

The definition of previously developed land is: -

*Land which has been lawfully developed and is or was occupied by a permanent structure and any fixed surface infrastructure associated with it, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed). It also includes land comprising large areas of fixed surface infrastructure such as large areas of hardstanding which have been lawfully developed. Previously developed land excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; **land in built-up areas such as residential gardens, parks, recreation grounds and allotments**; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.*

The land is garden area and is outside the built up area and is therefore previously developed.

Furthermore it does not “strongly contribute to any of purposes (a), (b), or (d) in paragraph 143” for the following reasons: -

Paragraph 143 states: -

143. Green Belt serves 5 purposes:

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

(b) to prevent neighbouring towns merging into one another;

(c) to assist in safeguarding the countryside from encroachment;

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

(e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Our comments are: -

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

The site is adjacent existing dwellings and infrastructure, a considerable amount of the garden also remains. It is also only a small development and as such does not create urban sprawl.

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

A large area of open land remains to the north as does a large area of garden, this development does not close that gap in any significant way.

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

There is no detrimental effect on any historic town.

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

Paragraph 155 part (b) states: -

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

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

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

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

Paragraph 155 part c states: -

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

Paragraph 110 states: -

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

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

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

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

- (a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- (b) safe and suitable access to the site can be achieved for all users;*
- (c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 48 ; and*
- (d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*

The site is close to the existing urban area and public transport along Leeds Road.

There is a safe and suitable access and no significant impact on the transport network. It is our conclusion that the proposal complies with paragraph 155 of the NPPF and can be considered an exception and granted planning permission.

Conclusions

The site is close to the existing urban area and public transport, it is grey belt and can be granted as an exception under paragraph 155. The location is adjacent an existing dwellings and infrastructure and will have no detrimental effect to any amenities. All planning matters have been dealt with and planning permission can be granted.

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RTPI

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