



Planning Statement

Liley Hall Farm

Liley Lane

Grange Moor WF14 8EG

Introduction

This statement has been produced by AKPlanning in support of a planning application for the conversion of agricultural buildings to 9 dwellings. It will identify and address all relevant planning policy.

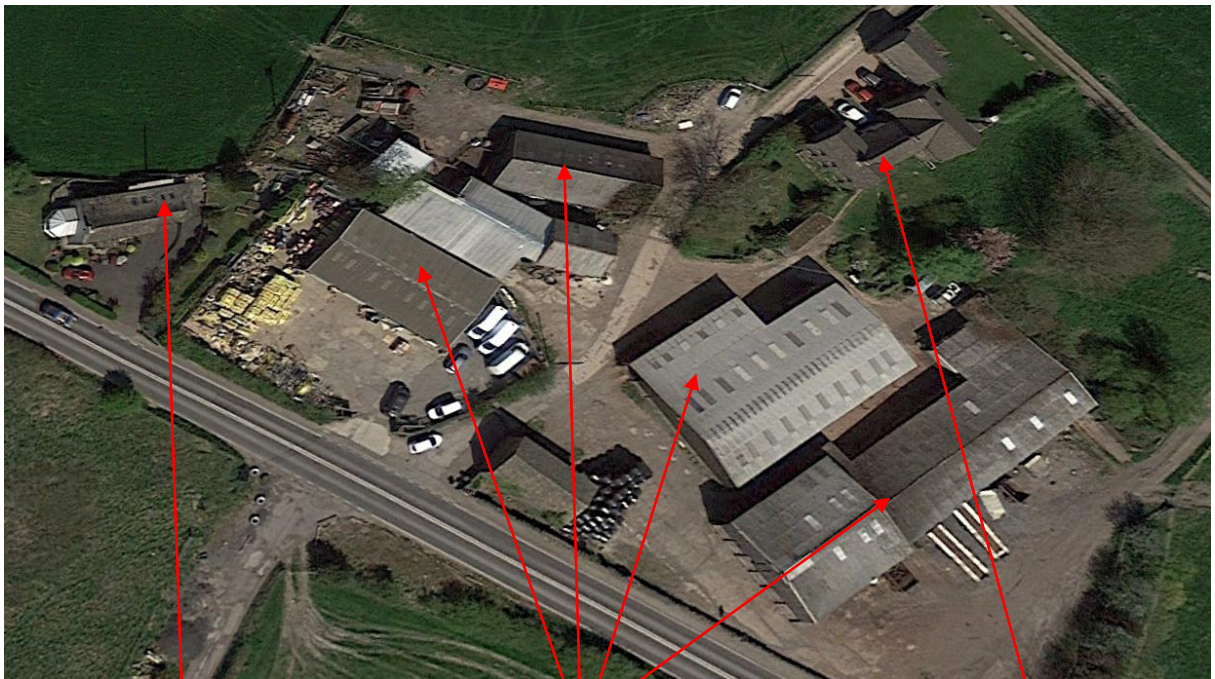
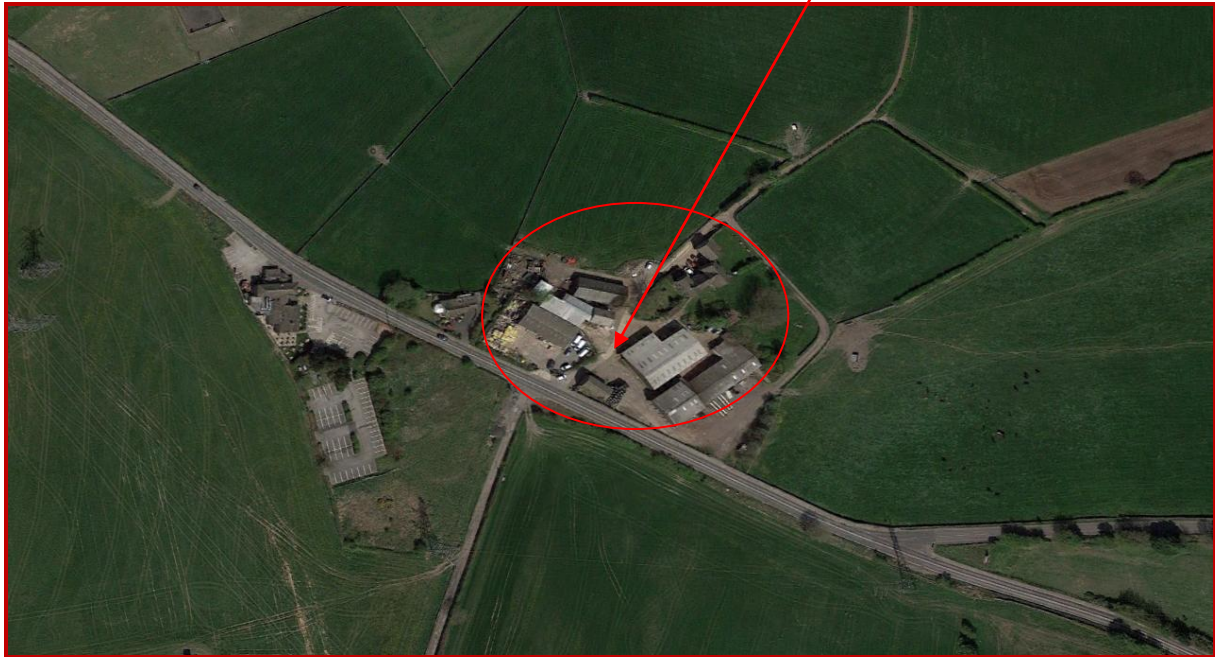
In addition to this statement the application is supported by the following documents which will be referred to where appropriate: -

1. Structural survey
2. Highways

Site Location and Description

The site is located off Liley Lane, the B6118 And is known as Liley Hall Farm. Parts of the buildings are still used for farming purposes all be it that these are now on lease rather than as a farm holding.

The aerial views below show the appearance of the buildings and surrounding land: -



Adjacent commercial unit

Application buildings

Listed farmhouse

The existing buildings are mainly steel frame with various claddings as shown on the photographs below: -



BUILDING 8



BUILDING 4



BUILDING 1



BUILDING 1 + 4



BUILDING 6 (below)



BUILDING 2 + 3

BUILDING 7 (below)

BUILDING 7 (rear)

BUILDING 5 (below)



Existing Buildings & Character

The references to building numbers are shown on the site plan in the next section.



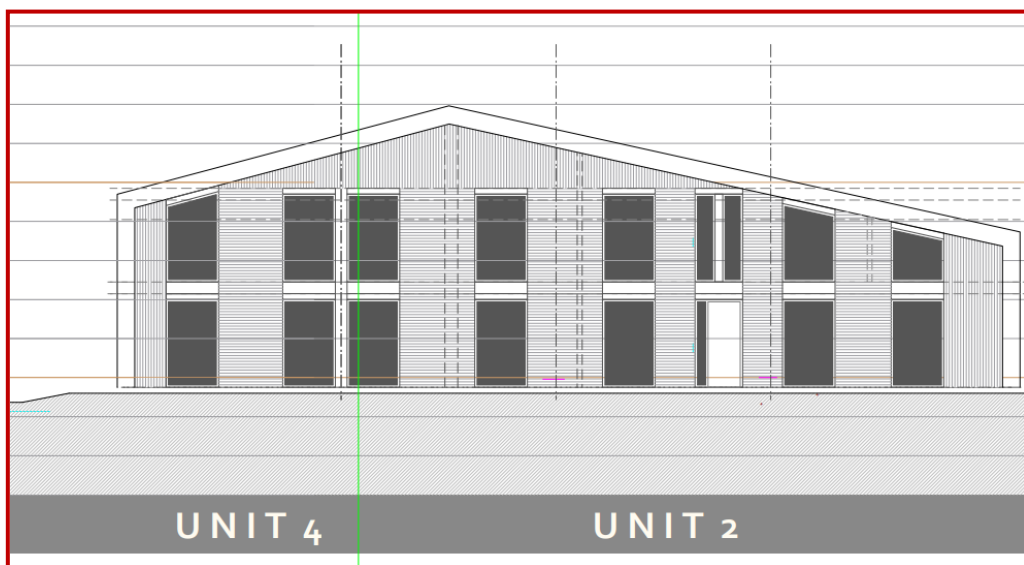
The buildings are visible from the road.

The Proposal

It is intended to convert the farm buildings into 9 dwellings as shown on the site plan below.



All the buildings are retained and converted. Full detailed plans showing appearance are submitted; all follow a simple concept of retaining an agricultural appearance as shown on the example below: -



Relevant Planning Policy

Green Belt

The Local Plan for the area is the recently adopted Kirklees Local Plan. The extract below shows that the site is in the Green Belt.



National Policy on Green Belt is contained with the National Planning Policy Framework (NPPF). This states the following: -

152. *Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.*

153. *When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. '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.*

(a) buildings for agriculture and forestry;

154. *Development in the Green Belt is inappropriate unless one of the following exceptions applies:*

a) buildings for agriculture and forestry;

b) the provision of appropriate facilities (in connection with the existing use of land or a change of use), including buildings, for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;

c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;

d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;

e) limited infilling in villages;

f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and

g) 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), whether redundant or in continuing use (excluding temporary buildings), which would not cause substantial harm to the openness of the Green Belt.

h) Other forms of development provided they preserve its openness and do not conflict with the purposes of including land within it. These are:

i. mineral extraction;

ii. engineering operations;

iii. local transport infrastructure which can demonstrate a requirement for a Green Belt location;

iv. the re-use of buildings provided that the buildings are of permanent and substantial construction;

v. material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and

vi. development, including buildings, brought forward under a Community Right to Build Order or Neighbourhood Development Order.

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.*

The Kirklees Local Plan further interprets part 154 (h) iv

Policy LP60

The re-use and conversion of buildings

Proposals for the conversion or re-use of buildings in the Green Belt will normally be acceptable where;

- a. *the building to be re-used or converted is of a permanent and substantial construction;*
- b. *the resultant scheme does not introduce incongruous domestic or urban characteristics into the landscape, including through the treatment of outside areas such as means of access and car parking, curtilages and other enclosures and ancillary or curtilage buildings;*
- c. *the design and materials to be used, including boundary and surface treatments are of a high quality and appropriate to their setting and the activity can be accommodated without detriment to landscape quality, residential amenity or highway safety.*

The justification for this policy states: -

The conversion or re-use of existing buildings in the Green Belt in preference to the construction of new ones is one of the core principles underpinning planning as this encourages the recycling of existing resources. It follows that if a building is already there re-using it either for the same use or for a new use should not have a detrimental impact on the openness of the Green Belt. Proposals which intensify use or extend an existing footprint to the extent that openness is compromised will not normally be permitted. The conversion of buildings of a temporary nature will not normally be permitted as this would lead to a permanent structure of inappropriate design or appearance in the Green Belt. The conversion of isolated buildings will be carefully considered having regard to the impact of any new use, including access

arrangements. Any proposal that would lead to a significant and detrimental impact on openness and tranquillity, including through the intensification of use of access roads and other outside space, will not normally be permitted.

The proposal is to convert the buildings under NPPF paragraph 55 part (d): -

(d) the re-use of buildings provided that the buildings are of permanent and substantial construction

With reference to Local Plan Policy LP60 this has the same requirement at part (a) but requires further consideration of curtilage and design; these will all be discussed in the following section.

Heritage

Liley Hall is a Grade II Listed building, the NPPF requires: -

200. In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

There is a heritage impact assessment later in this report.

Highway Safety

The Kirklees Local Plan contains the following relevant policy: -

Policy LP21 Highways and access Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users. New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of development are not severe. Proposals shall demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals shall also consider any impacts on the Strategic Road Network. All proposals shall: a. ensure the safe and efficient flow of traffic within the development and on the surrounding highway

network; b. where needed, provide new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles; c. be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions; d. take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport; e. take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely; f. take into account access for emergency, service and refuse collection vehicles; g. provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes.

There is a supporting highway statement that covers this matter which will be referenced later in this report.

Design

The Local Plan contains the following policy.

Policy LP24

Design

Good design should be at the core of all proposals in the district and should be considered at the outset of the development process, ensuring that design forms part of pre-application consultation of a proposal. Development briefs, design codes and masterplans should be used to secure high quality, green, accessible, inclusive and safe design, where applicable. Where appropriate and in agreement with the developer schemes will be submitted for design review.

Proposals should promote good design by ensuring:

a. the form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape;

b. they provide a high standard of amenity for future and neighbouring occupiers; including maintaining appropriate distances between buildings and the creation of development-free buffer zones between housing and employment uses incorporating means of screening where necessary;

c. extensions are subservient to the original building, are in keeping with the existing buildings in terms of scale, materials and details and minimise impact on residential amenity of future and neighbouring occupiers;

d. high levels of sustainability, to a degree proportionate to the proposal, through:

i. The re-use and adaptation of existing buildings, where practicable;

ii. design that promotes behavioural change, promoting walkable neighbourhoods and making walking and cycling more attractive;

iii. considering the use of innovative construction materials and techniques, including reclaimed and recycled materials;

iv. where practicable, minimising resource use in the building by orientating buildings to utilise passive solar design. This includes encouraging the incorporation of vegetation and tree planting to assist heating and cooling and considering the use of renewable energy;

v. providing charging points to encourage the use of electric and low emission vehicles;

vi. incorporating adequate facilities to allow occupiers to separate and store waste for recycling and recovery that are well designed and visually unobtrusive and allows for the convenient collection of waste;

vii. designing buildings that are resilient and resistant to flood risk, where such buildings are acceptable in accordance with flood risk policies and through incorporation of multi-functional green infrastructure where appropriate;

viii. designing places that are adaptable and able to respond to change, with consideration given to accommodating services and infrastructure, access to high quality public transport facilities and offer flexibility to meet changing requirements of the resident / user.

e. the risk of crime is minimised by enhanced security, and the promotion of well-defined routes, overlooked streets and places, high levels of activity, and well-designed security features;

f. the needs of a range of different users are met, including disabled people, older people and families with small children to create accessible and inclusive places;

g. any new open space is accessible, safe, overlooked and strategically located within the site and well integrated into wider green infrastructure networks;

h. development contributes towards enhancement of the natural environment, supports biodiversity and connects to and enhances ecological networks and green infrastructure;

i. the retention of valuable or important trees and where appropriate the planting of new trees and other landscaping to maximise visual amenity and environmental benefits; and

j. the provision of public art where appropriate

Consideration of Policy

Green Belt

The site lies within the Greenbelt. Under the terms of Greenbelt policy the conversion of buildings is appropriate development.

To ensure that these buildings are convertible a structural survey was undertaken by SGM Structural Design. The main conclusion of which is: -

The overall eight structures are in very good condition, and all are capable of being developed without any significant structural alteration or remedial works necessary.

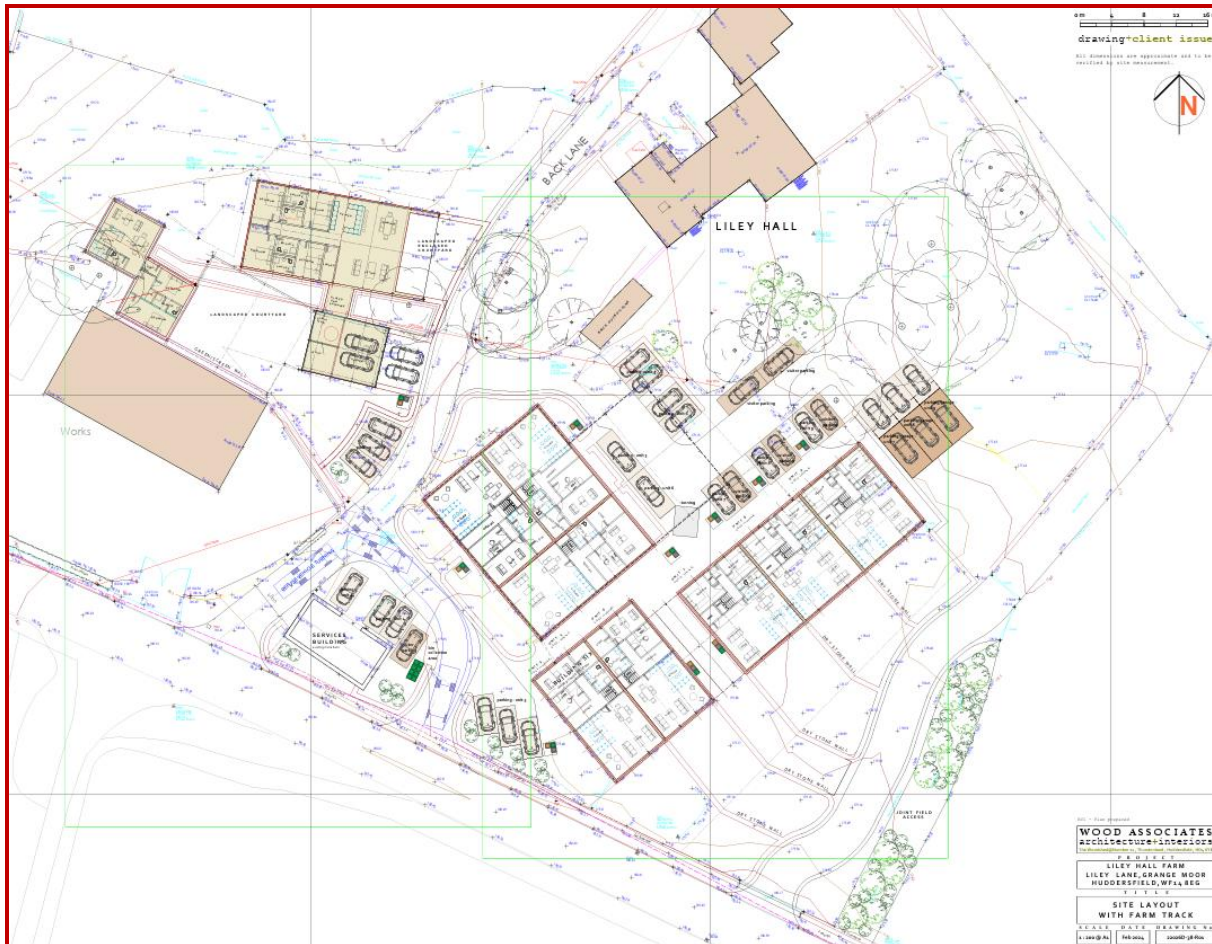
It is therefore our conclusion that the proposal complies with NPPF Policy; -

iv. the re-use of buildings provided that the buildings are of permanent and substantial construction;

Local plan policy also requires consideration of design and curtilage.

The plan below shows the existing site configuration.





The proposals, shown above, make use of the existing site boundaries to create the garden spaces which are of an appropriate scale for the dwellings proposed.

Units 1 and 2 make use of landscaped courtyards to reduce the need for larger gardens. We consider that the curtilage area proposed for each unit is appropriate and does not impact on the character of the green belt.

Design is important here for two reasons, the overall appearance of the scheme in this rural setting, and the heritage impact. Heritage impact is dealt with separately.

The existing buildings have a functional agricultural appearance. The design concept document from the architect was that the new dwellings should reflect this. This includes the use of wood cladding, stone walls and large openings. The design has been kept simple and has been led by the architectural concept of keeping the agricultural themes of functional styling with appropriate materials and openings.

It is our conclusion that the proposals comply with Green Belt policy 155 (d).

Additional Consideration of Grey Belt

Notwithstanding that these buildings are conversions green belt policy goes on to say: -

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.*

It is therefore appropriate to consider paragraph 115

- 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 currently occupied by several buildings, and the proposal will not see the introduction of any new buildings. As such it will not fundamentally undermine the remaining green belt across the plan.

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 used for agricultural purposes and cannot therefore be previously developed land.

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 occupied by buildings

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

Large areas of open agricultural 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 9 dwellings and not therefor defined as 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.

The site is on Liley Lane a major road connecting Grange Moor and Kirkllheaton. It has a safe access and safely designed roads etc.

There is a safe and suitable access and no significant impact on the transport network. It is our conclusion that the proposal complies with paragraph 155 of the NPPF and can be considered an exception.

Highway Safety

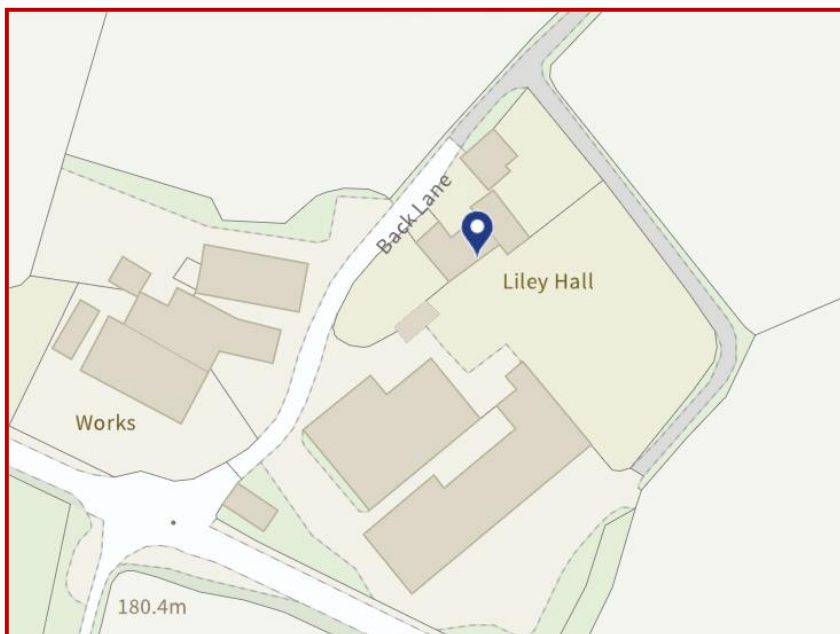
A highway safety report has been commissioned and carried out by Paragon Highways. This has assessed the safety of the access and of the internal packing and turning arrangements. All have been found to be satisfactory.

Heritage Impact Assessment

The site lies next to a grade II listed building, Liley Hall. The listing states the following: -

Farmhouse. C17 with substantial C19 additions and rebuilding. Coursed rubble and hammer dressed stone. Quoins to early part. Stone slate roof with gable copings. Kneeler and finial to east corner. Two storeys, on an H-plan. The wing to the north east is the early part, the south west wing is C19. The centre part is partly rendered and has C19 openings. The early wing has a central projecting stack, on its main elevation, with reducing later brick top. To the right all under a hood mould is an arched, narrow doorway, a 2-light and a 5-light double chamfered window, the former altered to form later doorway. To 1st floor is a large C19 window and a 2-light double chamfered window with mullion removed. The front gable of this wing has 4 C19 sash windows, the rear gable has a later doorway and a 2-light double chamfered window at intermediate level.

The proposals effect the agricultural buildings and land adjacent to Liley Hall.

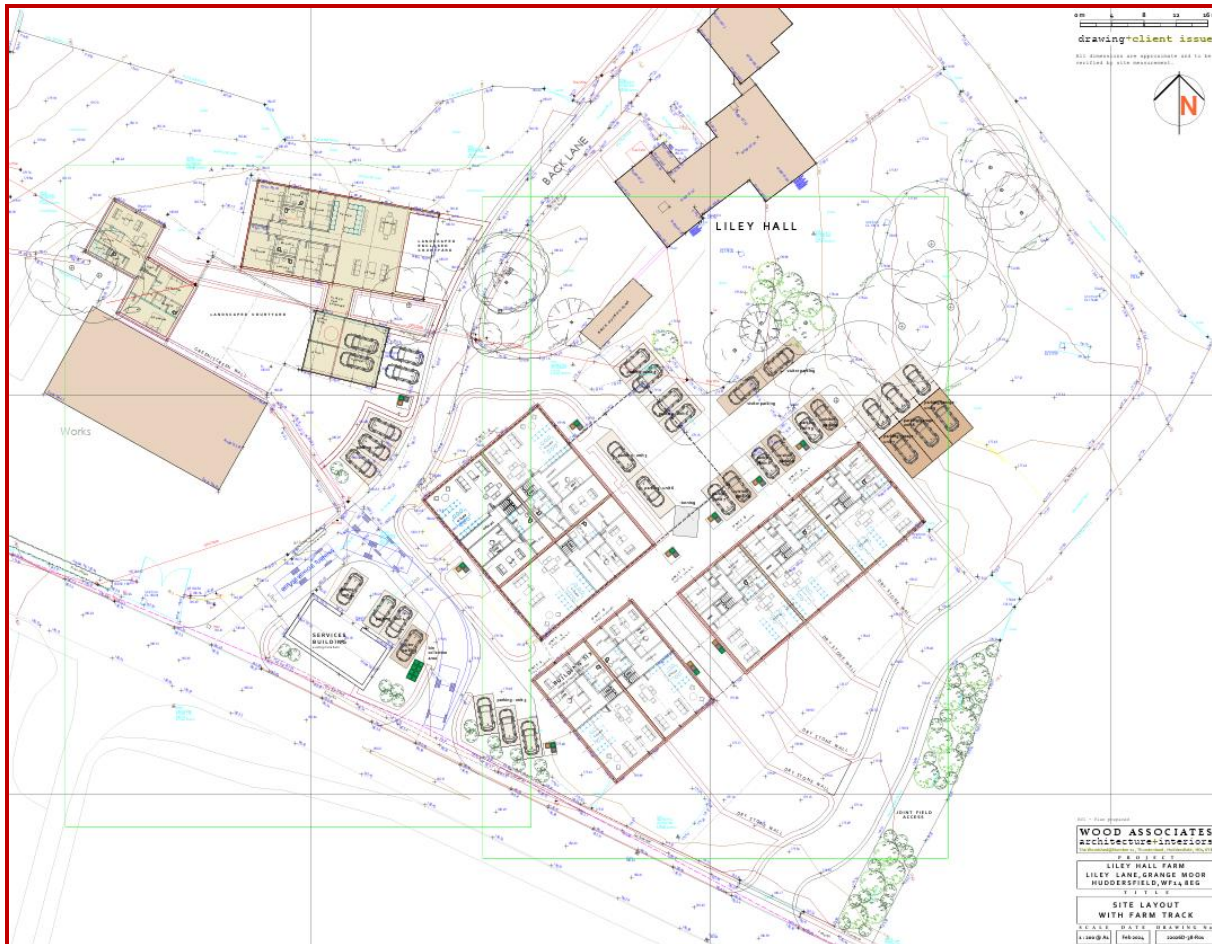


The buildings are to be converted to residential.

There are no physical changes proposed to the Listed Building or its curtilage structures.

The main effect on the setting of the listed building will be the change in character of the application site, from functional agricultural buildings,

storage and roads; to residential buildings, curtilage and parking.



An examination of the proposed layout above shows that the new curtilage does not encroach onto the existing rear space of the Listed Building.

The nearest elements have been kept to car parking, this will retain the openness of these areas minimising the physical changes.

The new dwellings incorporate agricultural features into the external appearance of the buildings. Large openings, wooden cladding and, as conversions, scale and footprint.

There will be a change in character of these areas and buildings but the new respect the old uses, character in appearance. The impact on the setting of the listed building is minimised. We consider that the proposed development has a less than significant impact on the setting of the listed building.

Planning policy states: -

215. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Kirklees has a significant shortfall in housing and requires all the windfall sites it can approve to help make up this shortfall. This proposal will create 9 new dwellings from redundant agricultural buildings (there is a new building already approved on the farm). This is a significant public benefit.

The development will also ensure that the buildings that the existing buildings do not fall into disrepair and neglect, which would have a significant effect on the character and appearance of Liley Hall.

It is our conclusion without the proposal complies with heritage planning policies.

Conclusions

It is proposed to convert the existing agricultural buildings on site to 9 dwellings, a structural survey supports the conversion and as such the development complies with Greenbelt planning policy as appropriate development.

It has a less than significant impact on the heritage asset and the significant public benefits of 9 new dwellings outweighs this impact.

All of the technical matters have been covered in the submissions, and it is therefore our conclusion that planning permission can be granted.

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