KIRKLEES METROPOLITAN COUNCIL
INVESTMENT & REGENERATION SERVICE

DEVELOPMENT MANAGEMENT

Town and Country Planning Act 1990 (as amended) – SECTION 70

DELEGATED DECISION TO DETERMINE PLANNING APPLICATIONS

Reference No:	**2025/62/93458/E**
Site Address:	adj, Woodland View, Penistone Road, Birds Edge, Huddersfield, HD8 8YR
Description:	Change of use from agricultural building to caravan storage site (B8)
Recommending Officer:	Nicole Helliwell

DECISION – CONDITIONAL FULL PERMISSION

I hereby authorise the approval of this application for the reasons set out in the officer's report and recommendation annexed below in respect of the above matter.

Emma Thompson

AUTHORISED OFFICER

Date: 9-Feb-26

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Officer Report
Reference No. 2025/62/93458/E
Site Address: adj, Woodland View, Penistone Road, Birds Edge, Huddersfield, HD8 8YR
Proposal: Change of use from agricultural building to caravan storage site (B8)

Site Description
The application relates to an agricultural building located adjacent to Woodland View, a two-storey detached property situated in Birds Edge, Huddersfield. The site is allocated as Green Belt Land in the Kirklees Local Plan and the wider area comprises predominately residential properties of similar materials and architectural styles. The site is not within a conservation area, nor are there any listed buildings or Public Rights of Way (PROW) within close proximity.

Description of Proposal
The application seeks planning permission to change the use from an agricultural building to a caravan storage site (B8). The details of the proposal are summarised below:

- The proposal would include no external alterations to the original building.
- The structure would prove storage for six caravans
- There would be 1 full time employee

History of Negotiations/Amendments Received
No amendments were sought or received during the course of the application.

Relevant Planning History
- **2011/92534:** Change of Use and conversion of agricultural buildings to B1 business Use comprising of 4 units and landscaping. Planning application details | Kirklees Council - Withdrawn
- **2008/93996:** Erection of agricultural building. Planning application details | Kirklees Council - Conditional Full Permission
- **2008/92895:** Agricultural notification for the prior approval of details for erection of a barn for the storage of hay. – Withdrawn - Invalid

Representations
The application was publicised by site notice, which expired on 20th January 2026. As a result of the above publicity, no representations have been received.

Parish/Town Council Comments
Not Applicable.

Local Ward Members
Not Applicable.

Consultation Responses
The following is a brief summary of Consultee advice (more details are contained in the 'Assessment' section of the report, where appropriate):

KC Ecology – No objection
KC Highways Development Management – No objection

Policy
Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. The statutory Development Plan for Kirklees is the Local Plan (adopted 27th February 2019).

The site is located within the designated Green Belt on the Kirklees Local Plan Proposals Map. The most relevant policies for consideration in this case are:

Kirklees Local Plan Policies
- **LP 1** - Achieving Sustainable Development
- **LP 2** - Place Shaping
- **LP 3** - Location of New Development
- **LP 7** - Efficient and Effective Use of Land and Buildings
- **LP 21** - Highways and Access
- **LP 22** - Parking
- **LP 24** - Design
- **LP 30** - Biodiversity & Geodiversity
- **LP 51** - Protection and Improvement of Local Air Quality
- **LP 52** - Protection and Improvement of Environmental Quality
- **LP 53** - Contaminated and Unstable Land
- **LP 60** - The Reuse and Conversion of Buildings

In this case, the following SPDs are applicable:
- Highways Design Guide SPD (adopted 4th November 2019)
- Biodiversity Net Gain Technical Advice Note (adopted 29th June 2021)

National Policies and Guidance:

National planning policy and guidance is set out in National Policy Statements, primarily the National Planning Policy Framework (NPPF) published December 2024, the Planning Practice Guidance Suite (PPGS) first launched 6th March 2014 together with Circulars, Ministerial Statements and associated technical guidance. The NPPF constitutes guidance for local planning authorities and is a material consideration in determining applications.

- **Chapter 2** - Achieving Sustainable Development
- **Chapter 12** - Achieving Well-Designed Places
- Chapter 13 – Protecting Green Belt Land
- **Chapter 14** - Meeting the Challenge of Climate Change, Flooding and Coastal Change
- **Chapter 15** - Conserving and Enhancing the Natural Environment

A consultation draft of the National Planning Policy Framework (the Framework) was published on 16 December 2025. As a consultation, the document is at an early stage and subject to change. Accordingly, for the purposes of this application, no weight is given to the current consultation document.

Assessment

1. Principle of development

Impact on Green Belt

The site is located within the designated Green Belt on the Kirklees Local Plan Proposals Map. As such, Green Belt policies contained within the National Planning Policy Framework (NPPF) and the Kirklees Local Plan (KLP) are relevant.

Paragraph 142 of the NPPF states: *"The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence."*

Paragraphs 154 and 155 of the National Planning Policy Framework set out that certain forms of development are exceptions to 'inappropriate development'. Paragraph 154 h iv) outlines that the re-use of buildings would not be considered inappropriate development in the green belt, provided that the buildings are of permanent and substantial construction, and they preserve the green belts openness and do not conflict with the purposes of including land within it.

This is reiterated by Policy LP60 within the Kirklees Local Plan which states:
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;*
a. *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;*
b. *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 application seeks to change the use of the agricultural building to a caravan storage site. The proposed development would utilise a building currently used for the storage of agricultural machinery and hay. The submitted planning support statement states that the applicants no longer require the agricultural use of the building and intend to step back from active farming but seek to retain the building. The structure is of substantial construction and as such, no external works are proposed as part of the application. On this basis, the scheme satisfies LP60 a).

There would be no external works proposed as part of the development and the caravans would be sufficiently screened from public vantage points. The scheme would utilise an existing access and would not introduce any incongruous urban or domestic characteristics. Therefore, the proposal would preserve the openness of the green belt and would not conflict with any of the purposes of including land within it. In turn, the scheme is considered to accord with LP54 b) and c).

On this basis, it is considered that the proposed development constitutes appropriate development in the Green Belt and would comply with Policy LP60 of the Kirklees Local Plan and Government guidance contained within Chapter 13 of the NPPF. The proposal shall now be assessed against all other material planning considerations, which will be addressed below.

1. Impact on Visual Amenity

Policy LP24 of the Kirklees Local Plan states that proposals should promote good design by ensuring the form, scale, layout, and details of all development respects and enhances the character of the townscape, extensions are subservient to the original building, are in keeping with the existing buildings in terms of scale, materials and details.

The NPPF offers guidance relating to design in Chapter 12 (achieving well designed places) whereby Paragraph 131 provides a principal consideration concerning design which states: *“The creation of high quality, beautiful and*

sustainable 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."

The submitted plans confirm that no external alterations are proposed to the building as part of the application. On this basis, it is considered that the proposed change of use would not have any significant visual impact on the character and appearance of the surrounding area.

Having taken the above into account, the proposal would not cause any significant harm to the visual amenity of either the host dwelling or the wider street scene, complying with Policy LP24 of the Kirklees Local Plan and the aims of Chapter 12 and 13 of the National Planning Policy Framework.

2. Impact on Residential Amenity

Consideration in relation to the impact on the residential amenity of neighbouring occupants shall now be outlined, taking into account Policy LP24 c), which sets out that proposals should promote good design by, amongst other things, extensions minimising impact on residential amenity of future and neighbouring occupiers.

The proposed development would not include any exterior alterations to the building and therefore the proposal would not cause any additional overlooking, overbearing or overshadowing harm to the residential amenity of the neighbouring occupants, over and above the existing arrangements on site.

The proposed change of use to a caravan storage site has the potential to generate traffic movements over an unrestricted period which could detrimentally affect the amenity of the surrounding residential properties. However, KC Highway Development Management have reviewed the scheme and do not consider that the number of caravans would be sufficient to generate additional trips. Furthermore, the supporting planning statement confirms that caravan storage is seasonal and as such, the traffic movements generated would be minimal over and above the existing agricultural use. For these reasons, officers are satisfied that the proposal would be acceptable in this regard and would not result to any harm to any nearby resident as a consequence of noise.

Having considered the above factors, the proposal is not considered to result in any adverse impact upon the residential amenity of any surrounding neighbouring occupants, complying with Policy LP24 of the Kirklees Local

Plan (b) in terms of the amenities of neighbouring properties and Paragraph 135(f) of the National Planning Policy Framework.

3. **Impact on Highway Safety**

Local Plan Policies LP21 and LP22 of the Kirklees Local Plan are relevant and seek to ensure that proposals do not have a detrimental impact on highway safety and provide sufficient parking. Furthermore, Paragraph 116 of the NPPF states that 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.

This application is for the change of use from agricultural to caravan storage at an existing agricultural building with an access on to A629 Penistone Road, a 40mph two-way single carriageway main distributor road of approximately 8.3m width with a footway on the side of the development and street lighting present.

The proposals are to change the use of an existing barn from agricultural use to caravan storage. KC Highways Development Management would expect the trip generation to be similar, if not slightly lower, than the existing use, with a predominantly seasonal with spring and summer usage pattern for trips with the storage being operative without trips over the autumn and winter months.

The proposals are for the inside storage of up to 6 caravans, however, there appears to be sufficient space for at least 2 more, although some shuffling may be required to access the rear caravans. Officers would not consider this number of caravans to be sufficient to generate enough additional trips as to have a severe impact on the operation or efficiency of the local highway network.

An investigation of collisions on the local highway network has indicated that the collisions have taken place at the junction to the north of the site and the frequency or severity of the types of collision occurring would not be exacerbated by the proposals.

The access is existing and can currently provide visibility splays of 2.4 x 120m to the left and 2.4 x 105m to the right. An ATC speed survey gave 85th percentile speeds of 42.3mph northbound and 41.7mph southbound which would require visibility splays of 2.4m x 112m in both directions. The visibility splay to the right is short by approximately 7m. However, it should be noted that the ATC was located to the south of the access and the furthest extent of the visibility splay to the right is within a 30mph zone. Had the speed surveys been carried out at the furthest extents of the visibility splays based on posted

road speed (40mph), as recommended in guidance, then it is possible that the 85th percentile speed southbound may have been lower (due to the 30mph zone) and so the visibility splay may have been slightly shorter. Due to this, KC Highways are willing to accept the shortfall in the visibility splay to the right.

The access is via a dropped kerb crossing and swept path analysis drawings were provided that show a safe access can be achievable. The gate access is to be improved to allow easier access. The gate appears to be set back from the highway sufficiently to allow a car and caravan to clear the highway whilst waiting for the gate to be opened. For these reasons, KC Highways Development Management consider the application to be acceptable on highways grounds.

In view of the above, it is considered that the proposal would not cause detrimental harm to the safe and efficient operation of the highway network, in accordance with Policies LP21 and LP22 of the Kirklees Local Plan, guidance within the Council's Highways Design Guide SPD, and Chapter 9 of the National Planning Policy Framework.

4. **Other Matters**

Climate Change

On 12th November 2019, the Council adopted a target for achieving 'net zero' carbon emissions by 2038, with an accompanying carbon budget set by the Tyndall Centre for Climate Change Research. National Planning Policy includes a requirement to promote carbon reduction and enhance resilience to climate change through the planning system and these principles have been incorporated into the formulation of Local Plan policies. The Local Plan pre-dates the declaration of a climate emergency and the net zero carbon target, however it includes a series of policies which are used to assess the suitability of planning applications in the context of climate change. When determining planning applications, the Council will use the relevant Local Plan policies and guidance documents to embed the climate change agenda.

In this case, due to the nature of the proposal is not considered reasonable to require the applicant to put forward any specific resilience measures.

Biodiversity Net Gain

The development, by being within the original footprint of the building on hardstanding, would be exempt from providing Biodiversity Net Gain. At this stage, Officers are only able to assess this on the basis of submitted information. Should the proposal be considered not exempt by reason of not being this or other relevant categories for the scale of the development then an appropriate condition, supported by a BNG metric submitted for the

approval of the LPA, would be required to ensure on-site BNGs would last for at least 30 years to meet the requirements of this legislation. Therefore, it is considered the proposal would be in accordance with Policy LP30 and LP33 of the Kirklees Local Plan, Principle 9 of the Housebuilders Design Guide SPD and Chapter 15 of the NPPF.

Ecology

The building appears to be in good condition. As there is no intention for demolition or disturbance to the overall structure, KC Ecology have confirmed that a Preliminary Ecological Appraisal is not required.

There are no other matters relevant to the determination of this application.

5. Representations

No representations were received following the statutory publicity.

7. Conclusion

This application for the change of use from an agricultural building to a caravan storage site (B8) at adj, Woodland View has been assessed against relevant policies in the development plan as listed in the policy section of the report, the National Planning Policy Framework and other material considerations. Given the acceptable design and lack of harm in terms of visual and residential amenity, the proposed development is considered acceptable.

The NPPF has introduced a presumption in favour of sustainable development. The policies set out in the NPPF taken as a whole constitute the Government's view of what sustainable development means in practice. This application has been assessed against relevant policies in the development plan and other material considerations. It is considered that the development would constitute sustainable development and is therefore recommended for approval.

Recommendation: Approve

Decision Authorisation - Delegated Powers
Application Number: 2025/93458
Officer Recommendation: Approve
Conditions and Reasons

1. The development hereby permitted shall be begun within three years of the date of this permission.
Reason: Pursuant to the requirements of Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in complete accordance with the plans and specifications schedule listed in this decision notice, except as may be specified in the conditions attached to this permission, which shall in all cases take precedence.
Reason: For the avoidance of doubt as to what is being permitted and to ensure the satisfactory appearance of the development on completion, and to accord with Policies LP1, LP2, LP3, LP7, LP21, LP22, LP24, LP30, LP51,

LP52, LP53 and LP60 of the Kirklees Local Plan and the aims of the National Planning Policy Framework.

NOTE: Kirklees Council has powers under Section 60 of the Control of Pollution Act 1974 to control noise from construction sites and may serve a notice imposing requirements on the way in which construction works are to be carried out. It has additional powers under Sections 80 of the Environmental Protection Act 1990 to prevent statutory nuisance including noise, dust, smoke and artificial light and must serve an abatement notice when it is satisfied that a statutory nuisance exists or is likely to occur or recur. Failure to comply with a notice served using the above-mentioned legislation would be an offence for which the maximum fine on summary conviction is unlimited.

NOTE: The granting of planning permission does not override any private legal rights or consents that may be required. It is the responsibility of the applicant / developer to ensure that all appropriate consents are in place prior to any development commencing; during the period of construction existing access for neighbouring properties is maintained; and no damage is caused to the access driveway or surrounding properties.

NOTE: To minimise noise disturbance at nearby premises it is generally recommended that activities relating to the erection, construction, alteration, repair or maintenance of buildings, structures or roads shall not take place outside the hours of:

- 07.30 and 18.30 hours, Mondays to Fridays
- 08.00 and 13.00hours, Saturdays
- With no working Sundays or Public Holidays

In some cases, different site-specific hours of operation may be appropriate. Under the Control of Pollution Act 1974, Section 60 Kirklees Environment and Transportation Services can control noise from construction sites by serving a notice. This notice can specify the hours during which the works may be carried out.

Plans and specifications schedule:

Plan Type	**Reference**	**Revision**	**Date Received**
Site Location Plan	2950/001	-	15/12/2025
Topographical Survey	2950/002	a	15/12/2025
Proposed Caravan Storage	2950/003	-	15/12/2025
Access Statement	2433	A	15/12/2025
Planning Support Statement	-	-	15/12/2025

Climate Change Statement	-	-	15/12/2025

Pursuant to article 35 (2) of the Town and Country Planning (Development Management Procedure) Order 2015 and guidance in the National Planning Policy Framework, the Local Planning Authority have, where possible, made a pre-application advice service available, complied with the Kirklees Development Management Charter 2024 and otherwise actively engaged with the applicant in dealing with the application. In this case, the design of the original scheme has been found acceptable.

Dated: 29/01/2026