The Mansion House, Heaton Lodge, Colnebridge

Access Statement

June 2026

Project number 2585

Peach House West,
The Walled Garden,
Nostell Estate Yard
Wakefield WF4 1AB

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Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks				
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Prepared by	IC			
Checked by	LO			

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1.0 Introduction

1.1 Paragon Highway Consultants have been appointed to prepare this Access Statement in relation to a proposed development of just 3no. detached dwellings on land served via an unnamed access road off the Bog Green Lane, Colnebridge, Huddersfield in the district of Kirklees.

1.2 The proposed development site is positioned approximately 320 metres from the unnamed access roads junction with Bog Green Lane (B6118) in Colnebridge. The proposed development site is within the administrative boundary of Kirklees Council.

1.3 The plan at Figure 1 shows the site location in relation to the local highway network.

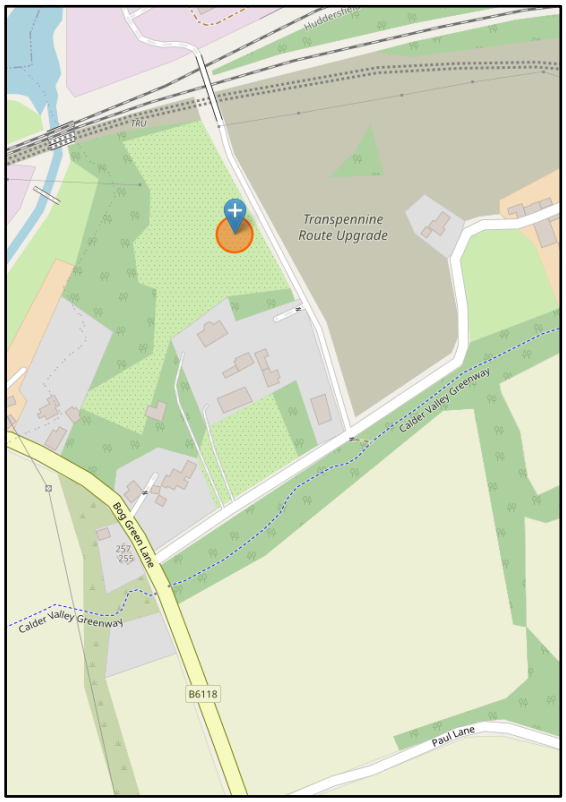

Figure 1 Site Location

1.4 Presently, the application site comprises part of the grounds of The Mansion House.

1.5 The site is bound by the unnamed access road to the east, garden land to the west, residential development to the south and open land and a railway to the north.

1.6 The development proposals can be found within Appendix A.

1.7 This Access Statement demonstrates that:

- The unnamed access to the site is acceptable to accommodate the low number of traffic movement associated with the development proposals.

- Efficient and suitable access to the site can be established from the unnamed access road;

- The trip generations of the proposals will not result in a significant residual impact upon the private and local transport network.

1.8 The purpose of this Access Statement is to support the current application. Following this introduction, the Access Statement is organised into the following sections:

- 2.0 Existing Situation – examines the current site utilisation and reviews the local road safety records.

- 3.0 Development Proposals – outlines the proposed development and provides information pertaining to the site's proposed access.

- Road Traffic Accidents- examines the current accident data in the local area.

- Development Proposals – provides information on the current layout proposals.

- 6.0 Traffic Impact – analyses the potential influence of the development on local traffic patterns.

- 7.0 Conclusion – contains a summary of the primary findings and conclusions drawn from the report.

2.0 Site Description

2.1 The application site comprises part of the large garden of the Mansion House.

2.2 Currently there is no vehicular access to this part of the garden area from the unnamed access road.

3.0 Local Highway Network

3.1 The unnamed access road forms a simple priority junction with the B6118 Bog Green Lane. The B6118 is a busy route and connects the A62 Leeds Road to the north with Wakefield Road (A642) to the south.

3.2 Bog Green Lane is a two-way single carriageway and at the junction with the site access is subject to a 40-mph speed limit. Street lighting in this locality is intermittent.

3.3 The layout of the highway at the point of access includes a nearside verge with a boundary dry stone wall to the rear. There is a footway of varying widths that runs along the far boundary providing a connection to nearby settlements and Colnebridge.

3.4 The unnamed access road is surfaced to a good standard with grass verges of varying widths to both sides. It is a two-way single carriageway and is unlit. The route serves several dwellings; a sewage works and also a commercial / farm building. The access has also been utilised as the main access point for the Transpennine Route upgrade compound which had the benefit of some 130 or so parking spaces plus compound areas for the storage of materials. During the works the access was also regularly used on a daily basis by large commercial hgv's.

4.0 Road Traffic Accidents

4.1 The personal injury accident data records have been obtained from the Crash Map website, which provide police report injury accidents published by the Department for Transport with data taken from police forces. The study area includes a considerable section of Bog Green Lane to the north and south of the application site entrance onto the major road. The search area is shown below and includes some 420m of public highway. The study area includes the 5-year period up to December 2024.

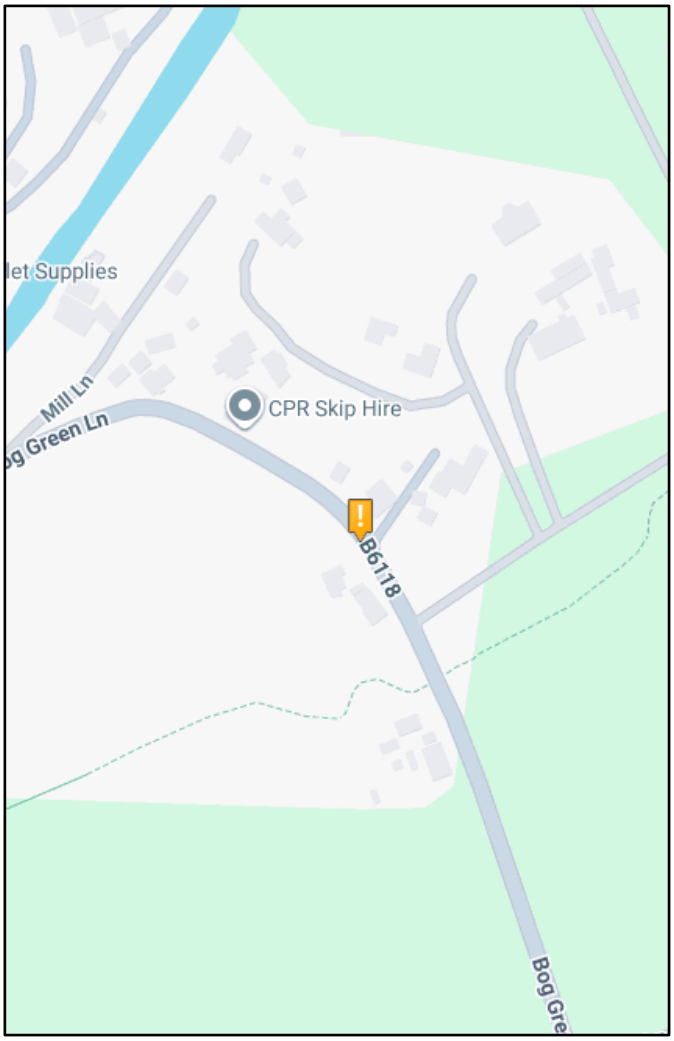

Figure 2 Collision Plot search area

4.2 As can be seen from the study area above, there has been just 1no. reported injury collision during the 5-year period at a location some distance form the

aforementioned junction. Details of the accident can be found in Figure 3 immediately below and the data in Appendix B:

Reference	Severity	Date	Time	Light / Conditions	Description
2024131453545	Slight	Sunday 9.6.2024	11.13	Rain with a wet carriageway surface	Although in the description it states that the incident did not occur near a junction – the accident data would suggest that a vehicle emerged from a side road into the path of an oncoming vehicle. There were 5 casualties – all slight.

Figure 3 Accident Data

4.3 Analysis of the collision in the table above suggest that driver error or road conditions is to blame. The accident data does not indicate a road safety problem or any trends of significance which would warrant treatment or be a cause for concern due to a slight change in flows at the junction of the private access with Big Green Lane.

5.0 Development Proposals

Proposed Development

5.1 The application is currently under consideration by Kirklees Council – planning ref: 2025/91638. The application is for the erection of 3no. detached dwellings. The development proposals can be found at Appendix A.

Access and Parking Provision

5.2 Access will initially be gained along the private access road serving several dwellings and commercial premises.

5.3 The access arrangement into the site (dropped verge crossing) will be laid out to Kirklees Councils current standards.

5.4 The initial 5m of the access will be at least 4.5m in width. The access will be hardened and sealed for the first 10 metres, with surface water picked up and discharged to a soakaway before reaching the private access. Any gates will be set back from the rear of the verge to allow a vehicle to pull off the private access so as not to impede through traffic.

5.5 Any pedestrians that need to access the site will use the proposed access arrangement.

5.6 The turning area will be laid out with permeable material to a standard to accommodate the weight of a Kirklees fire tender.

5.7 It is considered that the proposed access width, construction and visibility would be suitable to accommodate the limited traffic movements associated with the development proposals.

6.0 Traffic Impact

Proposed Traffic

6.1 To determine the anticipated traffic generation of 3 new dwellings the national TRICs database has been interrogated. **Figure 4** provides the peak hour trip rates (morning peak 08:00 – 09:00 and evening peak 17:00 – 18:00) and likely traffic generation of the proposals. The TRICs output can be found at **Appendix C**.

	AM peak			PM peak		
	Arrive	Depart	Total	Arrive	Depart	Total
3 x residential houses						
Trip Rate	0.130	0.389	0.627	0.269	0.223	0.492
Traffic generations	0.39	1.167	1.881	0.807	0.669	1.476

Fig 4 Proposed trip rates and traffic generations

6.2 As can be seen from **Figure 4** the proposed development is likely to generate up to 2 vehicle movements during the network peak hours. Based on the results shown however, the increase in traffic would not be discernible along both the access road and at the junction with Bog Green Lane. Given the size of the development and likely trip generations during the network peak periods, it is not considered necessary to carry out any capacity assessments at the site access or nearby junctions.

6.3 Acknowledgement must be given to the fact that the private access is laid out to a very good standard in terms of width and construction. The access already serves several dwellings/ a sewage works and commercial / farm units. The private access has also been used to gain access to a very large compound used for the upgrading of the Transpennine Trail. Therefore, the Local Authority have accepted additional use of the private access and must have considered it a safe route to and from Bog Green Lane, especially so given the large number of vehicle movement associated with the upgrading of the Transpennie trail and the length of time taken to undertake the improvement works.

6.4 The Highways Development Control Section have made comment on the planning application and have raised 3 points of issue.

6.5 The first two points regards the issue of adoption of the access and the level of use. No acknowledgment has been made in respect that the access already serves well in excess of 5 dwellings, and that the Council considered the access suitable to serve (and safe) as the route for the upgrading of the Transpennine Trail with the large number of cars and hgv's that this would generate utilising the route. 3 new dwellings would generate considerably less trips than the upgrading works (**potentially over a 100 less trips per day**).

6.6 The third point relates to waste collection. Again, no consideration has been given to the fact that the access is currently used by the refuse collection service to access the existing properties along the private access. Therefore, the waste collection routine will not change with the erection of 3no. additional dwellings.

6.7 Considering the access arrangements the additional trips can easily be accommodated and will have no material impact on the operation of the local highway and will not significantly add to congestion at the peak times on the local network, as the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the private access and the major road network.

7.0 Conclusion

7.1 This Access Statement presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development to provide a new development of just 3no. detached dwellings.

7.2 The road safety record is also assessed along with the traffic impact of the proposals and compares the traffic generations, highway safety and access proposals with the existing situation.

7.3 The first two points raised by HDC regard the issue of adoption of the access and the level of use. No acknowledgment has been made in respect that the access already serves well in excess of 5 dwellings, and that the Council considered the access suitable to serve (and safe) as the route for the upgrading of the Transpennine Trail with the large number of cars and hgv's that this would generate utilising the route. 3 new dwellings would generate considerably less trips than the upgrading works (**potentially over a 100 less trips per day**).

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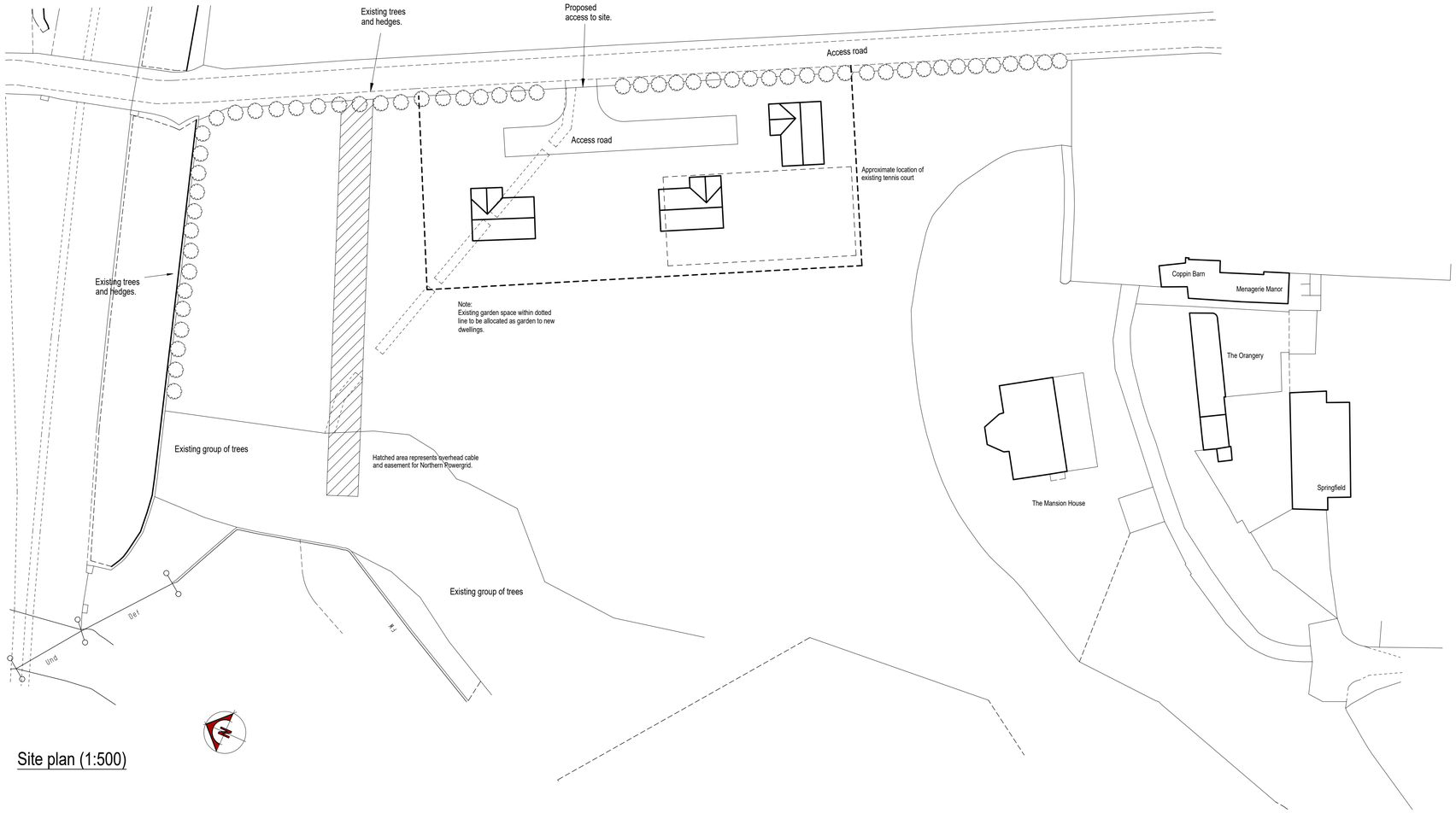
Appendix A

Development Proposals

A1

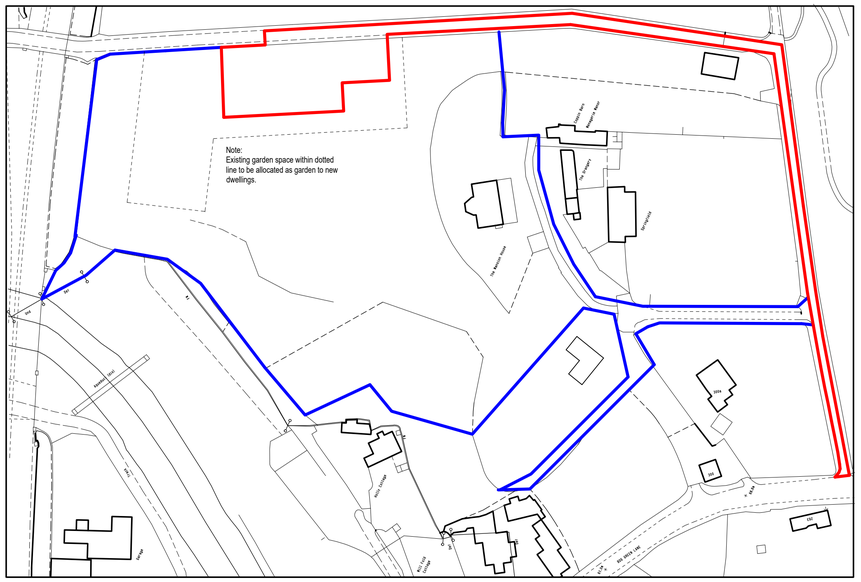


Site plan (1:500)

Notes:
1. Setting out to be the responsibility of contractor.
2. Contractor to pay particular attention to pitch of roof and headroom at stairs.
3. Any discrepancies to be reported to Colne Valley Design.

0m	Scale 1:50	4m
0m	Scale 1:100	8m
0m	Scale 1:200	16m
0m	Scale 1:500	40m
0m	Scale 1:1250	100m

(When to scale of original plan bar = 8cm)



Location plan (1:1250)

Rev C 26/11/2025 Dwellings reduced in number due to overhead cable.
Rev B 12/08/2025 Red line amended. Notes added.
Rev A 01/08/2025 Red line amended.

Colne Valley Design
8 Meadow Lane
Slaithwaite
Huddersfield HD7 5EX

Tel/Fax: 01484 842097
Mobile: 07867 803312
E-mail: mitchell@cvdesign.freeserve.co.uk

Proprietor: S.A. Mitchell (ACIOB)

Project
Proposed residential development

For
Mr & Mrs L Moon.

Address
The Mansion House
Heaton Lodge
Colnebridge.

Title
Planning drawing.

Job No.	Drawing number	Date
16 J 28.	10 C	May 2025.

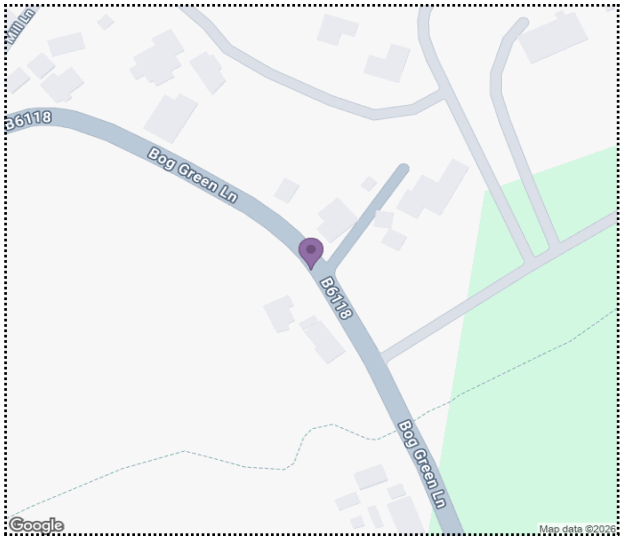
Appendix B

Accident Data

crashmap.co.uk

Validated Data

Crash Date:	Sunday, June 9, 2024	**Time of Crash:**	11:13:00	**Crash Reference:**	2024131453545
Highest Injury Severity:	Slight	**Road Number:**	B6118	**Casualties:**	5
Highway Authority:	Kirklees			**Vehicles:**	2
Local Authority:	Kirklees			**OS Grid Reference:**	417919 420111
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Single carriageway				
Junction Control:	Unknown				



Vehicles Involved

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

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Crash Date: Sunday, June 9, 2024 **Time of Crash:** 11:13:00 **Crash Reference:** 2024131453545

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	19	Male	16 - 20	Unknown	Nearside	Missing	None	None
2	Car (excluding private hire cars 2005 onwards)	9	Male	36 - 45	Unknown	Front	Unknown	None	None

Casualties

Crash Date: Sunday, June 9, 2024 **Time of Crash:** 11:13:00 **Crash Reference:** 2024131453545

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
1	5	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Female	36 - 45	Unknown or other	Unknown or other
2	4	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Appendix C

TRICs Data

Calculation Reference: AUDIT-742101-250507-0532

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	1 days
	MW	MEDWAY	2 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	BY	BARNSLEY	1 days
	NY	NORTH YORKSHIRE	1 days
	SE	SHEFFIELD	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	No of Dwellings
Actual Range:	8 to 25 (units:)
Range Selected by User:	6 to 25 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Wednesday	7 days
Thursday	2 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	11 days
Directional ATC Count	1 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	8
Village	4

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

C3	12 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	5 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	6 days
1.6 to 2.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	5 days
No	7 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	12 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 AC-03-A-04 TOWN HOUSES CHESHIRE WEST & CHESTER
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY 06/06/19 Survey Type: MANUAL

2 BY-03-A-01 BUNGALOWS & DETACHED BARNSLEY
CHURCH LANE
NEAR BARNSLEY
WORSBROUGH
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 19
Survey date: WEDNESDAY 09/09/20 Survey Type: MANUAL

3 ES-03-A-06 MIXED HOUSES EAST SUSSEX
BISHOPS LANE
RINGMER

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 12
Survey date: WEDNESDAY 16/06/21 Survey Type: MANUAL

4 HF-03-A-05 TERRACED HOUSES HERTFORDSHIRE
HOLMSIDE RISE
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 8
Survey date: MONDAY 05/06/23 Survey Type: MANUAL

5 KC-03-A-09 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY 09/06/21 Survey Type: MANUAL

6 MW-03-A-01 DETACHED & SEMI-DETACHED MEDWAY
ROCHESTER ROAD
NEAR CHATHAM
BURHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 8
Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

7 MW-03-A-02 MIXED HOUSES MEDWAY
OTTERHAM QUAY LANE
RAINHAM

Edge of Town
Residential Zone
Total No of Dwellings: 19
Survey date: MONDAY 06/06/22 Survey Type: MANUAL

8 NF-03-A-10 MIXED HOUSES & FLATS NORFOLK
HUNSTANTON ROAD
HUNSTANTON

Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: WEDNESDAY 12/09/18 Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

9	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	CATTERICK GARRISON		
	OLD HOSPITAL COMPOUND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	*10/05/17*	*Survey Type: MANUAL*
10	SE-03-A-01	DETACHED & BUNGALOWS	SHEFFIELD
	MANOR ROAD		
	NEAR SHEFFIELD		
	WALES		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	25	
	Survey date: THURSDAY	*10/09/20*	*Survey Type: MANUAL*
11	WK-03-A-03	DETACHED HOUSES	WARWICKSHIRE
	BRESE AVENUE		
	WARWICK		
	GUYS CLIFFE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	23	
	Survey date: WEDNESDAY	*25/09/19*	*Survey Type: MANUAL*
12	WM-03-A-07	DETACHED HOUSES	WEST MIDLANDS
	EVESON ROAD		
	STOURBRIDGE		
	NORTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	14	
	Survey date: WEDNESDAY	*18/09/24*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	16	0.098	12	16	0.269	12	16	0.367
08:00 - 09:00	12	16	0.238	12	16	0.389	12	16	0.627
09:00 - 10:00	12	16	0.130	12	16	0.166	12	16	0.296
10:00 - 11:00	12	16	0.166	12	16	0.207	12	16	0.373
11:00 - 12:00	12	16	0.197	12	16	0.155	12	16	0.352
12:00 - 13:00	12	16	0.223	12	16	0.166	12	16	0.389
13:00 - 14:00	12	16	0.212	12	16	0.187	12	16	0.399
14:00 - 15:00	12	16	0.197	12	16	0.228	12	16	0.425
15:00 - 16:00	12	16	0.275	12	16	0.218	12	16	0.493
16:00 - 17:00	12	16	0.269	12	16	0.212	12	16	0.481
17:00 - 18:00	12	16	0.269	12	16	0.223	12	16	0.492
18:00 - 19:00	12	16	0.311	12	16	0.197	12	16	0.508
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.585			2.617			5.202

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	8 - 25 (units:)
Survey date date range:	01/01/16 - 18/09/24
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.