



**Design and Access Statement
Incorporating Planning Statement
Lower Hey Farm
Highfield Crescent
Meltham
HD9 5RQ**

Introduction

This statement has been written by AKPlanning in support of an outline planning application for the erection of a single dwelling Lower Hey Farm, Meltham.

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 located to the north of the settlement of Meltham. There are two dwellings adjacent as well as a large stable block on the application site

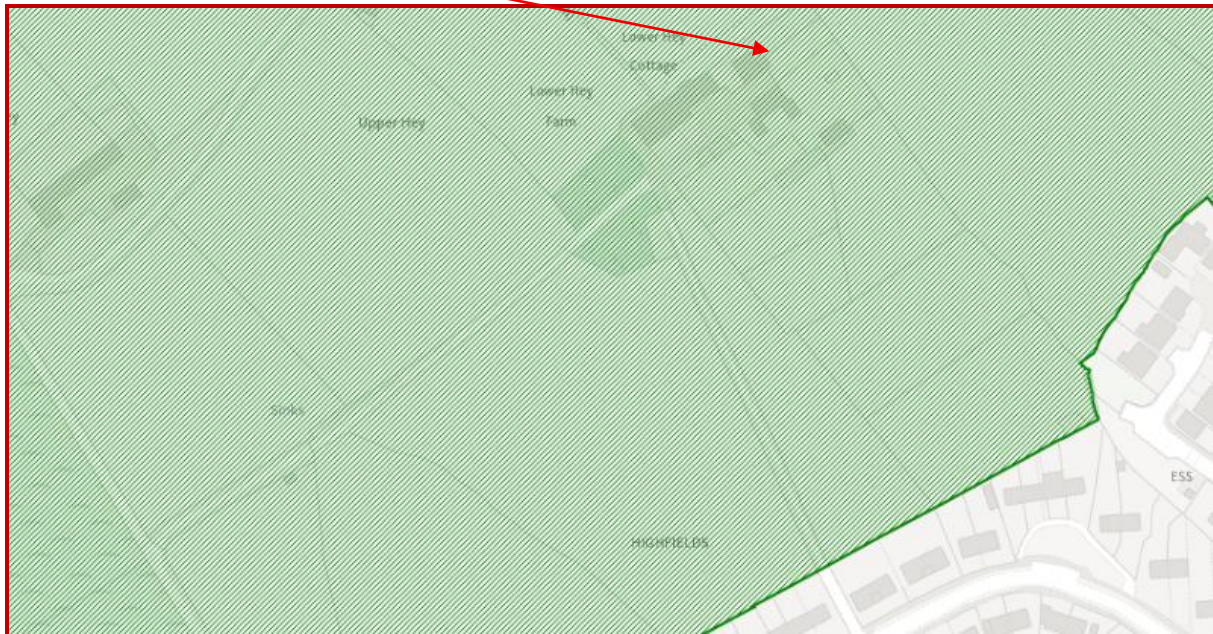
Access is from Highfield Crescent, it currently serves the two adjacent dwellings.

The Proposal

The application is in outline with access only applied for.

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 openness [55](#). 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 proposed [56](#);

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 adjacent to existing dwellings and replaces some large stables.

Such a small development located adjacent existing dwellings and removing an existing lawful stable cannot fundamentally undermine the Green Belt purposes when taken as a whole.

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 occupied by stables and is a small paddock. Stables are considered to be previously developed land therefore the building and its curtilage (this small paddock) is previously developed land.

We therefore consider if it “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 large areas of open space; there is no sprawl.

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

Large areas of open land remain all around the site

(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 and not significant.

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.*

There are nearby shops on Helme Lane and Meltham village centre is approximately 600m to the south. This has all the facilities that are required for day to day living.

Conclusions

The site is grey belt and can be granted as an exception under paragraph 155. The location is adjacent existing houses and is previously developed land. All planning matters have been addressed, and planning permission can be granted.

*AKPlanning
147 Lane Top
Linthwaite
Huddersfield HD7 5SG*

*Contact: Andrew Keeling
E-mail: andrew@akplanning.co.uk
Mobile: 07500965645*



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Chartered Town Planner