



**Design and Access Statement
Incorporating Planning Statement and
Heritage Assessment
Manchester Road
Linthwaite
HD7 5NF**

Introduction

This statement has been written by AKPlanning in support of a full planning application for the erection of a single dwelling on land off Manchester Road, Linthaite

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

Site Location and Description

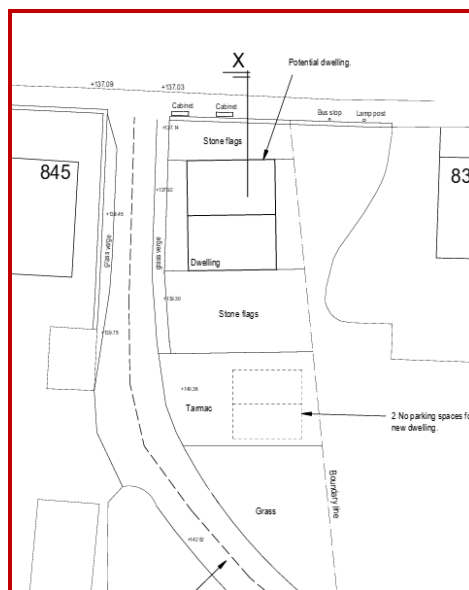
The location plan and aerial view below show the site.

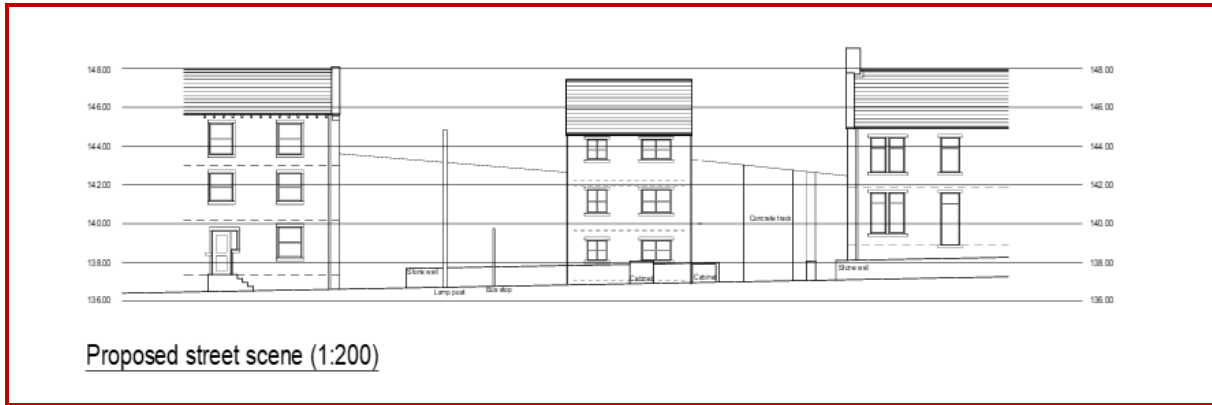


The site is an open area adjacent to a new residential development and faces onto Manchester Road.

The Proposal

It is proposed to erect a single dwelling, the plans are shown below and over.





Planning History

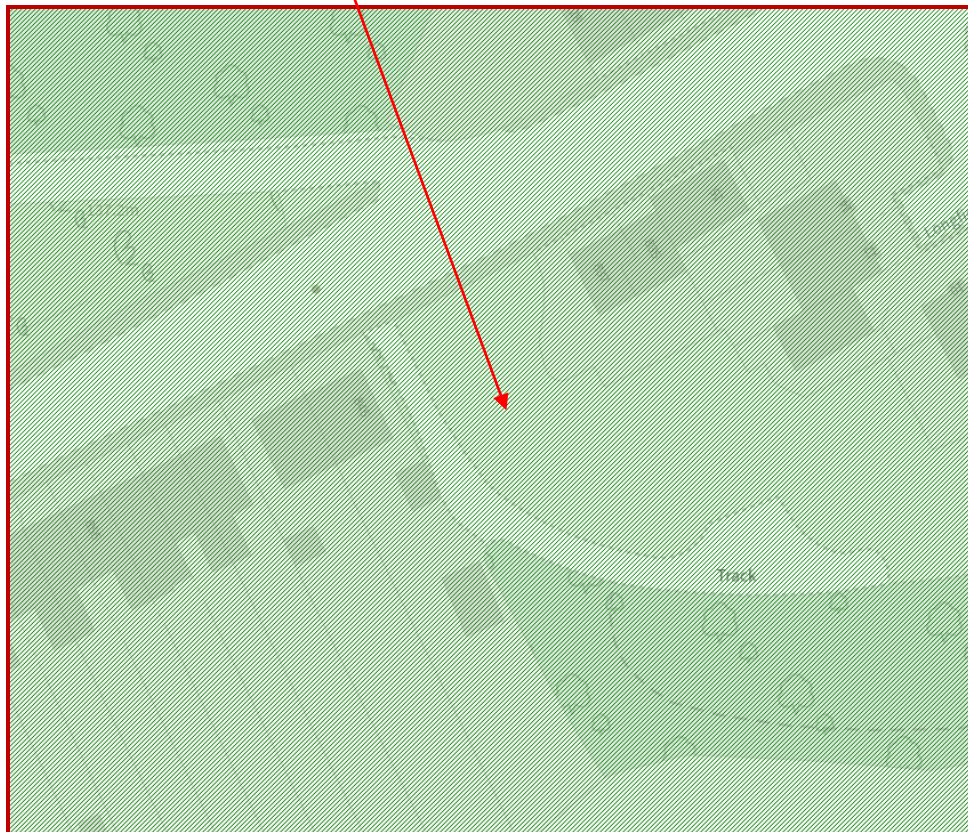
A pre-application enquiry was sent to the Council.

This identified the need for ecological and site contamination reports. These have been done and are submitted for consideration.

The main planning policy issue concerned Green Belt Policy, this is addressed in this statement.

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 on Manchester Road, Linthwaite and is in a line of residential properties with a new development immediately to the east.

Such a small development located within a residential area close does not 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 land is open and, although considered to be contaminated, is unlikely to be considered previously developed. However, 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 a single plot between existing dwellings, there is no sprawl.

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

It is in Linthwaite and not between neighbouring towns.

(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 on Manchester Road with frequent bus services to Huddersfield, the adjacent villages and Oldham. Linthwaite village centre is 300m to the east, this contains shops etc. that could meet everyday needs.

Heritage Impact Assessment

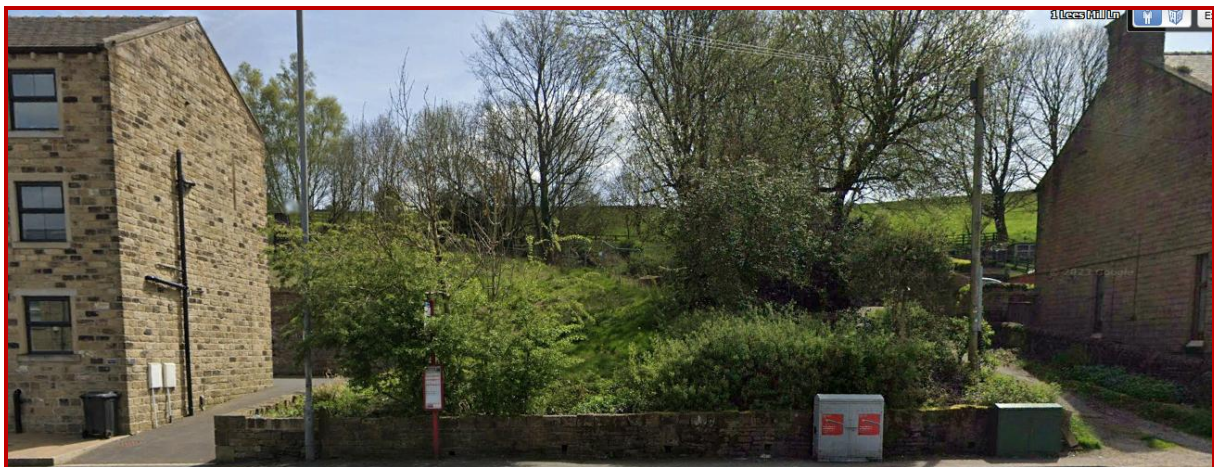
The site lies on the edge of Linthwaite Conservation Area.

The appraisal states the following with regard to sites on Manchester Road.

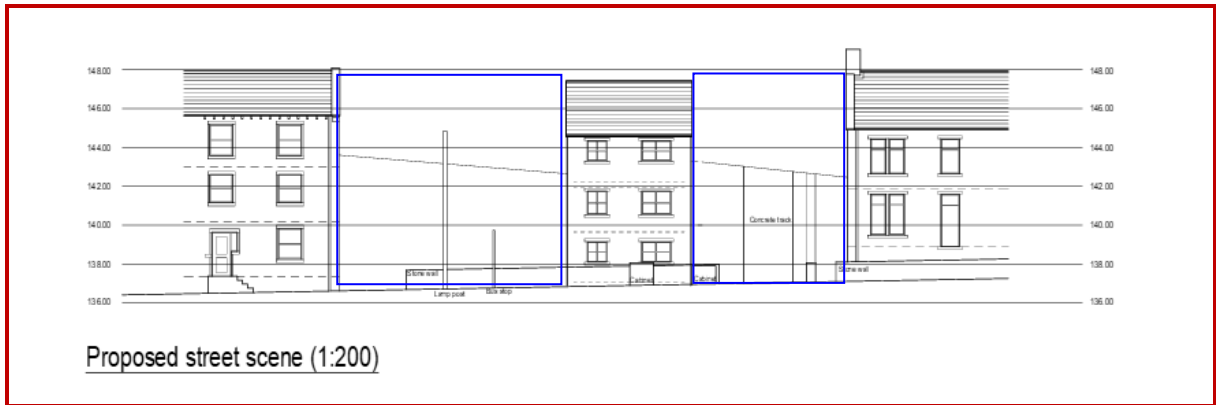
Manchester Road: Ribbon development occurred along Manchester Road, giving this section an urban feel, despite its rural location. It is essential to preserve the spaces between buildings which have not been developed as these provide important glimpses to the rural tranquillity beyond. The built environment of Manchester Road is characterised by two and three storey mills, and two and three storey dwellings, with small gardens framed by dwarf stone boundary walls. The topography of this area has enabled some buildings to be three storey at the front and two storey at the rear as at No.s 437-445 Manchester Road. These are a well preserved example of houses built at the end of the 18th century, when it had become common to build houses in longer rows. This maximised economies of scale with the third floor traditionally used as a workroom to create more weaving space. Manchester Road contains a mix of 18th century and 19th century cottages, constructed from locally sourced natural materials. The walls of earlier buildings consist of variable depth stone courses, whereas the stone courses of the later 19th century buildings are more regular. The earlier buildings use stone slate for roofs, whilst the later 19th century buildings use blue slate.

The design of the dwelling takes into account the statement on natural materials and scale.

The appraisal notes that open spaces are important to maintain views of open spaces beyond. We think this is particularly important on the northern side of Manchester Road where views through go beyond the sites over the valley. On the southern side, views are not so prominent or long as the valley slopes up and beyond the sites. Views beyond the application site are restricted as can be seen below.



The proposal does not fill the whole gap with significant space left on either side of the dwelling to see glimpses of the hill side beyond.



It is our conclusion that the proposal causes less than significant harm that is outweighed by the provision of a new dwelling in an area that has a proven shortfall of housing.

Conclusions

The site is close to a village and public transport, it is grey belt and can be granted as an exception under paragraph 155. The location is adjacent the existing village in a built-up frontage. All planning matters have been addressed and planning permission can be granted.

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RTPI

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