
July 2025



PLANNING STATEMENT

**FULL PLANNING APPLICATION FOR THE ERECTION OF A
TEMPORARY VETERINARY SURGERY STRUCTURE AND
ASSOCIATED WORKS.**

**LAND AT WOODHEAD ROAD, HUDDERSFIELD, WEST
YORKSHIRE, HD9 6PW, DN4 8DP.**

On behalf of

Donaldson's Vets Limited

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1. Introduction

- 1.1 This Planning Statement has been prepared on behalf of Donaldsons Vets Limited to support a full planning application for the erection of a temporary veterinary surgery unit and associated works at the land at Woodhead Road, Huddersfield, West Yorkshire, HD9 6PW.
- 1.2 The application site is located on Woodhead Road, south of Honley, Huddersfield. The site is approximately 1,115 sqm in size and comprises previously developed land. The site currently has no existing structures but was formerly a plant hire business that relocated in approximately 2019, and it has since been cleared.
- 1.3 The site is bordered by Woodhead Road on its western boundary and the River Holme, on the eastern boundary. The only access point is via Woodhead Road (A6024).
- 1.4 There is a commercial use adjoining the northern end of the site and a row of terraced houses beyond this. Further south of the site is a detached residential dwelling adjoining the site. There are also a number of detached residential dwellings to the west of the site (separated by Woodhead Road), which are set at a higher level but screened from the main road by a belt of trees.
- 1.5 In terms of the Local Planning Policy allocations, the application site forms part of the Priority Employment Area allocation (PEA80 on the Kirklees Local Plan Policies Map). To the south of the site and beyond the southern end of the wider site is an area designated as part of the Wildlife Habitat Network.
- 1.6 In relation to the planning history of the site, the wider site area currently has an ongoing planning application for the erection of a permanent veterinary surgery (Use Class E) and associated works including the formation of car parking and landscaping (Ref.2024/62/90548/W). This application was validated on the 16th of October 2024 and is still undergoing considerations with the Council.
- 1.7 The proposals and rationale within this development aim to provide a temporary veterinary surgery facility within the wider site in order to provide the applicants an opportunity to provide their veterinary services to local people whilst the above planning application is being considered by the council and then the subsequent construction of the main facility as per the Ref.2024/62/90548/W proposals.

Application Submission

- 1.8 This planning application submission is supported by the following suite of plans and documents.
 - Application Forms;
 - Statutory Planning Application Fee; and
 - Architectural Plans
 - Existing Site Plan - C1098 1001 Rev 2;
 - Proposed Site Plan - C1 098 1100 Rev 9;
 - Proposed Site Plan - 1098 1101 Rev 9;
 - Proposed Floor Plan - 1098 1110 Rev 4;
 - Proposed Roof Plan – 1098 1111 Rev 1;
 - Proposed Elevations - 1098 1201 Rev 4;
 - 2504301 - Temp Access Layout & Vis Splays;
 - 2504302 - Temp Access Refuse SPA; and

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- 2504303 - Temp Access Car SPA

Technical Reports

- Planning Statement;
- Design & Access Statement;
- Drainage Strategy;
- Highways Technical Note;
- Preliminary Ecological Assessment and Biodiversity Net Gain Report;
- Arboricultural Impact Assessment; and
- Arboricultural Method Statement.

2. Site Description & Planning History

Site Description

- 2.1 The application site is located off Woodhead Road and is situated to the south of Honley, Huddersfield. The site is approximately 0.5ha in size and comprises previously developed land. The site currently has no existing structures, but it was formerly a plant hire business that relocated in approximately 2019, and the site has since been cleared.
- 2.2 The site is bordered by Woodhead Road on its western boundary and the River Holme, on the eastern boundary. The only access point is via Woodhead Road (A6024).
- 2.3 There is a commercial use adjoining the northern end of the site and a row of terraced houses beyond. Land to the south of the site comprises a detached residential dwelling. There are also a number of detached residential dwellings to the west of the site (separated by Woodhead Road) that sit above the level of the site but are screened from views of the site by existing trees.
- 2.4 With regards to the Local Planning Policy, the application site forms part of the Priority Employment Area allocation (PEA80 on the Kirklees Local Plan Policies Map). The site also falls within the Strategic Green Infrastructure Network and to the south of the site and beyond the application site boundary is an area identified on the Local Plan Proposals map as forming part of a wider Wildlife Habitat Network.
- 2.5 The site is sustainably located with good access to existing services and facilities.
- 2.6 A number of facilities are located within walking / cycling distance of the site in the local centre of Honley.
- 2.7 There are public transport links close to the site with bus stops in each direction on Woodhead Road to the south of the site and Honley Railway Station within walking distance to the north.

Planning History

- 2.8 The following applications relate to the planning history of the site on Kirklees Council's online planning records:
- 90/62/00709/C6 - Erection of workshop and office extension. - Conditional Full Permission (10th May 1990);
 - 97/62/91893/W3 - Erection of 2 No. prefabricated buildings for offices and store and erection of fencing - Conditional Full Permission (15th September 1997);
 - 2014/60/91511/W - Outline application for residential development - Conditional Outline Permission (6th August 2014); and
 - 2017/60/92230/W - Outline application for residential development - Conditional Outline Permission (3rd February 2020).

- 2024/62/90548/W - Erection of veterinary surgery (Use Class E) and associated works including the formation car parking and landscaping (ONGOING).

- 2.9 Application Ref.2014/60/91511/W and Ref.2017/60/92230/W for residential development in a Kirklees Council designated Priority Employment Area, however, they were approved for development with officers being satisfied the proposal would not cause harm to the local economy through the loss of an employment site.
- 2.10 As stated previously, application Ref.2024/62/90548/W is currently being considered by the council, and will provide the final Veterinary Practice development.
- 2.11 Figure 1 below shows the proposed site plan for the full veterinary practice in the northern part of the site, the associated parking to the west, east and south of the site, as well as the landscaped area to the south of the site.



Figure 1: Proposed Site Layout Plan of the Ref.2024/62/90538/W

- 2.12 The planning documents supporting application 2024/62/90538/W highlight the applicant is *“in the process of preparing a separate planning application for a temporary surgery at the southern end of the site which can be used during the construction phase of the proposition.”*

2.13 The submitted DAS includes the figure below, which highlights the location of this proposal within the main scheme. Please see Figure 2 below, which highlights the location of the temporary surgery forming the current application (Numbered 8).

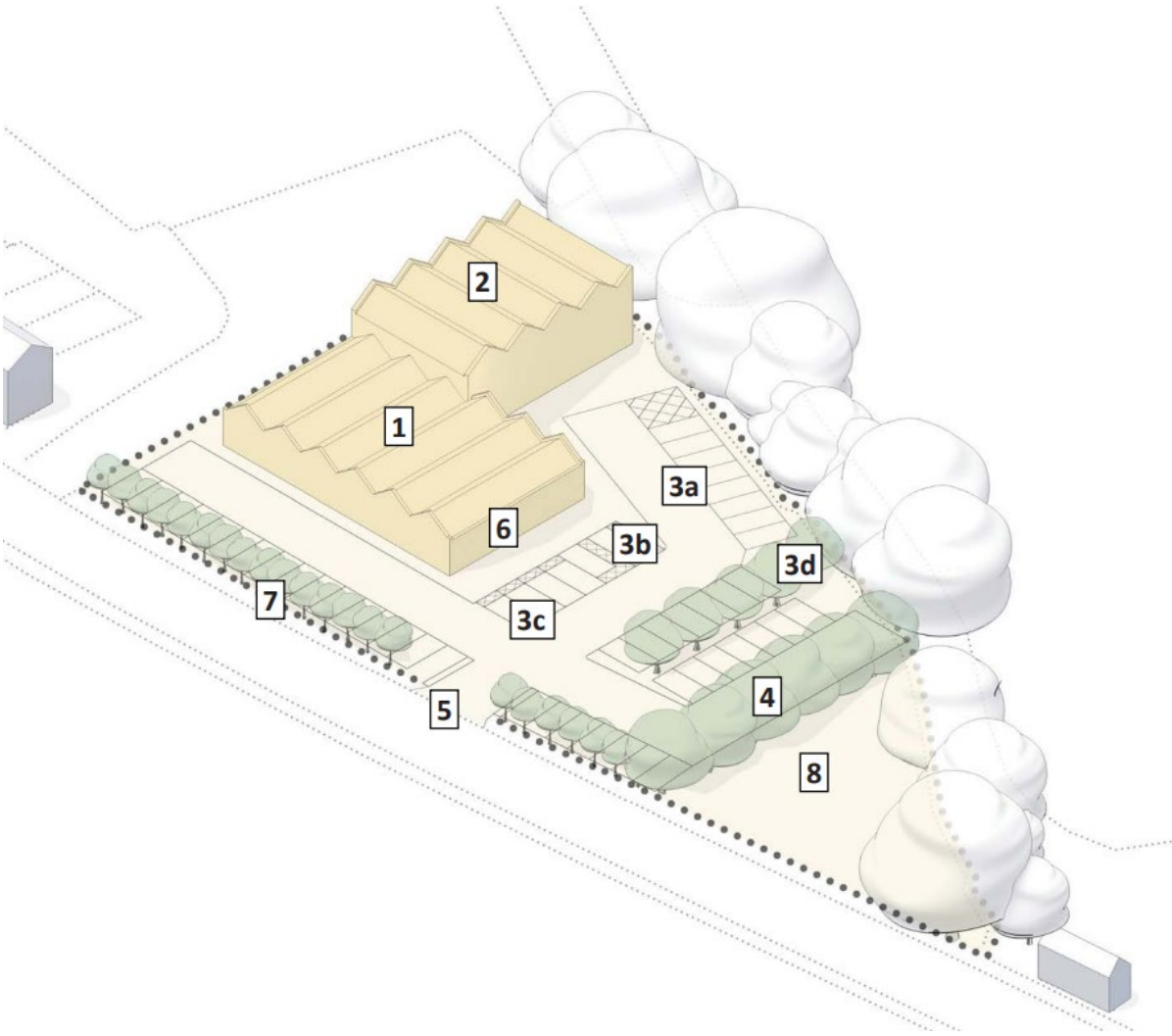


Figure 2: Figure from the DAS (Ref.2024/62/90538/W).

3. Proposed Development

- 3.1 The following section provides a description of the proposed development and should be read in conjunction with the architectural plans, Design & Access Statement and supporting technical reports submitted with the application.
- 3.2 The submission proposes the temporary veterinary surgery unit and associated works at the land at Woodhead Road, Huddersfield, West Yorkshire, HD9 6PW.
- 3.3 The proposed temporary development comprises the Temporary Surgery Building and 10no. temporary parking spaces on site, (7no. customer parking spaces and 3no. staff parking spaces).
- 3.4 The Temporary Building comprises of a gross internal floor area of approximately 67sqm. The building will comprise a pre-fabricated unit, with an associated ramp access, which will be installed on a base formed of concrete foundations, with engineering brickwork at low level.
- 3.5 The building will be set down from the level of Woodhead Road.
- 3.6 The temporary building's door will be of aluminium framed glazed construction, a new plinth will also be formed around the base of the building which will comprise of a natural stone brick.
- 3.7 The brickwork of the building will comprise engineering brickwork. The roof will be made up of a grey membrane.
- 3.8 A service bay is to be provided at the northern end of the site and behind the footway for refuse collection use only, along with a bin collection point adjacent to the loading bay.

Layout, Design and Scale

- 3.9 The proposed temporary container structure is to be situated in the southern part of the wider site and comprises two 'High Cube' shipping containers (9.1m (L) x 2.4m (W) x 2.8m (H)). The structure is made up of 6 rooms across the two connected containers. The shipping containers are 2.89m in height and they will be adapted with apertures created to suit the proposed use.
- 3.10 The northern elevation of the containers also comprises an accessibility ramp to the entrance to the site, which comprises a brickwork construction.

4. Planning Policy

Statutory Development Plan

- 4.1 The statutory Development Plan for Kirklees is the Kirklees Local Plan (adopted 27th February 2019).
- 4.2 The site is part of Priority Employment Area allocation PEA 80 on the Kirklees Policies Map. This continues to the north. A small parcel of land to the southern end is allocated as part of the Wildlife Habitat Network.
- 4.3 A list of all relevant policies contained in the Kirklees Local Plan are set out below.

Kirklees Local Plan (2019)

- *LP1 Presumption in favour of sustainable development*
- *LP2 Place shaping*
- *LP3 Location of new development*
- *LP7 Efficient and effective use of land and buildings*
- *LP8 Safeguarding employment land and premises*
- *LP20 Sustainable travel*
- *LP21 Highway safety and access*
- *LP22 Parking*
- *LP24 Design*
- *LP27 Flood risk*
- *LP28 Drainage*
- *LP30 Bio-diversity and geo-diversity*
- *LP31 Strategic Green Infrastructure Network*
- *LP32 Landscape*
- *LP33 Trees*

Kirklees Supplementary Documents and Guidance Notes

- *Highways Design Guide SPD (2019);*
- *Biodiversity Net Gain Technical Advice Note (2021)*

National Planning Policy Framework

- 4.4 The latest edition of the National Planning Policy Framework (NPPF) was published in December 2023 and supersedes all previous versions of the document. The Framework sets out the Government's planning policies for England and how these are expected to be applied.
- 4.5 The NPPF identifies three overarching objectives that contribute to achieving sustainable development including economic, social and environmental.
- 4.6 Paragraph 8 confirms that the purpose of the planning system is to achieve sustainable development. Paragraph 10 goes on to state that there should be a presumption in favour of sustainable development.
- 4.7 Section 6.0 deals with '*Building a strong, competitive economy*' with paragraph 85 confirming that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the

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- need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.
- 4.8 Paragraph 87 goes on to state that planning decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for storage and distribution operations at a variety of scales and in suitably accessible locations.
- 4.9 Section 8 and paragraph 96 seeks to promote healthy, inclusive and safe places through promoting social interaction, ensuring developments are safe and accessible and enabling and supporting healthy lifestyles such as by encouraging walking and cycling.
- 4.10 Section 9 promotes 'Sustainable transport'. Paragraph 115 confirms 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.
- 4.11 Section 11 seeks to make effective use of land.
- 4.12 Section 12 identifies the importance of '*Achieving well-designed and beautiful places*'. Paragraph 131 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.
- 4.13 Paragraph 135 states that decisions should ensure that developments:
- a) *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
 - b) *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
 - c) *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
 - d) *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
 - e) *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
 - f) *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*
- 4.14 Section 14 deals with '*Meeting the challenge of climate change, flooding and coastal change*'. In this context paragraph 175 advises that major developments should incorporate sustainable drainage systems.
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4.15 Section 15 deals with *'Conserving and enhancing the natural environment'* and confirms that decisions should contribute to and enhance the natural and local environment through various means including by minimising impacts on and providing net gains for biodiversity.

5. Planning Assessment

- 5.1 Under Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990, applications are to be determined in accordance with the development plan unless material considerations indicate otherwise.
- 5.2 The development plan for Kirklees is comprised of the following main documents:
- Kirklees Local Plan (2019); and
 - Local Plan allocations and Designations (2019).

Principle of Development

- 5.3 Policy LP3 states that development should reflect the size and function of the site, highlight the need to provide jobs, and recognise the challenges for growth. The policy also recognises the opportunities for development on brownfield sites, especially in smaller settlements, in order to meet employment needs.
- 5.4 The development, therefore, is in full accordance with Policy LP3, as it reflects the need for employment generation uses in Honley whilst being in keeping with the settlement's size and function. The proposal also utilises a brownfield site. The development will offer a service to the settlement of Honley and surrounding areas, with the application site being located where it can easily be reached for those needing access to those services.
- 5.5 Policy LP7 seeks to ensure that development makes the best use of land and buildings, especially when the land is underused.
- 5.6 As highlighted above, the existing site is currently underused as it is a vacant brownfield site located along a key road at the southern entrance to Honley which is suitable for development. The proposal would provide sustainable development, which would provide a temporary reuse of the land before a more permanent use is brought forward.
- 5.7 The proposal is considered to be sustainable development, given the brownfield nature of the site, already-developed area, its proximity to public transport and other facilities, and the opportunities for economic, social and environmental net gains that the site provides.
- 5.8 As highlighted, the application site forms part of the Priority Employment Area allocation (PEA80 on the Kirklees Local Plan Policies Map).
- 5.9 Policy LP8(1) states that proposals for development or re-development for employment generating uses in Priority Employment Areas will be supported where there is no conflict with the established employment uses in the area.
- 5.10 The Kirklees Local Plan document states that an employment generating use includes enterprises which provide jobs, such as certain Sui Generis Uses, and therefore a Temporary Veterinary Practice should be supported in principle (in line with the main proposal to come forward).

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- 5.11 The proposal also does not conflict with any existing employment use as the site in question does not have any existing employment generating uses operating on site, nor would it impact any potential nearby employment uses.
- 5.12 The principle of development is, as a result of the above evidence, is in accordance with local policies LP3, LP7 and LP8 and therefore acceptable.

Other Matters

Design

- 5.13 Policy LP24 sets out that good design should be at the core of all proposals in the district and that proposals should promote good design by ensuring “the form, scale, layout and details of all development respect and enhance the character of the townscape, heritage assets and landscape”.
- 5.14 As the site is only temporary, the development proposals ensure that the form and scale of the site respect the character and townscape of this area in Honley. The development will be set down from the level of Woodhead Road, and comprise of a construction which will respect the form of the nearby townscape and landscape. The scheme is also of a scale which is suitable for the operational needs of the development and would not be obtrusive to any nearby existing development.
- 5.15 The scheme's temporary building and its associated works are therefore considered to be in compliance with Policy LP24, as it provides a suitable design that respects and enhances the character of the townscape, albeit the scheme is temporary until the main proposals are built out.

Highways

- 5.16 LP21 of the KLP requires that applications demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals should also consider any impacts on the Strategic Road Network’.
- 5.17 LP20 relates to sustainable travel and highlights that new development should be located in accordance with the spatial development strategy to ensure the need that travel is reduced and that forms of sustainable transport other than the private car can meet essential travel needs.
- 5.18 A Transport Statement was produced by Via Solutions in order to support the application. This statement concludes the following, whilst also providing swept path analysis drawings within the appendices:
- “This Highways Note has highlighted and addressed the accessibility, safety, highway access and layout issues, relating to this proposed temporary development and consider that the proposal as detailed in Appendix A, and which is also to include car parking bays, access road and a refuse bay will have a minimal safety and operational impact on the adjacent highway, and on site users.”*
- 5.19 Access to the site is to be provided via a 6.0m wide entrance and 4.0m turning radii, which is over the southern extent of the existing dropped kerbs. The entrance route edge is to be clearly defined when leading away from the back of the footway so that drivers on entering the site are clearly aware of the junction layout arrangement ahead.

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- 5.20 The Transport Statement also provides Accident Records, which is in accordance with Policy LP24. The CrashMap website has been used to investigate the occurrence of personal injury collisions (PICs) in the vicinity of the Site. Data for the last five years (2018 to end 2022) has been obtained for the local highway network, to include the immediate vicinity of the Site.
- 5.21 There have been no collisions in the last five years near or on the site frontage. Two collisions classified as slight in severity have occurred just to the north of the Site, but this does not indicate a road safety concern or collision trend which may be worsened by additional traffic movements associated with the proposed temporary Veterinary Surgery.
- 5.22 The Sustainable Transport aspect of the site are addressed through local plan Policy LP23 and LP24. The range of destinations within walking distance for commuting trips to the site have been provided within the Transport Statement; these include bus stops along Woodhead Road and Eastgate and parts of the Honley Village Centre are all within 500m, the Honley Station in Honley and all of the Honley Village Centre. The majority of residential areas to the west and north of the site are also located within 2000m of the site.
- 5.23 An on-road cycle lane commences on Woodhead Road in the vicinity of the site frontage for southbound travel. This facility extends for some 1000m to a point just to the west of the junction with Smithy Place Lane / Hagg Wood Road.
- 5.24 It is suggested that an acceptable and comfortable distance for general cycling trips is up to 5km and for commuting cycle trips this can be as high as 8km. The southern suburbs of Huddersfield are within a 5km distance as are the villages of Meltham, Holmfirth and New Mill.
- 5.25 In general, it is considered that there are practical and convenient links available to and from the site offering the potential for staff to walk or cycle rather than relying on the use of a private car.
- 5.26 The closest bus stops are located on Woodhead Road just to the south of the Site, these stops are used by Service 310. There are also bus stops on Eastgate, within an acceptable 300m walking distance from the Site, used by Services 307, 308, 309, 911 and 937. The stops on Woodhead Road have a pole and timetable information as have the stops on Eastgate.
- 5.27 Additional bus stops are found on New Mill Road, around 400m walk from the site. These stops have shelters and seating and are used by Services 314 and 316.
- 5.28 Honley Station is some 900m walking distance from the Site. The station is on the Northern Huddersfield to Sheffield Penistone Line which links Huddersfield to Sheffield via Honley, Penistone, Barnsley and Meadowhall. Monday to Saturday there is an hourly service on this line, early morning until late evening and on Sunday there is an hourly service during the day and early evening.
- 5.29 Based on the above, the site is well served by public transport with the opportunity to travel from other areas in West and South Yorkshire for employment at the temporary Veterinary Surgery.
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- 5.30 The development proposals are therefore considered to be in accordance with Transport Policies LP24 and LP27, as the site is sustainable with regards to location, providing suitable access to and within site for modes other than private car.

Biodiversity and Ecology

- 5.31 Policy LP30 states the council will seek to protect and enhance the biodiversity of Kirklees, with development proposals required to result in no significant loss or harm to biodiversity whilst promoting a net gain.
- 5.32 Policy LP31 highlights that priority will be given to safeguarding and enhancing great infrastructure networks, with developments within the network ensuring that the function and connectivity of Green Infrastructure Networks and assets are retained or replaced. The policy also highlights that development should enhance links to biodiversity.
- 5.33 Policy LP32 states that proposals should be designed taking account of the need to enhance the landscape character of the area.
- 5.34 In addressing the above policies, supporting information has been prepared by a specialist consultant (JCA Limited) and submitted with this planning application in the form of an Ecological Impact Assessment and Biodiversity Assessment and Calculations.
- 5.35 A desk study and field survey were undertaken in order to assess the potential of the site to support protected habitats and species and species of conservation concern. The reports and calculations have concluded the following.
- 5.36 Nine non-statutory designated sites were identified in the desk study within 2000m of the site. Cliff Wood LWS is the closest, located approximately 465m east of the site.
- 5.37 There are no connecting habitats, and the proposed development is relatively small-scale. Consequently, there are no adverse impacts anticipated on this or any other non-statutory designated site.
- 5.38 The proposed development will also see the enhancement of a small area of bramble scrub during the creation of a larger area of mixed scrub.
- 5.39 The PEA section of the reports highlights that with the implementation of the mitigation and precautionary measures as specified within the report, the proposed development is not anticipated to result in any significant adverse residual effects to important ecological features.
- 5.40 In relation to mandatory BNG policy, the report concludes that the proposed development will result in a net gain of +0.02 habitat BU, equivalent to a net gain of 11.56%. In summary, the Proposed Development has satisfied the trading rules.
- 5.41 The assessments and BNG calculations are therefore considered to demonstrate the scheme complies with Policy LP30 and Policy LP31 of the Local Plan (2019) and the NPPF (2023) and would not give rise to material planning harm.

Trees

- 5.42 Policy 33 states that the Council will not grant planning permission for developments which directly or indirectly threaten trees or woodlands of significant amenity.

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- 5.43 JCA Limited has produced an Arboricultural Impact Assessment Tree Method Statement to support this application.
- 5.44 The assessment states that one tree is required to be removed in order to facilitate this part of the proposed development, and no tree works are envisaged to be required during or after the construction phase. The footprint of the proposed temporary surgery does not incur within the RPA of retained trees. As such no specialist construction or foundation methods are considered necessary for the sole purpose of preventing damage to trees.
- 5.45 The protection of retained trees can be achieved by the creation of a Construction Exclusion Zone based on the Root Protection Area of a tree. The Root Protection Area of each tree or group is marked on the Tree Constraints Plan within the Arboricultural Assessment.
- 5.46 The Tree Method Statement also provides a detailed mitigation scheme, and therefore, the scheme is considered to be in full accordance with Policy LP33, with the scheme having no direct or indirect impact on any trees or woodland of significant amenity.

Drainage

- 5.47 Policy LP28 states that the presumption is that Sustainable Drainage Systems (SuDS) will be used to assist in achieving the following on each site for proposals on brownfield sites there should be a minimum 30% reduction in surface water run-off where previous positive surface water connections from the site can be proven. New connections will be subject to at least greenfield restrictions.
- 5.48 JPG Drainage Consultants have provided a Drainage Impact Assessment in order to support the development.
- 5.49 With regards to the existing drainage and sewer network, a consultation response is to be received from Yorkshire Water who have confirmed that there is a 225mm diameter combined sewer within Woodhead Road, located on the western boundary of the site. Following a site walkover and historical planning application information, it can be assumed that surface and foul water previously discharged into this sewer network, due to the location of manholes and the absence of an outfall headwall/ pipe into the River Holme.
- 5.50 The proposed development drainage will be split into a surface water network and a foul water network. SuDs features employed as part of the drainage infrastructure on the development will be privately maintained by a private management company.
- 5.51 The LLFA, Kirklees Council, has been previously contacted regarding the utilisation of SuDS features as part of the development, where they have confirmed that SuDs may be used in conjunction with conventional drainage systems to improve water quality as well as manage surface water discharge. This was considered as part of the main Veterinary Scheme. Within the temporary development, the permanent surface water drainage network is to be partially constructed and utilised to allow for future connections.
- 5.52 The site benefits from the location of the River Holme on the eastern boundary of the site and is the obvious point for surface water discharge. In line with advice received from the LLFA, surface water discharge to the River Holme would be restricted to 3l/s.

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- 5.53 The proposed network is to be directed towards the existing sewer network within Woodhead Road. The only available network to connect to is the existing 225mm combined sewer.
- 5.54 JPG are yet to receive an agreed discharge rate into the combined sewer network; therefore, a discharge of 3 l/s has been maintained.
- 5.55 Surface water run off includes car parks and roof water drainage, this will be attenuated on site via twin 900 diameter concrete pipes situated beneath the western carpark. Carpark areas are to pass through a bypass separator before out falling into the attenuation pipes. A flow control device will restrict the discharge rate of the site to runoff rates of 3l/s. The surface water network will ultimately outfall via a new constructed manhole at the respective restricted discharge rate into existing combined network.
- 5.56 The surface water drainage network will drain a total impermeable area of 0.083Ha, attenuation is to be provided via oversized pipes, sized to contain the permanent scheme run-off with a minimum volume of 120.000m³ and a restricted discharge of 3.0l/s into the existing combined Yorkshire Water sewer.
- 5.57 The proposed allowance for climate change for this development is 45% based on the latest Environment Agency Climate Change Allowances.
- 5.58 The proposed onsite drainage system will be designed in accordance with the requirements of Sewers for Adoption
- 5.59 Following consultation with Yorkshire Water, JPG have received existing sewer network plans and advice. Following the advice, the combined sewer network located within Woodhead Road would be the obvious discharge location for foul water.
- 5.60 JPG have proposed a new manhole to be constructed within the existing network and serve as a discharge point for both the foul and surface water. The foul water network is to outfall into this manhole via a 150mm diameter pipe. Within the temporary development, the permanent foul water drainage network is to be partially constructed and utilised to allow for future connections.
- 5.61 Therefore, in conclusion, the onsite private surface water drainage system will be designed and constructed in accordance with Building Regulations, all national and local standards and best practices. The hierarchy for discharge of surface water has been considered as detailed in building regulations document H3. Consideration should firstly be given to soakaway, infiltration, watercourse, and sewer in that priority order.
- 5.62 The permanent surface and foul water drainage network is proposed for the wider site. The temporary proposal is to be partially constructed and utilised to allow for future connections and expanded to accommodate the full scheme.
- 5.63 In light of the above it is considered the proposal would not give rise to material conflict with Policy LP28 of the adopted Local Plan.
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6. Conclusions

- 6.1 This Planning Statement has been prepared on behalf of Donaldsons Vets Limited to support a full planning application for the erection of a temporary veterinary surgery unit and associated works at the land at Woodhead Road, Huddersfield, West Yorkshire, HD9 6PW.
- 6.2 The site is defined as an Employment Allocation in the existing local plan. As such, Planning Policy supports employment generating uses which help enhance an underutilised brownfield site in sustainable location.
- 6.3 The proposal as a whole will deliver a significant range of social and economic benefits through the creation of employment opportunities in a sustainable location associated with a future permanent veterinary practice and residential dwellings.
- 6.4 It has been demonstrated in this Statement the proposed development will ensure a high-quality development which achieves the optimum layout for a temporary vets practice to serve the local community and one that accords with relevant policies of the development plan when taken as a whole and the overarching principles of the NPPF (2023).
- 6.5 In view of the above, it is considered the scheme satisfies national and local policy and represents a suitable development proposal for the site that addresses all relevant planning considerations.
- 6.6 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and having due regard to other material considerations, it is considered that planning permission should be granted.