

**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:	2025/62/91737/W
Site Address:	70-84, Sheepridge Road, Sheepridge, Huddersfield, HD2 1HG
Description:	Change of use of the land to mixed use as carwash and tyre sales, repair and fitting including associated buildings, creation of new access, parking and works.
Recommending Officer:	Kerri Simpson

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.

Sarah Longbottom

AUTHORISED OFFICER

Date: 09 March 2026

Officer Report – 2025/91737

70-84, Sheepridge Road, Sheepridge, Huddersfield, HD2 1HG

Site Description

The application site is located on the southern side of Sheepridge Road within the defined Sheepridge Local Centre. The site comprises a predominately hard surfaced parcel of land formerly used as a car park, with vehicular access taken from an established access point onto Sheepridge Road.

The site is broadly rectangular in form. At the time of the site visit in November 2025, three shipping containers were positioned within the north-eastern corner of the site. A lightweight single storey structure is located toward the eastern boundary, with a further single storey temporary structure situated along the western side of the site. Signage, washing bays and associated operational paraphernalia were present, and the site is currently in active use as a hand car wash and valeting facility.

The site is bounded to the west by No's 50 to 68A Sheepridge Road, comprising a terrace of mixed use buildings with commercial units at ground floor and residential above. To the east is No. 86 Sheepridge Road of similar composition, to the south by residential properties on Riddings Close and further residential properties opposite to the north.

Planning permission was previously granted under 2020/90952 for the use of the land as a hand car wash for a temporary period, which was implemented but expired on 14th February 2022. A subsequent permission under application 2022/90464 sought the permanent use of the land as a car wash together with associated access works to facilitate a one-way vehicular circulation system within the site. However, the approved access arrangements were not implemented.

The site has been subject to a planning environment investigation in respect of alleged unauthorised building works not carried out in accordance with the 2020/90952 permission. This investigation remains ongoing under reference COMP/21/0202.

Description of Proposal

The Scheme

The current application seeks to regularise the existing car wash development including layout and introduce a tyre sales and servicing use alongside the established hand car wash operation. The proposal includes the creation of a new vehicular access to provide separate entrance and exit points, enabling a one-way circulation system within the site. A new dropped kerb is also proposed to facilitate the revised access layout.

In addition to the existing car wash facility, the scheme introduces a tyre sales and repair workshop with an associated storage area positioned toward the north-eastern part of the site, following the removal of the existing shipping containers. This element comprises the erection of a single-storey structure constructed with corrugated metal walls and roofing, with an approximate depth of 12.2m, a maximum width of around 6.72m, and a height of 2.4m.

The application further seeks to retain the existing single-storey building currently used as office space and W/C, located adjacent to Nos. 66–68 Sheepridge Road. It is noted that under permission 2022/90464, this temporary building was approved only until 7 November 2025, after which its removal was required by condition. The applicant now proposes to retain the structure on a permanent basis, with external improvements including timber cladding and repainting in a coloured finish. The valet area is also proposed to be repositioned toward the south-western side of the site.

The resultant business would operate Monday to Friday between 08:00 and 18:00, on Saturdays between 09:00 and 17:00, and on Sundays between 10:00 and 17:00. The supporting statement indicates that the business would employ two full-time and two part-time staff members.

Supporting Information

In addition to the submitted plans the following documents have been submitted to support the application:

- Planning Statement
- 11144 - Noise Impact Assessment (prepared by Braiden Acoustics Ltd, dated 9th October 2025)
- Climate Change Statement

History of Negotiations / Amendments Received

No negotiations were necessary and no amendments were received.

Relevant Planning History

Ref: 2025/90459

Description: Discharge of details reserved by condition 4 (drainage) of permission 2022/90464

Decision: Pending Consideration

Ref: 2022/90464

Description: Use of land for car wash and access works to create one-way system

Decision: Conditional Full Permission (6 November 2024)

Ref: COMP/21/0202

Description: Alleged unauthorised building not in accordance with permission 2020/90952

Decision: Investigation Opened (5 May 2021)

Ref: 2020/90952

Description: Use of land for car wash

Decision: Conditional Full Permission (15 February 2021)

Ref: 2010/91713

Description: Installation of replacement shop fronts and demolition of existing plots to create a 32-space car park and amenity area including new street lighting and CCTV

Decision: Conditional Full Permission (27 October 2010)

Representations

Publication of the application has been undertaken in accordance with the Council's Development Management Charter (December 2024).

The application has been publicised on the Council's website, and by site notice. The expiry date of the publicity period was the 18th December 2025.

No public letters of representation were received.

Consultation Responses

KC Highways Development Management (12.02.2026 – Formal written comments) – No objection, visibility splays are not shown, but the footway and verge are wide enough to meet requirements. Forming the new access will require works within the adopted highway, which need separate written approval from the Local Highway Authority. A standard access condition and informative are requested to secure the approved access design and ensure the applicant enters into the necessary Section 184 agreement.

KC Environmental Health (08.01.2026 – Formal written comments) – No objection, subject to conditions. The submitted Noise Impact Assessment is not accepted due to unclear and inconsistent noise data. A revised/addendum noise assessment is required. They also request a condition to secure the proposed hours of use (08:00–18:00 Mon–Fri, 09:00–17:00 Sat, 10:00–17:00 Sun) to protect residential amenity.

Allocation and Policy

The site is subject to following planning policy designations and constraints:

- Sheepridge Local Centre
- Development Low Risk Coal

The following legislation, policy and guidance is considered relevant to the determination of this application: -

Kirklees Local Plan

- LP1 Achieving Sustainable Development
- LP2 Place Shaping
- LP21 Highway and Access
- LP22 Parking
- LP24 Design
- LP26 Renewable and low carbon energy
- LP28 Drainage
- LP30 Biodiversity and Geodiversity
- LP51 Protection and Improvement of Local Air Quality
- LP52 Protection and Improvement of Environmental Quality

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 4 Decision-making
- Chapter 6 Building a strong, competitive economy
- Chapter 11 Making effective use of land
- Chapter 12 Achieving well-designed places
- 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.

Supplementary Planning Documents / guidance

Kirklees Highway Design Guide (adopted November 2019)
The Biodiversity Net Gain Technical Advice Note

Legislation

The Town & Country Planning Act 1990 (as amended).
The Planning and Compulsory Purchase Act 2004.
Section 17 of the Crime and Disorder Act 1998 (as amended)

The Conservation of Habitats and Species Regulations 2017

Section 38(6) of the Planning and Compulsory Purchase Act 2004 sets out that in considering planning applications the determination must be made in accordance with the plan unless material considerations indicate otherwise

Assessment

The following matters are considered in the assessment below –

1. Principle of development
1. Impact upon the character and appearance of the area
2. Impact upon residential amenity
3. Impact upon highway safety
4. Ecology and Biodiversity
5. Ground Conditions
6. Climate Change
7. Other matters
8. Representations
9. Conclusion

1.Principle of Development

Sustainable Development

NPPF Paragraph 11 and LP1 outline a presumption in favour of sustainable development. Paragraph 8 of the NPPF identifies the dimensions of sustainable development as economic, social and environmental (which includes design considerations). It states that these facets are mutually dependent and should not be undertaken in isolation. The dimensions of sustainable development will be considered throughout the proposal.

Local Centre

Policy LP1 of the KLP states that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in chapter 2 of the National Planning Policy Framework. Policy LP2 sets out that all development proposals should seek to build on the strengths, opportunities and help address challenges identified in the Local Plan. Policy LP24 of the KLP is relevant and states that “good design should be at the core of all proposals in the district”. The site is within Sheepridge Local Centre within the Local Plan proposals map.

Planning permission was granted under application reference 2022/90464 for the permanent use of the site as a hand car wash. That permission has been implemented, and the use is established in planning terms. The principle of a car wash operation within this Local Centre location has therefore already been accepted.

It is noted that condition 4 (drainage) attached to permission 2022/90464 has not been formally discharged, although it is the subject of Discharge of Condition application ref 2025/90459. However, this does not negate the grant or implementation of planning permission for the use. The present application therefore falls to be determined on its planning merits, including consideration of whether matters previously controlled by condition give rise to any ongoing concerns.

The current application seeks to retain the existing car wash use and introduce a tyre sales and servicing use within the site. Whilst car washes are sui generis and not defined as main town centre uses, the site occupies an established commercial frontage within the Sheepridge Local Centre and the proposed tyre servicing element represents a service based commercial activity. In land use terms, the proposed activities are broadly compatible with the retail and service function of the Local Centre.

Accordingly, the principle of development is considered acceptable, subject to detailed assessment of visual amenity, residential amenity, highway safety, drainage and other material planning considerations, as set out below.

2. Impact on character and appearance of the area

Visual Amenity

Section 12 of the NPPF discusses good design. Good design is a key aspect of sustainable development; it creates better places in which to live and work and helps to make development acceptable to communities. Local Plan Policies LP1, LP2 and most importantly LP24, are all also relevant. All the policies seek to achieve good quality design that retains a sense of local identity, which is in keeping with the scale of development in the local area and is visually attractive.

Local Plan Policy LP24(a) states that all proposals should promote good design by ensuring the following: *the form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape*.

Under permission re 2022/90464, the Local Planning Authority concluded that the change of use of the land for car washing would not in itself give rise to significant harm to visual amenity. However, concern was expressed regarding the installation of portable or temporary buildings, noting that such structures in urban area are generally not encouraged as they are unlikely to harmonise visually with their surroundings and are typically permitted only for a limited period.

The previous decision therefore imposed a time restriction on the single storey structure/cabin to the southwest containing the staff office and W/C, whilst acknowledging that the appropriate length of time would depend on the nature of the structure, the character of the surrounding area and other site-specific factors. Officers also recognised that the installation of timber

cladding, the replacement of the cabin with a higher quality structure or modifications to its appearance could justify a longer-term permission. In reassessing the proposal, it is necessary to consider whether the retention and associated structures, having regard to the established use and the prevailing commercial and utilitarian character of the site, would now result in material harm to the character or appearance of the area.

In the current case, the cabin located toward the south-western part of the site would remain modest in scale and single storey in form. It is read against an established context of commercial development and hard standing, and does not project prominently into the street scene. Its siting was accepted under the previous permission and remains unchanged. The submitted details indicate that the cabin is intended to be externally improved through the application of timber cladding and repainting in a coloured finish. Whilst no scaled elevation drawings of the existing structure have been provided, it is considered reasonable and necessary, in the interests of visual amenity and in accordance with LP24 of the Kirklees Local, to secure by condition the submission and approval of scaled elevations and details of the proposed materials and colour finish prior to installation. Subject to the approval and implementation of such improvements, the continued retention of the cabin would not give rise to unacceptable harm to the character or appearance of the area.

The proposed tyre sales and repair workshop would represent a frontage of circa 6.7m and would be set back circa 6.75m from the highways. The structure would be single storey in form and constructed in corrugated metal cladding. Associated storage would extend rearwards in an L-shaped arrangement along the site boundary. Whilst utilitarian in appearance, the building would be read within an established commercial forecourt characterised by hardstanding and the existing ancillary structures. The set back from the highway coupled with the modest height, and its positioned circa 3m from the boundary with No.86 Sheepridge Road but no further forward than its building line, it is not considered that it would appear unduly prominent. Details of the proposed metal cladding and colour are to be secured by condition.

The proposal would also see the repositioning of the valeting bay, towards the retained cabin in the southwestern corner of the site. This would remain as an open-sided and visually unobtrusive structure.

It is therefore considered that subject to the above conditions, the development would not give rise to significant harm to visual amenity or the character of the area, in accordance with Policy LP24 of the Kirklees Local Plan and Chapter 12 of the National Planning Policy Framework.

3. Impact on Residential Amenity

Sections B and C of LP24 states that alterations to existing buildings should:

“...maintain appropriate distances between buildings’ and ‘...minimise impact on residential amenity of future and neighbouring occupiers.”

Further to this, Paragraph 130 of the National Planning Policy Framework states that planning decisions should ensure that developments have a high standard of amenity for existing and future users.

The site is located within a mixed commercial and residential area, with neighbouring dwellings in relatively close proximity. It is acknowledged that hand car wash operations and tyre servicing activities have the potential to generate noise, including from pressure washing equipment, vehicle movements, air compressors and impact tools.

Noise

Under a previous permission reference 2020/90952, Environmental health concerns regarding potential noise impacts led to a temporary consent being granted in order to monitor the effects on residential amenity. Under planning permission reference 2022/90464, it was accepted that at the time of that application the car wash had been in operation for in excess of 12 months, within Environmental health confirming that no substantiated noise complaints had been recorded during that period. As a result it was concluded that noise or disturbance would not provide a defensible reason to refuse the application and that permanent permission for the car wash can be granted subject to conditions limited the hours of operation to 8am to 6pm Monday to Saturday, and 10am to 4pm on Sundays.

The current application seeks to retain the car wash use and introduce a tyre sales and fitting facility. A Noise Impact Assessment has been submitted; however, Environmental Health have raised concerns regarding inconsistencies within the submitted data and have advised that the report, in its current form, cannot be relied upon. Notwithstanding this, Environmental Health have not objected to the proposal in principle and have recommend a pre-commencement condition requiring the submission of a revised addendum Noise Impact Assessment to fully assess predicted noise levels and secure any necessary mitigation.

The proposed hours of operation 8am to 6pm Monday to Friday, 9am to 5pm Saturday and 10am to 5pm Sundays are considered reasonable within this mixed-use context and Environmental Health have raised no objection to these hours, subject to their control by condition.

Daylight/Sunlight and Enclosure

The retained cabin/structure would remain in its existing position. Although its projects beyond the rear building line of the neighbouring property to the west, it maintains adequate separation from the side elevation and does not face habitable room windows at a corresponding level. By reason of its single-storey scale and siting, the structure would not give rise to material loss of light, outlook or undue enclosure.

Similarly, the proposed tyre sales and storage unit to the east would run parallel to the boundary with No.86 Sheepridge Road. There are no-side facing habitable room windows directly affected, and given the modest scale of the building, it is not considered that unacceptable enclosure or loss of daylight would arise.

Conclusion on amenity

Having regard to the established operation of the car wash without recorded complaint, the car wash without recorded complaint, the mixed commercial character of the area, and the ability to secure further detailed noise assessment and mitigation by condition prior to commencement of the tyre servicing use, it is considered that the development would not give rise to unacceptable harm to residential amenity. Subject to the imposition of appropriate conditions, the proposals accords with Policies LP24 and LP52 of the Kirklees Local Plan and Chapters 12 and 15 of the National Planning Policy Framework.

4. Impact on Highway Safety

Policy LP21 of the Kirklees Local Plan requires development to provide safe, convenient, and efficient access for all users, including pedestrians, cyclists, public transport users and vehicles. Proposals must not result in an unacceptable impact on the highway network.

Policy LP22 sets out parking requirements stating that developments should provide appropriate provision for vehicles in accordance with the Council's adopted parking standards. This includes on-site parking for residents and visitors, as well as provision of servicing and deliveries where relevant.

These policies are underpinned by Chapter 9 of the NPPF which requires that development proposals ensure safe and suitable access for all users, mitigate any significant impacts on the transport network, and provide adequate opportunities for sustainable travel.

The application site fronts Sheepridge Road and proposed a revised access arrangement comprising a new vehicular entrance and separate exit, operating on a one-way circulation system through the site. Vehicles would enter from the eastern access, proceed through the tyre sales and service area and car wash route and exit via the western access onto Sheepridge Road. A dropped kerb is indicated, and internal arrows clearly define the intended flow of traffic.

The submitted layout demonstrates a logical circulation route, reducing the potential for vehicle conflict within the site. The one-way system assists in managing movements associated with the proposes operations and minimises the likelihood of reversing manouevres onto the highway. The internal arrangement provides adequate space for vehicles to queue within the site, thereby reducing the risk of overspill into Sheepridge Road.

The Highways Development Management Team has confirmed that there is no objection in principle. Whilst visibility splays have not been formally demonstrated, the Authority advises that the footway and verge width are sufficient to achieve adopted highways standards and that the proposal can be accepted without further visibility drawings on this occasion. The formation of the new access and associated works within the adopted highway will require separate approval from the Local Highway Authority, likely via a Section 184 agreement under the Highways Act 1990. A conditions recommended to secure construction of the approved access prior to first use of the development in the interests of highway safety.

Subject to the imposition of the recommended conditions and informatives, the proposal is considered acceptable in highway safety terms and accords with Policy LP21 of the Kirklees Local Plan, the Highways Design Guide SPD, and Chapter 9 of the National Planning Policy Framework.

5. Ecology and Biodiversity

The Biodiversity Net Gain (BNG) Technical Advice Note provides local context on implementing BNG and reflects the statutory requirement introduced by the Environment Act 2021, which mandates a minimum 10% biodiversity net gain for most developments.

Chapter 15, Paragraphs 190, 191, 192, 194 and 195 of the NPPF (December 2024) collectively seek to protect and enhance the natural environment by securing measurable biodiversity net gains, safeguarding irreplaceable habitats, and ensuring that harm to biodiversity is avoided, mitigated or, only where absolutely necessary, compensated.

Policy LP30 of the Kirklees Local Plan seeks to ensure that development proposals protect and enhance the natural environment. This includes safeguarding species and habitats of principal importance, avoiding significant harm to biodiversity, and securing measurable biodiversity net gains wherever possible.

Policy LP33 of the Kirklees Local Plan sets out the Councils approach to the protection and integration of trees in new development, recognising their contribution to visual amenity and biodiversity.

Principle 7 of the Housebuilders Design Guide Supplementary Planning Document is also of relevance. Which seeks to ensure existing features such as trees, habitats and landscape features are retained. Principle 9 requires that net gains in biodiversity are provided.

The proposal relates to the continued use of an existing area of hardstanding and the retention of associated structures. The site comprises entirely previously developed land with no areas of vegetated habitat affected by the development. As the proposal does not result in the loss of any on-site habitat and affect less than 25sqm of non-priority habitat, it falls within the exemptions

set out under Regulation 4 of the Biodiversity Gain Requirements (Exemptions) Regulations 2024.

In light of the above, the proposal is considered to accord with Policy LP30 of the Kirklees Local Plan and Chapter 15 of the National Planning Policy Framework, in so far as it does not result in harm to biodiversity or ecological interests.

6. Ground Conditions

Chapter 15 of the NPPF promotes safe and healthy living environments and requires that land contamination and other environmental constraints are considered and mitigated as part of the planning process. Policies LP51 and LP53 of the Kirklees Local Plan seek to ensure that development does not cause, or result in exposure to, pollution or environmental risks that would be harmful to human health or the environment. These policies require developments to be appropriately assessed and, where necessary, remediated to ensure that sites are suitable for their intended use.

The site is not identified as contaminated nor potentially contaminated land. The site lies within Coal Authority Development Low Risk Area. In accordance with the Mining Remediation Authority's Standing Advice, no further assessment or mitigation required. In light of the above, it is considered that the development would comply with Policy LP53 of the Kirklees Local Plan and with Paragraphs 196 and 197 of the National Planning Policy Framework.

7. Drainage

Chapter 14 of the NPPF seeks to direct development away from areas at risk of flooding and ensure that new development does not increase flood risk elsewhere. It also requires that surface water is managed using SuDs where possible and that developments are supported by appropriate drainage infrastructure, taking into account ground conditions and pollution risk.

Policy LP28 of the Kirklees Local Plan reflects these national objectives, requiring all new development to incorporate appropriate foul and surface water drainage arrangements, including SuDs where feasible, and to ensure that any such infrastructure does not increase flood risk or lead to pollution on or off site.

Planning permission was previously granted for use of the site as a car wash. In determining that application, Yorkshire Water and the Lead Local Flood Authority raised concerns regarding the potential for contaminated wash water entering the public sewer network and recommended the provision of appropriate interception and silt management measures.

The submitted site layout drawing indicates the installation of a full retention interceptor to treat surface water arising from the car wash area prior to discharge to the public sewer. However, the submitted information does not clearly demonstrate the full drainage arrangement or confirm how the gullies

and interceptor connect prior to discharge. Yorkshire Water previously raised concerns regarding the adequacy of the drainage details submitted under discharge of conditions application ref 2025/90459 for the discharge of condition 4 (Drainage).

Given the historic consultee advice, particularly in relation to application reference 2022/90464, and the inherent pollution risk associated with the existing and proposed use, it is considered necessary to impose a condition requiring the submission and approval of a detailed interceptor and drainage scheme. Subject to such a condition, the proposal would adequately safeguard the public sewer network and aquatic environment in accordance with Policies LP28 and LP32 of the Kirklees Local Plan.

The operator will also require any relevant trade effluent consent from the statutory sewerage undertaker (Yorkshire Water) under separate legislation.

8. 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.

The applicant has submitted a Climate Change Statement in support of the application. Given the scale of development, opportunities for additional renewable energy provision are limited. Materials will be sourced locally where practicable and construction undertaken by local contractors.

The site lies outside Flood Zones 2 and 3. Surface water and pollution control measures, including an oil interceptor, will be secured by condition. Soft landscaping and water reuse measures are proposed where appropriate. Having regard to the nature and scale of the proposal, it is considered a proportionate response to climate change objectives and it is not considered to conflict with the Council's aims in achieving net zero nor would the proposal conflict with Policy LP51 of the Kirklees Local Plan and Chapter 14 of the National Planning Policy Framework.

9. Representations

There were no public letters of representation received.

10. Conclusion

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; the proposed development would constitute sustainable development and is therefore recommended for approval.

**Recommendation
PERMISSION**

CONDITIONAL FULL

Decision Authorisation: Delegated Powers

Application Number: 2025/91737

Officer Recommendation: CONDITIONAL FULL PERMISSION

Conditions

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 (as amended).
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 accord with policies Policy LP21, 22, 24, 34 and 52 of the Kirklees Local Plan and Chapter 12 of the National Planning Policy Framework.
2. The premises, shall not be open for business including deliveries to or dispatches from the premises, outside the hours of:
 - 08:00 - 18:00 Monday - Friday
 - 09:00 - 17:00 Saturday
 - 10:00 - 17:00 Sunday and Bank Holidays**Reason:** To ensure that the proposed uses do not give rise to the loss of amenity to nearby residential properties, by reason of noise or disturbance at unsociable hours, to accord with the aims of Policies LP24 and LP52 of the Kirklees Local Plan and Chapters 12 and 15 of the National Planning Policy Framework.
3. Prior to the first use of the tyre sales, repair and fitting use hereby permitted, a further/addendum noise assessment report by a suitably competent person shall be submitted to and approved in writing by the Local Planning Authority. The report shall include:

- a) an assessment of all noise emissions from the proposed development
- a) details of existing background and predicted future noise levels at the boundary of the nearest noise sensitive premises
- b) a written scheme of how the occupants of the above-mentioned noise sensitive premises will be protected from noise from the proposed development including details of all necessary noise attenuation

The tyre sales, repair and fitting use shall not be brought into operation until all works comprised within the measures specified in the approved report have been carried out in full and such measures shall be thereafter retained. **Reason:** To ensure the proposed development does not cause harmful noise pollution within neighbouring noise sensitive locations, in the interest of amenity, to comply with the aims and objectives of Policies LP24 and LP52 of the Kirklees Local Plan and Chapters 12 and 15 of the National Planning Policy Framework.

4. Prior to the construction of the proposed tyre sales and repairing workshop and storage as shown on drawing no sheet 1 and sheet 3, dated 29/05/2025, details of the external materials to be used in its construction shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details. **Reason:** To ensure a satisfactory appearance of the development in the interest of visual amenity in accordance with Policy LP24 of the Kirklees Local Plan and Chapter 12 of the National Planning Policy Framework.
5. Within 16 weeks of the date of this permission, details of the external material to be used in the finishing of the existing "Reception and Office WC and Staff facilities" as shown on drawing no Sheet 1, dated 29th May 2025, shall be submitted to and approved in writing by the Local Planning Authority. The approved materials shall be installed within 8 weeks of the written approval and thereafter retained. **Reason:** To ensure a satisfactory appearance of the development in the interest of visual amenity, in accordance with Policy LP24 of the Kirklees Local Plan and Chapter 12 of the National Planning Policy Framework.
6. Within 16 weeks of the date of planning permission being granted, a scheme shall be submitted to and approved in writing by the Local Planning Authority which details a suitable interceptor / separator to remove pollutants from run-off water before they enter the public sewer network. Any interceptor / separator thereby approved shall be installed and made operational within 21 days of the issuing of written approval of the scheme by the Local Planning Authority. The approved scheme shall thereafter be retained as such and maintained in accordance with the manufacturer's instructions. **Reason:** To prevent pollutants from entering the public sewer network and thereby ensure that no deterioration of water courses occurs, in accordance with the aims of

Policy LP32 of the Kirklees Local Plan and Chapter 15 of the National Planning Policy Framework.

7. The means of access to and from the site shall be constructed in accordance with the approved access details shown on the approved plans (Planning Issue Sheet 1 dated 29/05/2025). The access shall be fully constructed and made operational prior to first use of the tyre sales, repair and fitting use hereby permitted and thereafter retained and maintained for the lifetime of the development. **Reason:** In the interest of highway safety and to ensure the safe and free flow of traffic in accordance with Policy LP21 of the Kirklees Local Plan and Chapter 9 of the National Planning Policy Framework.

NOTE: The granting of planning permission does not authorise the carrying out of works within the highway, for which the written permission of the Local Highway Authority is required. You are required to consult the Local Highway Authority Design Engineer (Kirklees Street Scene: 01484 221000) at the earliest opportunity in the development process to obtain approval of the design details, agree the mechanism for delivery, and obtain the necessary permissions / permits to enable the delivery of the site access(es).

This process will involve entering into a Section 184 agreement of the Highways Act 1980 or other appropriate agreement to enable delivery of the works. The applicant is advised to make early contact with the Local Highway Authority Design Engineer, to ensure that the delivery of the works does not delay occupation of the development.

Please also note that the construction of vehicle crossings within the highway is deemed to be major works for the purposes of the New Roads and Street Works Act 1991 (Section 84 and 85). Interference with the highway without such permission is an offence which could lead to prosecution.

NOTE: The developer is reminded that, notwithstanding the granting of planning permission, the development will require a permit from the relevant water undertaker (in this case Yorkshire Water) to discharge trade effluent into the public sewer network.

NOTE: The granting of permission does not override the requirements of the Wildlife and Countryside Act 1981 (as amended) or the Conservation of Habitats and Species Regulations 2017 (as amended). The applicant is reminded that, under these Acts, it is an offence to kill, injure or disturb bats, or to damage or destroy the breeding sites or resting places of bats or wild birds. If bats or evidence of bats are discovered during works, all works should cease immediately, and the advice of a suitably qualified ecologist should be sought.

NOTE: No construction related noise shall be audible beyond the site boundary outside the hours of:

- 07.30 to 18.30 hours Mondays to Fridays
- 08.00 to 13.00 hours Saturdays

With no construction related noise audible beyond the site boundary on Sundays or Bank/Public Holidays. To safeguard the amenities of the occupiers of nearby properties in accordance with part 15 of the NPPF and LP52 of the Local Plan.

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.

Plans and specifications schedule: -

Plan Type	Reference	Version	Date Received
Proposed Car Wash And Tyre Fitting Facility, Site Plan, Location Plan	SHEET 1	-	23/10/2025
Existing Car Wash Facility	SHEET 2	-	23/10/2025
Proposed Elevation A, B, C and D	SHEET 3	-	23/10/2025
Proposed Rear, Front, Side and Side Elevation, Proposed Plan (Valeting Area)	SHEET 4	-	23/10/2025
Planning Statement		-	23/10/2025
Noise Impact Assessment	11144	-	23/10/2025

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 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. No amendments or negotiations were required.

Report Dated: 04/03/2026

