

**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:	2026/62/90670/E
Site Address:	68, Farnley Moor, Brockholes Road, Farnley Tyas, Huddersfield, HD4 6UW
Description:	Extension to existing equestrian menage
Recommending Officer:	Elenya Jackson

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-Jun-26

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Officer Report

Reference No. 2026/90670

Site Address: 68, Farnley Moor, Brockholes Road, Farnley Tyas, Huddersfield, HD4 6UW

Proposal: Extension to existing equestrian manège

Site Description

68 Farnley Moor, Brockholes Road, Farnley Tyas, Huddersfield is a stone built residential property which has previously been extended via a garage and utility room and equestrian barn.

To the east of the site is a field that has previously received permission for an all-weather riding arena and this field is the location which this application relates.

The site is bordered by Thurston land Road to the east and Brockholes Road to the North.

The site is located in a rural location with open aspect to the south. A number of larger farm units are located to the south-east with fields between.

Description of Proposal

The application seeks planning permission for alterations to the previously approved manege. The proposed works are to increase the size of the manège to approximately 52m in length and 35m in depth and the associated engineering operations for the structure.

Works have previously been undertaken on site and the application has been received following contact from KC Planning Enforcement.

History of negotiations / amendments received

Officers requested further landscaping details to reduce the proposals prominence from the public realm.

Relevant Planning History

2013/62/91653/E: Formation of all weather equestrian riding arena.
Conditional full permission.

Representations

The application was publicised by site notice, which expired on 1st May 2026. As a result of the above publicity, no representations have been received.

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 Biodiversity: No comments

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 21** - Highways and Access
- **LP 22** - Parking
- **LP 24** - Design
- **LP 30** - Biodiversity and Geodiversity
- **LP 52** - Protection and Improvement of Environmental Quality
- **LP 56** - Facilities for Outdoor Sport, Outdoor Recreation and Cemeteries

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 11** - Making Effective Use of Land
- **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
- **Chapter 16** – Conserving and Enhancing the Historic Environment

Other Guidance Documents:

- Highways Design Guide SPD (adopted 4th November 2019)
- Biodiversity Net Gain Technical Advice Note (adopted 29th June 2021)

- Planning Applications Climate Change Guidance (2021)

Assessment

1. Principle of Development

Principle of development within the Green Belt

Chapter 13 (Protecting Green Belt Land) of the National Planning Policy Framework (December 2024) sets out at Paragraph 142 that the Government attaches great importance to Green Belt Land. 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. The NPPF goes on to establish that the purposes of the Green Belt are:

- a) to check the unrestricted sprawl of large built-up areas;
- a) to prevent neighbouring towns merging into one another;
- b) to assist in safeguarding the countryside from encroachment;
- c) to preserve the setting and special character of historic towns; and
- d) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Paragraph 153 states that *“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 (footnote 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.

Paragraph 154 of the NPPF refers to exemptions to these criteria and outlines . Development in the Green Belt is inappropriate with the certain exceptions including:

‘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.’

As the proposal is for an extension to an existing manège, LP56 of the Kirklees Local Plan is also considered relevant to this proposal as Policy LP56 states that in the Green Belt proposals for appropriate facilities associated with outdoor sport, outdoor recreation or cemeteries will normally be acceptable as long as the openness of the Green Belt is preserved and there is no conflict with the purposes of including land within it.

LP56 continues: “Proposals should ensure that;

- a) *the scale of the facility is no more than is reasonably required for the proper functioning of the enterprise or the use of the land to which it is associated;*
- a) *the facility is unobtrusively located and designed so as not to introduce a prominent urban element into a countryside location, including the impact of any new or improved access and car parking areas*
- b) *in the case of all-weather riding arenas or other facilities for the exercising of horses, the degree of engineering operation required and the resultant re-grading of land, including any earth mounding and retaining structures, does not result in incongruous or discordant landform out of character with its setting that cannot be mitigated through the use of appropriate hard and soft landscape techniques.”*

The application has been supported by additional statements which detail the capacity and requirements on site. It is considered that the manège would be of a necessary size and layout for a facility of this type. It can therefore be considered to be reasonably required and an appropriate facility for outdoor sports and recreation. As such, the proposed development would accord with part (a).

Due to the existing boundary treatments and the topography of the site, the riding manège would be visible from public vantage points. Whilst the increase in the scale would have an impact visually, encroaching further into former field, it should be considered in context and positioning. Due to the ongoing use of the site, scale increase, requirements associated with this particular site along with landscaping to mitigate the impact, the increase can, on balance, be supported.

As such, the proposal would not introduce a prominent urban element into a countryside location and would preserve the openness of the Green Belt, complying with part (b).

It is also noted that an element of ground works are required to be undertaken to form the riding manège; however, this is a continuation of the existing relationship due to the site previously being levelled. As such, the proposed works would not result in significant alterations to the landscape and would not result in an incongruous landform out of character with its setting in accordance with part (c).

On this basis, it is considered that the proposed development constitutes an acceptable form of development in the Green Belt and that the proposal would comply with Policy LP56 of the Kirklees Local Plan and 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 manège proposed would have an overall length of approx. 52m and a depth of approx. 35m. This size is considered reasonable and functional for use in this specific instance. The manège would be enclosed by a timber fence and officers have secured additional landscaping details to ensure the proposal would not appear overly prominent or incongruous within the rural landscape. Subject to condition it is considered that the proposed development would not have a detrimental visual impact on the character and appearance of the surrounding area due to adequate landscaping mitigation. Having taken the above into account, the proposed development would not cause any significant harm to the visual amenity of the surrounding 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 submitted plans confirm that no residential properties surrounding the application site would be affected by the proposed works. Therefore, it is considered that the proposed development would not cause any undue harm to any neighbouring occupants with regards to overbearing, overshadowing or overlooking.

Having considered the above factors, the development proposed would have an acceptable impact upon the residential amenity of the neighbouring occupants and would comply 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.

The proposal would utilise the existing access and would be continuation of the existing use on site; the supporting documents confirm this is for private ownership and officers consider that the proposal would therefore not materially intensify the use or affect the existing parking arrangements on site.

In view of the above, it is considered that the proposal would not cause any 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 predates 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.

Ecology

KC Biodiversity Officer have confirmed that they have no comments to make on the application. Officers consider it necessary to add a Lighting condition on the application due to the location in the green belt and in a bat alert layer to ensure that there is no detriment to wildlife in the area.

5. Representations

No representations were received following the statutory publicity.

6. Conclusion

This application for the extension of a riding manège at 68, Farnley Moor, Brockholes Road, Farnley Tyas, Huddersfield, HD4 6UW 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: 2026/90670

Officer Recommendation: Approve

Conditions and Reasons

1. 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, LP21, LP22, LP24, LP30, LP52, LP53 and LP57 of the Kirklees Local Plan and the aims of the National Planning Policy Framework.

2. The manège hereby approved shall be used solely for private use by the occupants of the dwelling 68, Farnley Moor, Brockholes Road, Farnley Tyas, Huddersfield, HD4 6UW and shall not be used for any commercial purposes.

Reason: In the interests of highway safety and to avoid causing harm to the visual and open character of the Green Belt as a result of increased vehicular traffic visiting the site and associated activities, in accordance with Policies LP21 and LP56 of the Kirklees Local Plan, as well as Chapter 13 of the National Planning Policy Framework.

3. Prior to the installation of any external lighting, a detailed lighting scheme, developed in accordance with established guidance (e.g. Bat Conservation Trust and Institute of Lighting Professionals (2023) Bats and Artificial Lighting at Night), shall be drafted and agreed with the council. The Sensitive Lighting Strategy will demonstrate that the proposed lighting will not impact upon ecological networks and/or sensitive features. The approved lighting scheme shall be implemented, in accordance with the details previously agreed in writing by the planning authority. All external lighting shall be installed strictly in accordance with the specifications and locations set out within the approved Lighting Strategy and thereafter be retained.

Reason: This condition is necessary in the interests of biodiversity and in accordance with Policy LP30 of the Kirklees Local Plan and Chapter 15 of the National Planning Policy Framework.

4. Within the first planting season following the issuing of this decision notice, the landscaping scheme detailed in 'Proposed landscaping of bank around retained manège' shall be completed. Following completion of the landscaping scheme all areas of soft landscaping shall be retained as soft landscaping for the lifetime of the development. If, within a period of at least five years from planting, any tree, shrub or hedge shall die, become diseased or be removed, it shall be replaced with others of similar size and species.

Reason: ensure the satisfactory appearance of the development and to accord with Policies, LP24 and LP56 of the Kirklees Local Plan and the aims of the National Planning Policy Framework.

NOTE: The conditions relate to Planning Control only. Approval under the Building Regulations may also be required, and the applicant should contact their Building Control Provider for further information. Any other necessary consent must be obtained from the appropriate authority. If the applicant

commences work without discharging conditions, they will be at risk of enforcement action and invalidating the permission if the planning condition is a pre commencement condition.

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
Location plan		-	11/03/2026
Manage plans	21041D-02-P02	-	11/03/2026
Proposed landscaping	WC-431.1b	-	20/05/2026

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. Officers requested details of landscaping during the course of the application.

