

Planning Statement

DEMOLITION OF EXISTING COMMERCIAL BUILDINGS AND DWELLINGHOUSE AND REDEVELOPMENT OF SITE TO PROVIDE SIX DETACHED DWELLINGS, INCLUDING CREATION OF NEW VEHICULAR ACCESS.

SLATE PITTS FARM, CHAIN RD, HUDDERSFIELD, HD7 5TY

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1.0 INTRODUCTION

This statement has been prepared to support the submission of an application for full planning permission for the erection of six detached dwellings and creation of a new vehicular access, on land with a history of commercial use, at Slate Pitts Farm, HD7 5TY

The site comprises 'grey belt' land within the Green Belt, and the LPA does not have a five-year supply of housing land. As such, there is a demonstrable unmet need for the proposed development. The majority of the site is classed as Previously Development Land, where redevelopment is also supported in principle. It is demonstrated below that the development would not undermine the purposes of the remaining Green Belt, and is in a sustainable location for the scale of development proposed. As such, the proposal is a type of development that is not inappropriate within the Green Belt and accords with both the NPPF and Local Plan policy.

This statement should be read in conjunction with the supporting plans which demonstrate the credentials of the scheme in more detail. It is anticipated that the Local Planning Authority (LPA) will adopt a progressive approach to this sustainable scheme.

This statement now proceeds to give details of the site. The details of the proposal are then set out. The planning merits of the scheme are then discussed in relation to relevant planning policies contained in the statutory development plan, together with Government guidance principally set out in the NPPF. In particular, it will be demonstrated that the proposal would result in a sustainable form of development, would not harm highway safety or efficiency, and would enhance the character of the area and neighbouring living conditions, and would preserve the setting of nearby listed buildings. Furthermore, the proposal would not result in an unacceptable impact on ecological assets. Significantly, the proposed development is of a type that is suitable in the Green Belt. Finally, the conclusion is reached that planning permission should be granted for the proposed development.

2.0 THE SITE

The application site is located on the northern side of Chain Rd, roughly equidistant between Marsden and Meltham. The town of Slaithwaite lies approximately 900m to the north. The site has a roughly triangular shaped footprint. It comprises the main former farmhouse, several other commercial buildings, and large areas of hardstanding. It benefits from an established vehicular access from Chain Road. It is enclosed by a mixture of boundary treatments which provide a sense of enclosure and visual containment from the surrounding land.

A minor road known as Delves Gate runs north to south to the east of the site, and another minor road and public footpath, Shaw Gate is located to the north west. There are further public rights of way to the east of Delves Gate.

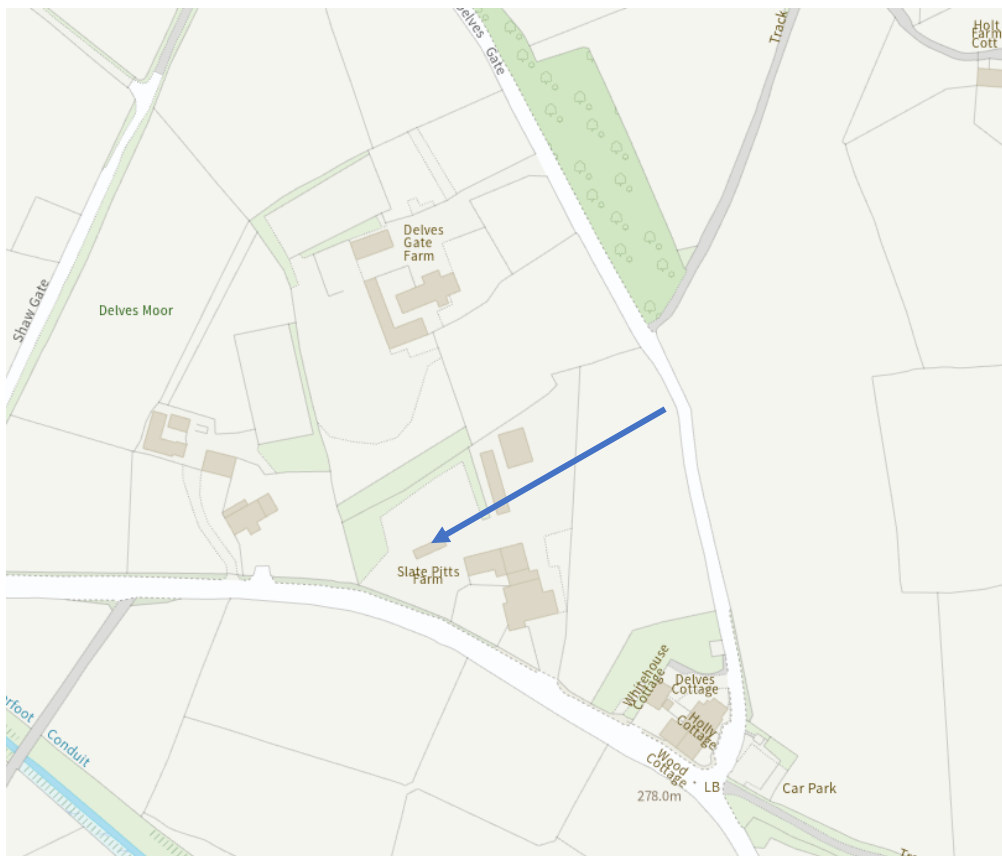


Figure 1: Site Location Plan

The site is not within a Conservation Area and contains no designated heritage assets. However, No. 3 Delves Moor, a Grade II listed building, lies approximately 30m to the west of the site boundary, and Delves Gate Farm, also Grade II listed, lies approximately 50m to the north. The effect of the proposal on the setting of these buildings is assessed below and in the Heritage Statement at Appendix A. The site is in Flood Zone 1 and is not affected by any specific ecological designations.

The site lies within the Green Belt.

The site has a commercial history, with part of it benefitting from as a lawful use as a haulage yard following the grant of a Certificate of Lawful Use in 1995 (95//93351). The remainder of the site has traditionally been used for residential and agricultural purposes.



Figure 2: Aerial View of Application Site

3.0 THE PROPOSAL

Full planning permission is sought for the demolition of the existing buildings and dwellinghouse and replacement with a new residential development to provide six open market houses, together with the creation of a new access onto Chain Road. The proposed site layout can be seen on Figure 3 below.



Figure 3: Proposed Site Layout

The key elements of the proposals are as follows:

- Six detached dwellings arranged around a new cul-de-sac off Chain Road. Four dwellings on the north side of the road, two on the south.
- All dwellings with dual pitched roofs with ridges running west-east.
- Each dwelling would be two-storey. Plots 1 to 4 will have five bedrooms and Plots 5 and 6 will have four.
- New vehicular access off Chain Road with existing access closed off.
- Integral double garages to each dwelling, plus two parking spaces on driveways to the front.
- Traditional massing and materials to harmonise with nearby dwellings, including render to the walls and blue slates to the roofs.
- Detailing has a contemporary aesthetic, with clean lines, some larger areas of glazing for natural light and elements of timber and zinc cladding.
- Generous private gardens to the rear of each dwelling.
- New native planting within and around the perimeters of the site.

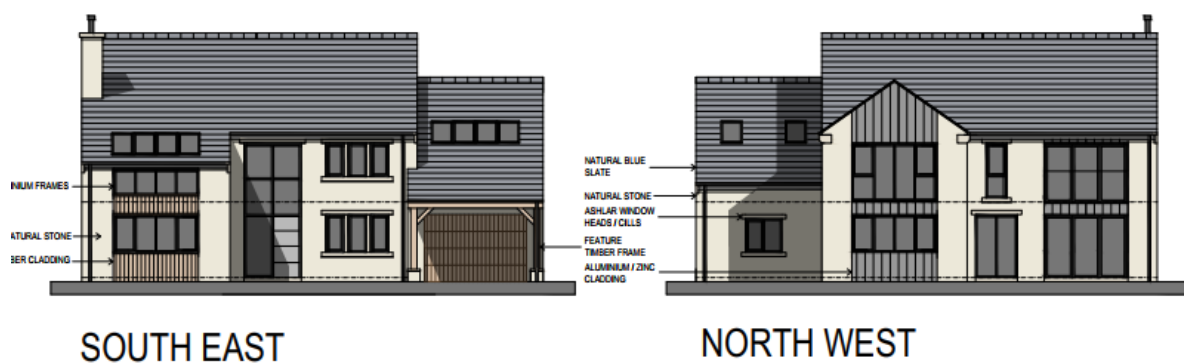


Figure 4: Front and Rear elevations of Plot 1.

4.0 PLANNING HISTORY

1987 - 87/03231 – Single storey living room extension – Approved

1990 – 90/05278 - change of use from haulage yard to touring caravan site (up to 10 vans) – refused.

1995 – 95/90198 – Certificate of Lawfulness for an existing use of land as haulage contractors – refused.

1995 – 95/93351 - Certificate of Lawfulness for an existing use of land as haulage contractors – approved.

2024 – 2024/91892 – Application for redevelopment of the site to form two dwellings withdrawn prior to determination

5.0 ALLOCATION AND POLICIES

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The statutory development plan for Kirklees comprises the Kirklees Local Plan adopted on 27 February 2019.

The Local Plan establishes the overarching vision, spatial strategy, and development principles for the district, setting out detailed policies to guide and manage growth and change across Kirklees up to 2031. The Local Plan is set out in two parts; Part 1 'Strategy and Policies' which contains the spatial strategy and development management policies and Part 2 'Allocations and Designations' which sets out the allocations and designations included in the Local Plan.

Material considerations exist in the form of national policy and guidance contained within the National Planning Policy Framework (NPPF) as updated in August 2026 and the suite of documents comprising National Planning Practice Guidance (NPPG). The NPPF is of 'critical importance' for decision making.

Allocations

The site is within the Green Belt.

National

The NPPF is reflective of the guidance contained within the NPPG. The following sections of the revised NPPF are considered of direct relevance to the current proposal:

Chapter 3 - Decision-making

Chapter 4 - Achieving sustainable development

Chapter 6 – Delivering a sufficient supply of homes

Chapter 13 – Protecting Green Belt Land

Chapter 14 - Achieving well-designed places

Chapter 15 – Promoting sustainable transport

Chapter 19 – Conserving and enhancing the natural environment

Chapter 20 – Conserving and enhancing the historic environment

The overarching message of the NPPF is that LPAs should adopt a positive and pro-active approach to planning proposals, particularly those that result in sustainable development. LPAs should not place unnecessary burdens on developers and should look to support appropriate schemes such as this.

Kirklees Local Plan

The following policies are considered of relevance:

Policy LP1 Presumption in favour of sustainable development

Policy LP2 Place shaping

Policy LP3 Location of new development

Policy LP7 Efficient and effective use of land and buildings

Policy LP20 Sustainable travel

Policy LP21 Highways and access

Policy LP22 Parking

Policy LP24 Design

Policy LP33 Trees

Policy LP59 Brownfield sites in the Green Belt

Policy LP35 Historic environment

Statutory Duty

Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the decision maker, in considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Supplementary Planning Guidance

The Kirklees Housebuilders Design Guide SPD adopted on 29 June 2021 seeks to ensure future housing development is high quality, socially inclusive and built to high environmental standards. The Kirklees Highway Design Guides established the Council's requirements for parking, servicing and design standards

6.0 ASSESSMENT

Principle of Development / Green Belt

The newly revised NPPF (August 2026) is a crucial part of the Government's overarching agenda of delivering 1.5m new homes during this parliament. The Government states that under the leadership of the new Prime Minister, it is more focused than ever on building the homes our country needs and delivering good growth in every postcode. The new Framework incorporates a number of substantive reforms designed to boost housing supply and unlock economic growth.

The proposed level of housing that is expected to be delivered is extremely ambitious. To put it into context, the UK has not got close to delivering the amount of housing now proposed for over 45 years.

Applications for housing developments need to be viewed in this context and supported wherever possible.

The updated NPPF retains the 'grey belt' concept in respect of Green Belt policy, and its potential for development in policy GB7(g) and also keeps its permissive stance on the redevelopment of previously developed land (GB7(e))

These two subsections of policy GB7 provide two of the routes by which housing development can be considered as 'not inappropriate' within the Green Belt.

Policy GB7 g – Grey Belt Land

Policy GB7 g sets out that the development of homes should not be regarded as inappropriate where all of 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 evidenced unmet need for the type of development proposed;
- c. The development would be in a sustainable location, with particular reference to policy TR3 of the Framework; and
- d. In the case of major development involving the provision of housing, the development proposed complies with policy GB8.

The NPPF defines 'grey belt' land 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 policy GB2."

Those purposes are as follows:

- a) to check the unrestricted sprawl of large built-up areas.
- b) - to prevent neighbouring towns from merging into one another
- d) to preserve the setting and special character of historic towns

With regard to purpose a) the site is in a semi-rural location. It is not located at the edge of, or in close proximity to a large built up area, such that its development would represent an outward extension or sprawl of that urban area. The nearest settlements are Marsden, Meltham and Slaithwaite. The Kirklees settlement hierarchy identifies Huddersfield and its contiguous urban areas as the highest order settlement (Tier 1) while Meltham, Slaithwaite and Marsden are identified separately as lower-order settlements (Tier 4). This provides a clear indication that these settlements are not considered to be large built-up areas.

Consequently, it cannot be concluded that the land is at a critical point in containing or preventing such unrestricted sprawl and therefore it does not contribute strongly to purpose a).

Turning to purpose b), the site is located about 0.9km from Slaithwaite, 1.9km from Marsden and 1.9km from Meltham. All of the extensive area of land between these settlements is Green Belt. Whilst the wider Green Belt performs a strategic function, that does not mean every individual parcel within it makes a strong contribution to that purpose.

This site forms part of a cluster of existing properties that sit in the area of land bounded by Chain Rd, Delves Gate and Shaw Gate. There are mature trees on the north western boundary and these, together with intervening buildings and topography mean that the site is not visually prominent from open land to the north and west. A drystone wall marks the eastern boundary and views of the existing farmhouse and lawful haulage yard are visible from the southern part of Delves Gate. There are no views from further east due to topography and intervening trees. The existing house and commercial activity in an around the site are visible from Chain Rd to the south.

Clearly therefore the site does benefit from some visual containment, but where views into the site are available, they are dominated by the existing dwellinghouse and the lawful HGV yard. It is clear that if the site were developed, it would not result in any perception of the relevant settlements becoming joined.

Additionally, aside from the application site there is substantial open land surrounding the site that continues to provide physical and visual separation between the settlements. Given the existing boundary treatment and the prevailing lawful use, in isolation the development of the appeal site would not noticeably or markedly bring the settlements closer together or materially alter the settlement patterns. As such, the site does not strongly contribute to purpose (b), 'preventing neighbouring towns from merging into one another.'

Finally, the site is not within the setting of a historic town and so pays no contribution to purpose d).

Accordingly, the application site constitutes grey belt land as defined in the Glossary to the Framework. However, to conclude whether the proposal would be inappropriate

development, or not, the provisions of policy GB7 g (i to iv) of the Framework need to be applied. These are assessed in turn below:

- (i) The PPG gives advice about how to assess whether the development would fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan. It advises that consideration should be given to whether, or the extent to which, the development of Green Belt land would affect the ability of all the remaining Green Belt across the area of the plan from serving all five of the Green Belt purposes in a meaningful way. This is a high bar. The building of six houses on the small area of land that is already occupied by a dwellinghouse and commercial uses, cannot reasonably be said to fundamentally undermine Green Belt purposes
- (ii) Kirklees cannot currently demonstrate a five-year housing supply, and have also reported an under-delivery of new housing in recent years. As such, there is currently an unmet need for new housing development.
- (iii) The application site is in a sustainable location as demonstrated in detail within the submitted Highway Statement by Paragon Highways. The closest bus stops can be reached in 5 minutes by walking, with routes to Slaithwaite, Holmfirth, Marsden, Halifax and Honley. Slaithwaite rail station can be reached in 16 minutes using bus service 335. There is provision for cycles at the station, with 10 cycle stands. Slaithwaite itself offers a variety of public, leisure, health, community and retail facilities.
- (iv) The proposals do not constitute major development and so this criteria does not apply,

Consequently, the proposal cannot not be regarded as inappropriate in the Green Belt as all four of the relevant policy GB7 (g) criteria are met.

Policy GB7 (e) Redevelopment of Previously Developed Land

Paragraph GB7 (e) allows for the redevelopment of previously developed land which would not cause substantial harm to the openness of the Green Belt.

The definition of previously developed land is '*Land which has been lawfully developed and is or was occupied by a permanent structure and any fixed surface infrastructure associated with it, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed). It also includes land comprising large areas of fixed surface infrastructure such as large areas of hardstanding which have been lawfully developed.*'

The eastern portion of the site (see red hatched area in Figure 4 below) benefits from a Lawful Development Certificate for use of the land as a haulage contractors (Use Class B8 – storage and distribution).

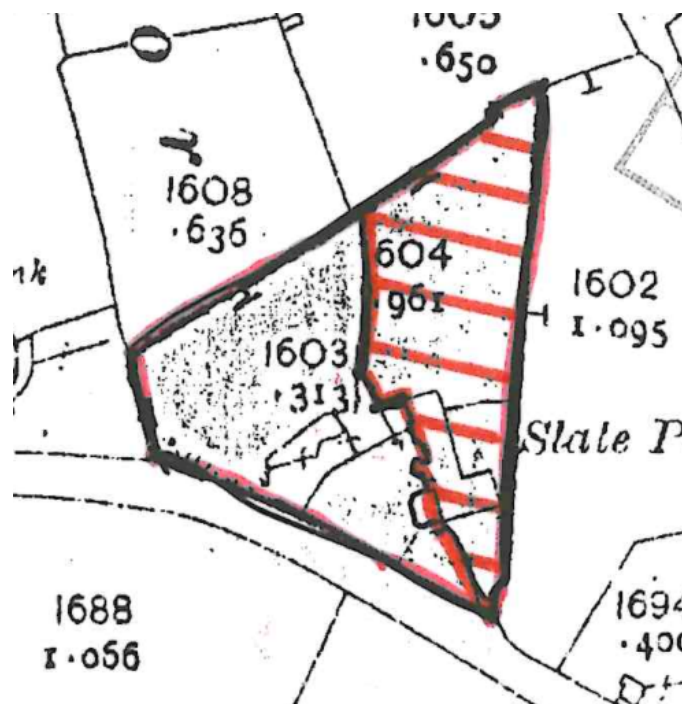


Figure 5: LDC area hatched red

This area of the site therefore falls within the definition of previously developed land, as does the existing dwellinghouse and its residential garden (case law confirms that the NPPF explicitly excludes residential gardens only if they are situated in built-up areas). The garden is located within the triangular shaped piece of land to the west of the house (see photograph below)



Figure 6: garden of existing dwellinghouse

This means that at least 60% of the application site is made up of Previously Developed Land and so is inherently suitable for development. The remainder of the site is a logical, suitable extension of the brownfield footprint and consists of Grey Belt land as explained above.

For clarity, this statement has demonstrated that all of the Criteria in policy GB7 (g) of the NPPF are met and so consequently, consideration of the effect of the development on Green Belt (policy GB7 (e) openness is not required.

In conclusion, the proposal would not be inappropriate development in the Green Belt and, as such, having regard to its location, the proposed land use, and the amount of development, the site is suitable for residential development.

Design and Landscape Impacts

As stated above, as the development is not inappropriate in the Green Belt as defined by policy GB7 of the NPPF, no consideration of the impacts on Green Belt openness is applicable. However, it is fully acknowledged that the impact on landscape character remains a material consideration. Local Plan Policy LP24 states that *'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.'*

The existing site already affects the landscape through the presence of the existing dwellinghouse, commercial buildings, areas of hardstanding and the storage of haulage vehicles. These features, together with the general activity associated with the lawful use, result in a moderate level of visual and physical encroachment. The existing buildings have been developed in a piecemeal way. They lack any unified character and are visually unappealing. Their demolition, together with the removal of hardstandings, and cessation of commercial operations, offers a clear opportunity for visual and environmental enhancement.

The new dwellings will be two-storey, so no higher than the existing dwellinghouse on the site and their detached form will reflect the predominant pattern in the area. The scheme has a low density layout, designed to integrate well into its rural surroundings. The layout utilises a low impact, cluster design that mirrors the surrounding pattern of nucleated farmsteads. The development will be confined within the existing well-established boundaries of the site, keeping the vast majority of the surrounding landscape open and uninterrupted. The entire perimeter is framed by mature, existing trees and supplementary tree and hedge planting, allowing the built form to sit naturally within its context.

External materials such as render and blue slate have been carefully chosen to reflect those found in the immediate vicinity, whilst also incorporating contrasting contemporary details to reflect 21st century design standards.

For these reasons the development will significantly enhance the character and appearance of the area and fully accords with the NPPF, with Local Plan policy LP24 and the Housebuilders Design Guide.

Heritage

The site lies within the wider setting of two Grade II listed buildings: No. 3 Delves Moor, approximately 30m to the west of the site boundary, and Delves Gate Farm, approximately 50m to the north. A Heritage Statement is provided at Appendix A, in accordance with the requirements of the NPPF and Local Plan Policy LP35.

In summary, the significance of both buildings derives principally from their historic fabric and vernacular architectural interest as traditional stone-built Pennine buildings, with their setting contributing through their relationship with the surrounding open, enclosed upland pastures. The application site makes no positive contribution to that significance: it is occupied by a utilitarian dwelling, unsympathetic commercial buildings, extensive hardstanding and a lawful haulage use, all of which currently detract from the setting of the listed buildings.

The proposal would replace these features with a low-density group of two-storey dwellings in traditional materials, set within landscaped gardens and contained by retained and reinforced boundary planting. Plot 1, the closest dwelling to No. 3 Delves Moor, presents a largely blank side elevation to the west and is set behind the existing mature tree belt on the shared boundary. The removal of HGV activity and the associated noise and visual clutter would also improve the experience of the listed buildings in their setting.

Having had special regard to the desirability of preserving the setting of the listed buildings, as required by Section 66(1) of the 1990 Act, it is concluded that the proposal would preserve, and in some respects enhance, their setting. No harm to the significance of either designated heritage asset would arise, and the proposal accords with the NPPF and Local Plan Policies LP24 and LP35.

Affordable Housing

As the scheme is for less than 10 homes, there is no requirement under Local Plan Policy LP11 for affordable housing to be provided.

Residential Amenity

Local Plan policy LP24 and the Housebuilders Design Guide SPD require development to provide a high standard of amenity for future and neighbouring occupiers.

Firstly, the site is currently in use as a haulage yard and so the noise generation and general impacts on amenity from the proposed development of six houses is likely to be substantially less than is associated with the existing use, and so in this respect the development is acceptable in principle.

The five-bed properties would have a gross internal floor area of approximately 270 sqm and the four bed properties would be around 224 sqm, both well above the nationally described space standard of 124 sqm for a 4-bed, 8 person, 2-storey dwelling and 128 sqm for a 5-bed.

Each dwelling would have one largely blank side-facing elevation, such that there would no overlooking from the sides. The separation distances between units 5 and 6 and those on the opposite side of the access road would be around 22m, which is above the 21m guideline in the SPD.

By virtue of the intervening distances, the amenity of the group of properties 40m to the south east and Delves Gate Farm (Grade II listed) 50m to the north would not be affected by the proposed housing. No. 3 Delves Moor (Grade II listed) lies 24m to the west and has its side elevation facing towards the site. The shared boundary is heavily screened with trees and shrubs, which would be retained. The dwelling on the west side of the application site would also have its side elevation facing west towards the house in question. Overall, given the generous separation distances, the orientation of the dwellings and the presence of

boundary screening, there would be no harmful impact upon amenity as a result of overlooking.

In conclusion the occupiers of the proposed dwellings would enjoy a high standard of residential amenity and the development would have no harmful impacts on the privacy or amenity of any neighbouring properties in accordance with policy SP24.

Ecology and BNG

Adopted policies seek to ensure that development does not adversely affect protected species. A Preliminary Ecological Appraisal Report and a Bat Emergence Survey, both by Estrada Ecology, are submitted with the application.

No active or historic evidence of breeding birds was located on the site, but it is recommended that any vegetation clearance is conducted outside of the bird breeding season.

There is negligible to low suitability on site for commuting and foraging badgers, hedgehogs, amphibians and reptiles and appropriate precautionary measures are recommended during the construction phase.

With regard to bats, one building was identified as having moderate suitability for roosting bats. Further emergence surveys have revealed no insurmountable issues.

As the site is over 0.2 hectares, it is subject to the statutory requirement to demonstrate 10% Biodiversity Net Gain. To achieve the target 10% net gain, the post-development will need to provide a total value of 2.04 area habitat units, minimum, as well as a minimum of 0.48 hedgerow units. Full metrics are provided.

Access and Parking

A Highway Statement, including a speed survey, carried out by Paragon Highways has been submitted with the application.

The speed survey found that for vehicles travelling to the northwest on the B6107 Chain Road, the 85th percentile speed was 37.9mph and for those vehicles travelling southwest was 37.5mph. The recorded speeds are substantially lower than the national speed limit in operation along the road.

The report also concludes that proposed total trip rate is likely to be lower than the existing traffic currently generated by the haulage site and farming operations.

The new site access will provide visibility splays of 2.4m x 95m in both directions, which meets the stopping distances for vehicles travelling at 37.9mph calculated using standard formula within Design Manual for Roads and Bridges.

The development will be accessed via a new access off Chain Road which will take the form of a simple priority junction with kerbed radii on both sides and footways returning into the site.

The report concludes that proposed traffic from the development would be easily accommodated and will have no material impact on the local network and will not add to any perceived local congestion at peak times.

Two garage spaces and two off street parking spaces are proposed for each dwelling. This provision complies with the guidance for 4 and 5-bed dwellings in the Kirklees Highways Design Guide SPD. A bin storage area is proposed for each dwelling, with bin presentation points available at the front of each plot.

In conclusion there are no highway safety or efficiency reasons why planning consent should not be granted.

Geo-Environmental

A Phase 1 Geoenvironmental Desk Study is submitted with the application. It concludes that there are no potential on-site or off-site sources of contamination identified that could affect the re-development of the site and therefore there is a LOW risk of potential pollutant linkage to the site. The proposals therefore accord with Local Plan policy LP52 and no further site investigation is required.

Energy and Sustainability

The new NPPF policy CC2 and Local Plan Policy LP24 encourage high levels of sustainability. The design provides opportunities for passive solar gain, high levels of natural daylight and energy-efficient building design. The scheme will include high levels of insulation, air-tight construction, efficient double glazing and energy-efficient lighting and appliances. The proposed new planting will contribute to carbon storage, will provide shade and reduce overheating and will generally contribute to climate resilience.

Driveways can have permeable surfacing and rainwater harvesting will be incorporated

The developer will also consider opportunities for solar pv, air source heat pumps and EV charging.

Flood Risk and Drainage

The application falls within the Environment Agency's Flood Risk Zone 1 (areas at least risk of flooding) and having regard to the size of the site and the scale of the development, there is no requirement for a Flood Risk Assessment.

7.0 CONCLUSION

The proposed scheme represents a sustainable form of development that would not have any unacceptable impact for the reasons set out above.

The proposal would deliver six much needed and good quality new homes, in a manner that is fully compliant with Green Belt policy. The proposal would have no adverse impact in respect of landscape, visual, amenity, highways and environmental considerations, and would preserve the setting of the nearby Grade II listed buildings at No. 3 Delves Moor and Delves Gate Farm.

The proposal is fully policy compliant.

The Applicant is willing to discuss any issues that may arise during the consideration of the proposal with the LPA.

James Roberts (BA, MSc, MRTPI)

JR Planning

APPENDIX A – HERITAGE STATEMENT

Slate Pitts Farm, Chain Road, Huddersfield, HD7 5TY – Effect on the setting of nearby listed buildings

This statement is submitted in accordance with the NPPF requirement for applicants to describe the significance of any heritage assets affected, including any contribution made by their setting, at a level of detail proportionate to the assets' importance and the potential impact.

Heritage Assets

No. 3 Delves Moor (Grade II) lies approximately 30m to the west of the site boundary, on the north side of Chain Road. Delves Gate Farm (Grade II) lies approximately 50m to the north. The site is not within a Conservation Area and contains no designated or known non-designated heritage assets.

Significance

Both are traditional stone-built buildings characteristic of the South Pennine upland vernacular. Their significance is derived primarily from their architectural and historic interest: their surviving historic fabric, form and detailing, and what they reveal about the historic farming settlement of the Colne Valley uplands. Setting contributes to that significance chiefly through their relationship with the surrounding pattern of small, walled pastures and scattered farmsteads along Chain Road, Delves Gate and Shaw Gate. Views between the buildings and the open fields around them are the most important elements of that setting.

Contribution of the Site

The application site does not form part of the historic curtilage of either listed building and has no known functional or historic association with them. It is occupied by a modern dwelling,

piecemeal commercial buildings, large areas of hardstanding, a lawful haulage yard (95/93351) and agricultural machinery. These are visually discordant and generate noise and activity. The site therefore currently makes a neutral to negative contribution to the setting of both listed buildings. Intervisibility with No. 3 Delves Moor is limited by the dense mature tree and shrub belt on the shared western boundary, and with Delves Gate Farm by intervening buildings, trees and topography.

Impact of the Proposal

The proposal removes the existing agricultural use, commercial buildings, hardstanding and haulage use and replaces them with six two-storey dwellings no taller than the existing house. The dwellings use render and blue slate in a low-density cluster that echoes the nucleated farmstead pattern of the area. Plot 1, nearest No. 3 Delves Moor, presents a largely blank side elevation to the west and is screened by the retained boundary planting, which will be reinforced with native species. Development is contained within the established site boundaries, so the open fields that make the greatest contribution to the setting of both buildings are unaffected.

Conclusion

Having had special regard to the desirability of preserving the listed buildings and their settings, as required by Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, the proposal would cause no harm to the significance of either asset. The removal of unsympathetic commercial development and HGV activity would represent a modest enhancement to their setting. The proposal accords with the historic environment policies of the NPPF and Kirklees Local Plan Policy LP35.