

SUPPORTING PLANNING STATEMENT

OUTLINE PLANNING FOR THE
ERECTION OF A DETACHED BUNGALOW

LAND ASSOCIATED WITH
PEEP GREEN FARM, PEEP GREEN ROAD,
HARTSHEAD, LIVERSEDE

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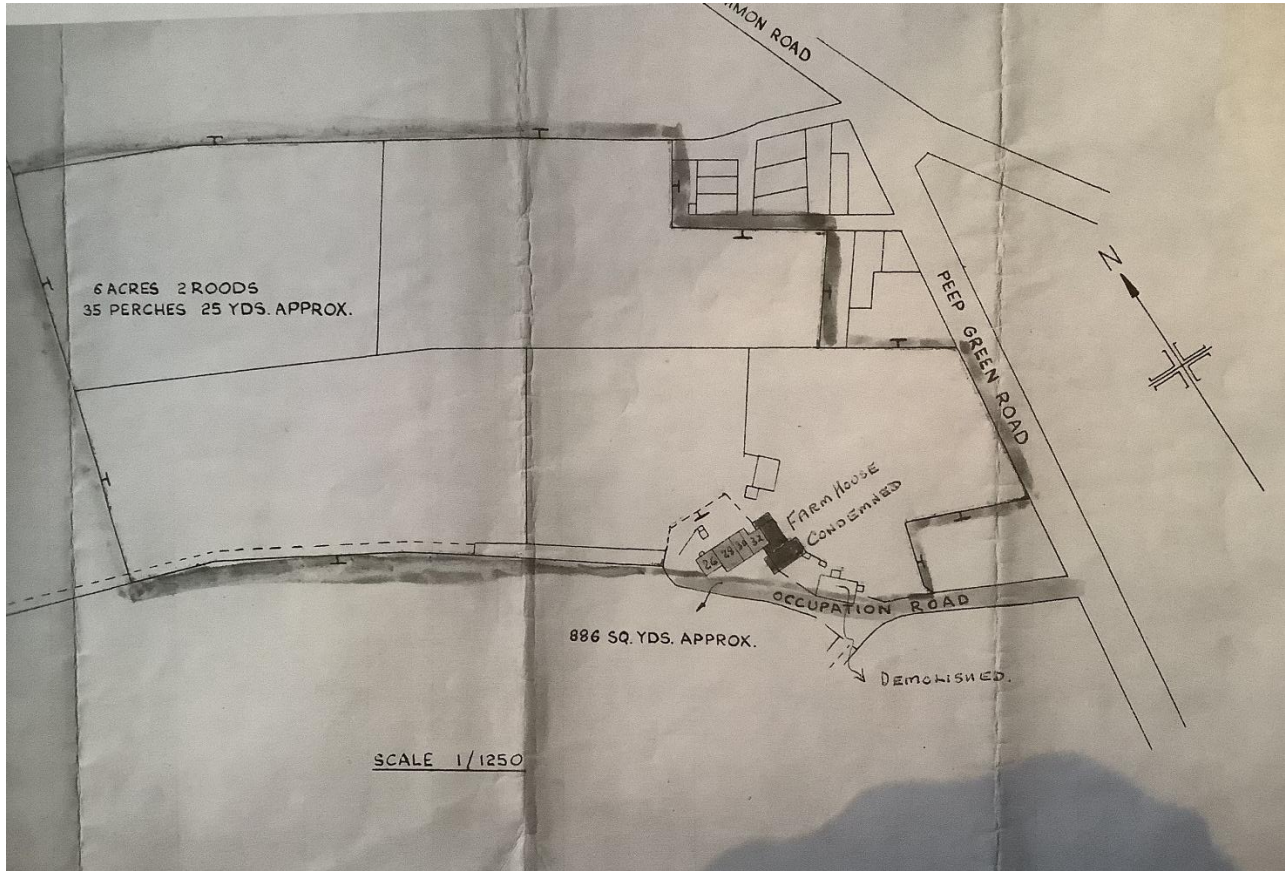
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2 - INTRODUCTION

This statement supports an outline planning application for a single detached bungalow on land associated with Peep Green Farm. The application is in outline to establish the acceptability of one dwelling in principle, with all reserved matters (access, layout, scale, appearance and landscaping) to be dealt with at reserved matters stage.

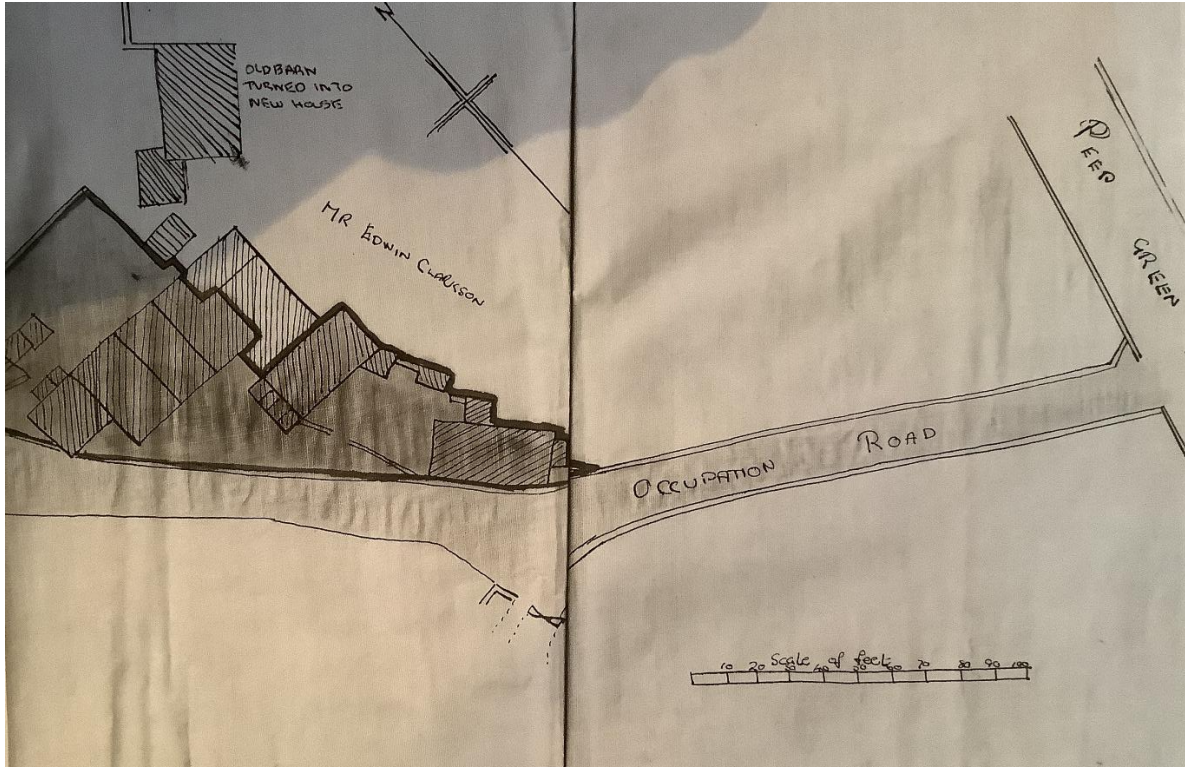


The site sits within a clearly defined pocket of development off Peep Green Road, accessed from an existing private drive and set between existing buildings/dwellings. It is currently redundant/spare land and contains a small building and historic footings, with the block plan also identifying the original dwelling position (as per historic mapping).

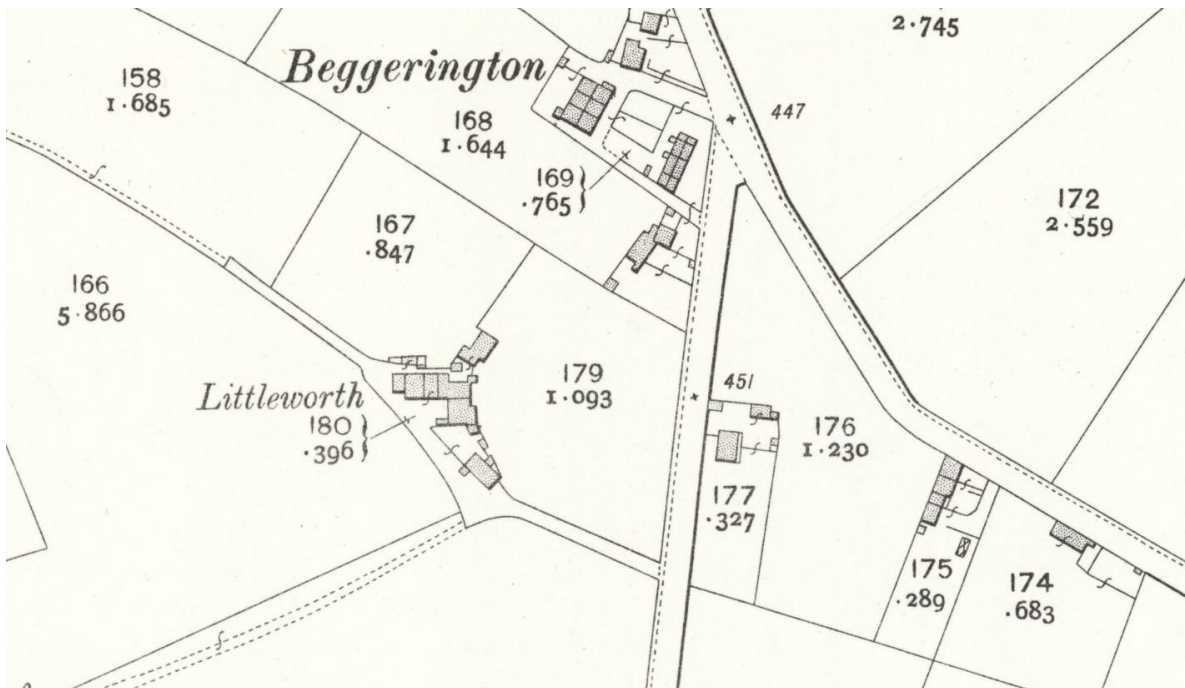


Deed Plan of original boundary - above

The above maps are provided by the client showing the original boundaries and the original building that once existed on the applicant's land. This can be corroborated with the Ordnance Survey map from 1907.



Deed Plan of original boundary - above



1907 Ordnance Survey Map - above

3 – SITE AND LOCALITY CONTEXT

The red line site is located off Peep Green Road within the wider Hartshead/Liversedge area. The plot is not an isolated field parcel; it reads as part of the existing built group along the private access drive. In simple terms, it is a small infill gap in a developed run, rather than an outward extension into open countryside.

This local context is important. Kirklees has already accepted residential development in the immediate Peep Green Road locality (WF15 8AW), with the council’s decision demonstrating how applications here are judged against the Kirklees Local Plan across highways, drainage, design/amenity and ecology matters. That consent provides useful context for the type of issues Kirklees expects to see addressed by condition and, where applicable, by legal agreement.

4 – THE PROPOSAL (OUTLINE)

The proposal is for one detached bungalow with associated domestic curtilage, parking/turning, and landscaping. The submitted block plan shows removal of the existing structure and footings, retention of the established access/drive arrangement, and a modest domestic plot arrangement with boundary and frontage landscaping.

Because this is outline, the reserved matters submission will confirm the final siting and detailed design. The outline proposal is intentionally straightforward: one small dwelling in a contained location, with landscaping used to soften edges and reinforce the existing pattern of development.



5 – PLANNING POLICY CONTEXT

The application will be assessed against the development plan, including the Kirklees Local Plan.

In the nearby Peep Green Road decision, the council's conditions and reasons explicitly rely on:

- LP21 and LP22 (highways/access and related layout considerations)
- LP24 (design, appearance, amenity, and practical matters such as refuse storage)
- LP28 (foul/surface water drainage and sustainable drainage expectations)
- LP30 (biodiversity and ecological enhancement)

The decision also shows Kirklees' approach: principle accepted, with technical matters secured by condition (highways details/visibility, surfacing and drainage, landscaping and boundary treatments, ecology/BNG delivery and long-term management where relevant).

6 – GREEN BELT, PREVIOUSLY DEVELOPED LAND, INFILL AND GREY BELT POSITION

The application site lies within the Green Belt. National policy requires that substantial weight is given to any harm to the Green Belt, including harm to its openness, and confirms that inappropriate development should not be approved except in very special circumstances.

However, the National Planning Policy Framework (12 December 2024, as amended 7 February 2025) confirms that development in the Green Belt is not inappropriate where it falls within specified exceptions, including (where relevant) redevelopment of previously developed land, limited infilling in villages, and the grey belt provisions.

6.1 Previously developed land (NPPF paragraph 154(g))

The proposal involves the removal of an existing structure and the redevelopment of a small, contained plot. Paragraph 154(g) confirms that limited infilling or the partial or complete redevelopment of previously developed land (including a material change of use to residential or mixed use including residential) is not inappropriate provided it would not cause substantial harm to the openness of the Green Belt.

On the facts of this site, the proposal is for a single-storey dwelling of modest scale within an established pocket of development, utilising the existing access and contained by surrounding built form and boundary treatments. It therefore represents redevelopment and consolidation of an existing developed plot rather than encroachment into open countryside, and it would not cause substantial harm to openness.

6.2 Limited infilling in villages (NPPF paragraph 154(e)) – alternative position

Paragraph 154(e) also confirms that limited infilling in villages is not inappropriate development in the Green Belt. The proposal is for one dwelling only, within a small gap in a developed group accessed off Peep Green Road. Subject to Kirklees' settlement classification for this locality, the proposal is properly characterised as limited infilling of a small, visually contained plot.

6.3 Grey belt definition and assessment (NPPF Glossary; paragraph 155)

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; and it excludes land where other protected assets listed in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development.

In this case, the plot is contained within existing development and established boundaries. It does not strongly contribute to: (a) checking unrestricted sprawl, because the development would consolidate a contained pocket rather than extend a settlement edge; (b) preventing neighbouring towns from merging, because the plot does not function as a strategic gap; or (d) preserving the setting and special character of historic towns. Insofar as purpose (c) (safeguarding the countryside from encroachment) is engaged, the proposal is confined to a small plot between existing buildings and would not amount to significant encroachment into the wider countryside.

6.4 Paragraph 155 test: unmet need and sustainable location

Paragraph 155 confirms that the development of homes in the Green Belt should not be regarded as inappropriate where (a) it 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 proposed (which, for housing, includes the absence of a five-year supply of deliverable housing sites and/or where Housing Delivery Test performance is below 75%); (c) the development would be in a sustainable location, with particular reference to paragraphs 110 and 115; and (d) where applicable, the development meets the 'Golden Rules' requirements.

The scheme is of a scale (one bungalow) that cannot, as a matter of planning judgment, fundamentally undermine the remaining Green Belt across the plan area. It would utilise a small, contained grey belt/previously developed plot.

Kirklees Council's published housing land supply position states that it is unable to demonstrate a five-year housing land supply, with 3.96 years supply, and that its Housing Delivery Test measurement for 2022 was 67% against the requirement. These matters provide the demonstrable unmet need required by paragraph 155(b).

In sustainability terms, the proposal retains the existing access, is related to an established cluster of development, and is supported by an access appraisal addressing safe and suitable access and highway impacts. The development is therefore capable of meeting the sustainable location requirement having particular regard to paragraphs 110 and 115.

6.5 Overall Green Belt planning balance

Overall, the proposal is intentionally modest: a single-storey dwelling on a visually contained, previously developed plot, using the existing access and incorporating landscaping. It is not inappropriate development by virtue of paragraph 154(g) and/or the paragraph 155 grey belt provisions. If the decision-maker were nevertheless to treat the proposal as inappropriate, the combination of the very limited scale of development, the contained nature of the site, and the demonstrable unmet housing need in Kirklees would, in any event, clearly outweigh the limited Green Belt impacts.

7 – HIGHWAYS, ACCESS AND PARKING

National policy is clear that development should only be prevented or refused on highways grounds where there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

A detailed Access Appraisal has been prepared to accompany the outline application. The proposal retains the established access onto Peep Green Road which currently serves Peep Green Farm, and demonstrates that the access can accommodate one additional dwelling safely, including the ability for vehicles to manoeuvre and enter/exit in a forward gear.

Peep Green Road in the vicinity of the site is a two-lane single carriageway (approximately 7.0m wide) with kerbs and street lighting and is subject to a 30mph speed limit. A footway is present on the west side of the carriageway. The access itself is an established private route (approximately 3.3m wide), bounded by walls and historically serving more dwellings than at present.

Given the very small scale of the proposal, additional vehicle movements would be limited and not materially noticeable in the context of background traffic on Peep Green Road and existing farm-related movements.

The Access Appraisal confirms that no personal injury collisions have been recorded at or in the immediate vicinity of the site access over the latest available ten-year period reviewed, indicating no existing safety concern at the access location.

Proposed access improvements (to be secured by condition and/or delivered as part of the scheme) include:

- Provision of a 5.0m x 5.0m hardstanding area behind the dropped kerb crossing to cater for two-way vehicle movements at the entrance and to prevent loose material being carried onto the adopted footway and carriageway.
- Achieving visibility splays at the give-way line onto Peep Green Road of at least 2.0m x 43.0m in both directions, with any signage relocated outside the sightlines.
- Ensuring appropriate visibility within the site where the parking area connects to the access route, including keeping vegetation/obstacles within the visibility envelope below 600mm in height and relocating the gate pier/pillar outside the sight envelope where required.
- Providing appropriate radii at the interface between the parking area and the access route and upgrading the access surface to be suitable for all-purpose traffic and free from potholes/undulations.

A public right of way (SPE/153/10) runs along the private access route; the proposal can be designed so that the route remains unobstructed and safe for users during both construction and occupation.

In sustainable travel terms, bus stops are available within walking distance on Peep Green Road, and the wider area benefits from public footways and rights of way. Cycle provision is also available on the local highway network, with a traffic-free National Cycle Network route located to the east.

On this basis, and subject to detailed agreement of access and parking/turning at reserved matters, the proposal can be delivered with safe and suitable access arrangements consistent with the Kirklees Local Plan highways objectives.

8 – DRAINAGE AND FLOOD RISK

The outline proposal can accommodate appropriate foul and surface water drainage arrangements. National policy requires decision-makers to ensure flood risk is not increased elsewhere and expects development to incorporate sustainable drainage systems where appropriate. The detailed drainage strategy (including any SuDS and any necessary maintenance arrangements) can be secured at reserved matters and by condition.

9 – CONCLUSION

This is an outline proposal for one bungalow on a small, redundant parcel of land associated with Peep Green Farm. The site is accessed from an existing private drive, sits between existing buildings/dwellings, and contains evidence of a developed history. The proposal is deliberately modest and contained, with landscaping built in from the outset.

In policy terms, the scheme aligns with the way Kirklees assesses development in this locality, and it is capable of complying with the Kirklees Local Plan across design/amenity, highways, drainage, and biodiversity. Subject to outline conditions and reserved matters approval, there are no in-principle constraints that should prevent the grant of outline planning permission.