February 2026

PLANNING, STATEMENT

REFURBISHMENT AND EXTENSION OF FORMER PETROL FILLING STATION AND CAR SALES PREMISES AT ROCKWOOD GARAGE - WAKEFIELD ROAD, GRANGE MOOR, HUDDERSFIELD, WF4 4DS.

Job 2797

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		Page No.
	CONTENTS	2
1	INTRODUCTION	3
2	APPLICATION SITE	3
3	PROPOSAL	4
4	CURRENT & PREVIOUS USES	4
5	FORMAL PLANNING HISTORY	5
6	MOST RECENT APPROVAL	5
7	COMPARATIVE FLOOR SPACE	6
8	NATIONAL POLICY	6
9	KIRKLEES LOCAL PLAN	7
10	POLICY ASSESSMENT GREEN BELT	8
11	LOCATION CONSIDERATIONS	13
12	CONCLUSION	14

APPENDICES See Separate Document

SECTION 1: INTRODUCTION

1. This statement has been prepared to support the planning application for the refurbishment and extension of the former petrol filling station and car sales premises known as Rockwood Garage located on Wakefield Road in Grange Moor.

2. The statement provides the planning policy background in relation to the development and takes into account information on policy matters and its location.

3. The aims of the statement are to show that the proposal is compatible with both national and local planning policy in particular the National Planning Policy Framework and the Kirklees Local Plan as adopted (2023).

4. In addition, the statement will also address the following factors:

    - **Intended Uses -** What the land and buildings will be used for.
    - **Amount of Proposed Development its Scale** - Floorspace, volume and heights with a comparison to recent approvals at the site.
    - **Location Factors** – Benefits of development to the settlement of Grange Moor

5. To support this statement three other planning based statements are provided. These are:

    - Highways Statement
    - Town Centre Uses and Retail Statement
    - Hot Food Takeaway Statement

6. Each of these deal with specific matters and set out the development, where appropriate, with relevant national and local policy.

SECTION 2: APPLICATION SITE

7. The site lies approximately 200 metres to the west of Grange Moor Roundabout where the A642 Wakefield Road meets the A637. The site lies at the very edge of Grange Moor. The settlement boundary (as defined by the Kirklees Local Plan) is located 180m to the east.

8. The site is located within an established mixed-use area at Grange Moor crossroads and occupies a prominent frontage to Wakefield Road. Grange Moor Industrial Estate lies to the east. There is a mixture of industrial, office, residential and retail uses clustered around the junction of Barnsley Road and Wakefield Road.

9. Grange Moor is accessible by foot via footpaths on Liley Lane and Wakefield Road. The edge of the main part of the village is located 600m from the site.

10. There are bus tops on Liley Lane close to the junction with Jubilee Way – buses (230/2030A/231) serve Huddersfield, Wakefield and Dewsbury. The stops are located 430m from the application site.

11. In terms of structures on the site, these are numerous and include:

- A Petrol Filling Station (PFS) canopy
- A main building that formed part of the PFS/car sales business and had evidence of being used as a shop.
- An extension to the rear
- Various hard standings to front and rear

SECTION 3: PROPOSAL

12. The proposal subject of this application comprises the following elements:

    a. Within the Existing Building. Use of existing building for:

        - Petrol Filling Station (PFS) with an ancillary retail unit – 240m^2
        - Hot Food Takeaway – 96m^2
        - First Floor Office Unit – 148m^2

    b. Replacement Canopy for PFS

    This will measure 15m wide by 18m long and 5.4m high and will sit over the petrol pumps at the front of the premises.

    c. Within Forecourt and Circulation Area

        - Provision of 12 pumps across 6 islands
        - Provision of replacement petrol tanks
        - Provision of 2 E.V. charging bays
        - Provision of 1 car wash facility
        - In/Out access arrangement onto Wakefield Road
        - Ancillary parking to serve the site
        - Bin store and cycle parking

    d. Rear Extension

    Extension to the rear of the building to provide space for car sales, repairs with ancillary offices in a mezzanine floor. This creates 360m^2 of floorspace (including mezzanine).

SECTION 4: CURRENT AND PREVIOUS USES

13. The site has been used for car related activity including sales, repairs and petrol filling services and other activity for over 50 years. The site comprises a building, most recently used for car sales/showroom, and associated land which is used for the storage of vehicles. The structures on the site reflect its use as a garage and in particular a petrol filling station (PFS) – the old canopy being the most obvious feature which dates back to 1990.

14. The photographs listed in the appendices show that the site was occupied by a garden centre for a short period, but this business ceased around 2015, and the site reverted back to use for car sales.

15. We understand there was some enforcement activity at that time but no formal notice is evident. The key reference is COMP/12/0255. The matter was closed in 2016. Notes state that the breach was regularised.

Date of Photographs	Typical Uses Shown
2008	Shows: Petrol pumps, Shop and Car sales on forecourt – see Appendix 1
2010	Shows: as above plus car wash facilities evident – see Appendix 2
2012	Shows: 'Rockwood Garden Centre' begins - see Appendix 3
2016	Shows: Return to Red and Co. – Car Sales - see Appendix 4
2018	Shows: Car Sales – Pennine Auto's - see Appendix 5
2019 - 2023	As above
2024	Shows: 'Fleetsales' – Van sales - see Appendix 6

Table 1 – History of previous uses: Source Google Earth Historic Maps

16. Ariel photographs dating back to 2008 have been used to track the various uses on the site. These are set out in Table 1 with photographs within the Appendices document.

SECTION 5: FORMAL PLANNING HISTORY

17. The site has the following formal planning applications of note:

Application Number	Description of Development	Decision & Date
1. 90/04732	Erection of Canopy over petrol Pumps	Approved – Sept 1990
2. 2002/92177	Advertisement Consent	Refused - Jan 2003
3. 2003/90340	Advertisement Consent	Granted – March 2003
4. 2015/90897	Erection of Shop, café and 3 Green Houses	Withdrawn
5. 2023/92677	Advertisement Consent	Granted - Nov 2023
6. 2023/92129	Change of Use to Car Sales/Extensions and Hardstanding areas	Approved - August 2025

Table 2 – Planning History

SECTION 6: DETAILS OF THE MOST RECENT APPROVAL – REFERENCE NUMBER 2023/92129

18. The most recent application was approved in August 2025. This application was for the use of the site for car sales and the erection of a rear extension to house various aspects of a prestige car dealership. This permission has not been implemented.

19. The main aspect of this application related to the overall extension work and its appropriateness within the Green Belt. Following several changes a compromise size was settled on.

20. This is an important decision as it established the extent of work that is deemed acceptable to meet the tests set out in NPPF for redevelopment/extensions in the Green Belt. The officer delegated report can be accessed via this link - here. This application will be referred to in the assessment of the application in later parts of this statement.

SECTION 7: COMPARATIVE FLOOR SPACE, VOLUMES AND HEIGHTS

21. The table below sets out the volumes and floor areas of the exiting building, that approved as planning application 2023/92129 and what is now proposed. All figures include a volume calculation for the canopy.

Original Buildings		Resulting Approval Aug 2025 (2023/92129)		Proposal	
Volume (m^3)	Area (m^2)	Volume (m^3)	Area (m^2)	Volume (m^3)	Area (m^2)
3139	1006	4355	1265	3603	1101

Table 3 – Floor Area and Volume Calculations

22. In terms of heights there are two elements to consider here. Firstly, the rear extension, this will have the same height to that approved under the previous consent. In fact, this element replicates that already approved. Secondly, the canopy to the front increases its height from 4.2m to 5.4m to match the height of the existing building and to allow tankers and larger vehicles to pass under.

SECTION 8: RELEVANT PLANNING POLICY – NATIONAL

National Planning Policy Framework

23. The revised National Planning Policy Framework (NPPF) was published in 2021. It has since been amended with reference to Green Belt matters in 2024 and 2025.

24. The NPPF is the overarching national planning policy document and provides direction on plan-making and decision taking in England. Key policies contained within the NPPF which are considered relevant to the application proposals are set out below.

25. Paragraph 7 of the NPPF notes that the purpose of the planning system is to contribute to the achievement of sustainable development, the objective of which can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

26. Paragraph 8 identifies that achieving sustainable development means that the planning system has three overarching and interdependent objections which are:

    a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.

    b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built, and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy'

27. The NPPF states clearly at paragraph 9 that these are not criteria against which every decision can or should be judged against, and notes that policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

28. Paragraph 39 requires Local Planning Authorities to approach decision making in a positive and creative way and to approve applications for sustainable development where possible. Paragraph 48 requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise.

Sections of NPPF Most Relevant to this Application

29. Section 13 focuses on protecting Green Belt Land, with paragraph 143 setting out the five purposes of Green Belt, which are to:

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

30. Further paragraphs relevant to the determination of this proposal are set out in the assessment below.

31. It should be noted other matters of national policy are dealt with the accompanying statements outlined in paragraph 5 above.

SECTION 8: RELEVANT PLANNING POLICY - KIRKLEES LOCAL PLAN

32. The policies most relevant to this application are:

- LP 1 – Achieving Sustainable Development
- LP 2 – Place Shaping
- LP 7 – Efficient and Effective Use of Land and Buildings
- LP13 – Town centres
- LP16 - Food and drink uses and the evening economy
- LP 20 – Sustainable Travel
- LP 21 – Highways Safety and Access
- LP 22 – Parking
- LP 24 – Design
- LP26 – Renewable and low carbon energy
- LP 28 – Drainage
- LP 30 – Biodiversity and Geodiversity
- LP 32 – Landscape
- LP 33 – Trees

- LP47 - Healthy Lifestyles
- LP 51 – Protection and Improvement of Local Air Quality
- LP 52 – Protection and Improvement of Environmental Quality
- LP 53 – Contaminated and Unstable Land
- LP 57– The extension, alteration or replacement of existing buildings

33. Matters relating to Policies LP13, LP16, LP20, LP21, LP22 and LP47 are dealt with in the other supporting statements outlined in paragraph 5 of this statement.

34. The key non-retail, highway and hot food matters relating to this application is its location with the Metropolitan Green Belt. Chapter 19 of the Local Plan deals with issues relating to Green Belt and Open Space. Policy LP57 deals with the extension, alteration or replacement of existing buildings. It sets out that:

"*Proposals for the extension, alteration or replacement of buildings in the Green Belt will normally be acceptable provided that:*

a. *in the case of extensions, the original building remains the dominant element both in terms of size and overall appearance. The cumulative impact of previous extensions and of other associated buildings will be taken into account. Proposals to extend buildings which have already been extended should have regard to the scale and character of the original part of the building;*
b. *in the case of replacement buildings, the new building must be in the same use as and not be materially larger than the building it is replacing;*
c. *the proposal does not result in a greater impact on openness in terms of the treatment of outdoor areas, including hard standings, curtilages and enclosures and means of access; and*
d. *the design and materials should have regard to relevant design policies to ensure that the resultant development does not materially detract from its Green Belt setting."*

35. The following section concentrates on Green Belt matters.

SECTION 9: PLANNING POLICY ASSESSMENT – GREEN BELT

36. The site has the benefit of an approved scheme of redevelopment that includes extensions and a change of use. The determination of this application in August 2025 (planning application 2023/92192) included an assessment against up-to-date Green Belt Policy at both national and local level.

37. This officer conclusions on Green Belt are set out below.

- In terms of Paragraph 154

'…the proposal is deemed to represent a re-development of the site that would not cause substantial harm to the openness of the Green Belt. As such, the proposals are deemed to meet the criteria for exemption under paragraph 154(g) of the National Planning Policy Framework'

- In terms of Paragraph 155

'…officers have reviewed the application in the context of paragraph 155 of the NPPF and consider that, although the proposal would accord with paragraph 155(a) and (c) of the NPPF, it is not considered that there is an 'unmet need' for additional car garages

within the district and in turn, the proposal would represent inappropriate development within the Green Belt'

- The overall conclusion was as follows:

'…*Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances, unless the development meets an exemption set out in paragraphs 154 or 155 of the NPPF.*

In this case, the proposed development is considered to meet the exemption of paragraph 154(g). The relevant test for paragraph 154(g) is whether the proposed re-development of the site would cause 'substantial harm' to openness. Overall, per the assessment given above, officers are satisfied that the proposed development would not cause 'substantial harm' to openness. The application is therefore not inappropriate development in the Green Belt, and Very Special Circumstances need not be applied.

The principle of the proposed development within the Green Belt is found to be acceptable.'

38. As this proposal is in essence very similar to that previously approved it is important that there is a consistent assessment. This statement applies a similar analysis to national and local policy as it relates to Green Belt particularly as neither have changed since that decision point.

National Policy

39. The NPPF identifies that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. Within paragraph 143 the NPPF identifies five purposes of the Green Belt. These are set out in paragraph 27 above.

40. Paragraph 153 of the National Planning Policy Framework (NPPF) states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances and local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

41. In this particular case there is a **very strong fallback position** in terms of the previous approval on the site which dates back to August 2025. This would, if required, provide the basis for very special circumstances if the need arises.

Consideration of Paragraph 154

42. Paragraph 154 states:

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

a) buildings for agriculture and forestry;

b) the provision of appropriate facilities (in connection with the existing use of land or a change of use), including buildings, for outdoor sport, outdoor recreation, cemeteries and

burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;

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

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

e) limited infilling in villages;

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

g) limited infilling or the partial or complete redevelopment of previously developed land (including a material change of use to residential or mixed use including residential), whether redundant or in continuing use (excluding temporary buildings), which would not cause substantial harm to the openness of the Green Belt.

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

i. mineral extraction;

ii. engineering operations;

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

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

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

vi. development, including buildings, brought forward under a Community Right to Build Order or Neighbourhood Development Order. Overall, the proposal currently before the Council is not dissimilar to the previous approval referred to above. They both involve changes of use, and both involve extensions and/or alterations to existing features on the site and the use of exiting hard standings.

43. For paragraph 154, the previous assessment highlights the following aspects to be of most relevance:

g, limited infilling or the partial or complete redevelopment of previously developed land (including a material change of use to residential or mixed use including residential), whether redundant or in continuing use (excluding temporary buildings), which would not cause substantial harm to the openness of the Green Belt.

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

41. Each aspect of the proposal is considered in light of Paragraph 154 below.

Change of Use

42. The proposal would consist of a change of use to the building. We would argue that the lawful use of this site is car sales/dealership as the garden centre use seemed to last only a short period of time between 2012 and 2016.

43. Whilst there would be a material change of use of the site, given the history of uses on the site - open display of vehicles, parking and other car dealership/repairs paraphernalia - it would have no further visual implications for this part of the Green Belt thus preserving the openness of the Green Belt and not conflicting with the purposes of including land within it.

44. In conclusion, this element of the proposal would be appropriate development within the Green Belt, by virtue of Paragraph 154(h)(v).

Building Works

45. Unlike the previous submission the canopy element will not be enclosed. Instead, it will be replaced by a moderately larger canopy to cover a new set of petrol pumps. The previously approved side extension is also not included in the current proposal.

46. While extensions form a large portion of the works, officers were satisfied that on the whole the previous proposal could also be considered a 'partial' redevelopment of previously developed land. This takes into account that 'redevelopment' is not formally defined within the NPPF.

47. As such, part (g) was considered as relevant, and an assessment of the proposal's impact on the openness of the Green Belt was carried out, with the test being whether 'substantial harm' would be caused.

48. At present, including the area under the canopy, the building has a footprint of circa 1006m^2. The previous approval was around 1265m^2. This represents a circa 25% increase in floor space. Such an increase was not considered excessive as part of the previous assessment..

49. Building works here consist of a rear extension, an enlarged canopy as well as works within the curtilage – pumps, car wash facilities, EV chargers and parking area.

50. In terms of footprint alone the current proposal increases the footprint to 1101m2. This equates to less than 10% increase in floor area overall.

51. Each aspect of the development is assessed below.

a. Impact of the Canopy

52. At the time of the previous determination, it was considered reasonable to include the canopy area in the Green Belt assessment. That is because it is a substantive structure

on the front of the building that makes an impact on openness at present. It was also to be enclosed with glazed walls.

53. The new proposal is not enclosed but it has been increased in height to allow for modern tankers and HGVs to pass underneath. Overall, it is not dissimilar to that already in place. The main difference is the canopy's height, which will be now the same as the main building, and its depth which increases to the front.

54. Whilst the height is increased (by 1.2m) the main building on site is the most significant structure, both on the site overall and when viewed from Wakefield Road and the surrounding area. As the new canopy will be set against this backdrop and does not exceed the height of this, its prominence will be limited.

55. In addition, the lack of enclosure of the canopy means that it will naturally feel lighter and less bulky which helps to ensure the site itself feels more open.

56. Set against the background of the previous approval, and the absence of enclosure it is considered the proposed canopy will not impact materially on the openness of the Green Belt in this location.

b. *Impact of the Rear Extension*

57. It should be noted the rear extension is identical to that approved as part of application 2023/92129. As a consequence, this element should be deemed acceptable in green belt terms.

c. Impact of Curtilage Works

58. In the officer report it is acknowledged that the outside surfaced areas of the site have been used for the storage of various vehicles for sale (alongside parking for staff / visitors) for a prolonged period. It is concluded that the proposed would not materially change this arrangement and that the site's boundary treatment at circa 1.8m is high enough to screen most views into the site so as to limit the prominence of the vehicles and other paraphernalia when viewed from outside the site.

59. Given that background the same arguments can apply to the proposed petrol pumps, parking areas, car wash facility and EV chargers that are proposed. It is likely that given the need for vehicles to circulate across the site's frontage the number of parked vehicles will be reduced at the site particularly when viewed from Wakefield Road. This will assist in limiting the concentration of activity across the site.

Local Plan Policy LP57

60. LP57 of the Kirklees Local Plan provides some parameters for what would normally be considered acceptable alterations/extensions to a building within the Green Belt.

61. Part A of policy LP57 states:

'*In the case of extensions, the original building remains the dominant element both in terms of size and overall appearance. The cumulative impact of previous extensions and of other associated buildings will be taken into account. Proposals to extend buildings which have already been extended should have regard to the scale and character of the original part of the building*'

62. Paragraph C states:

    'The proposal does not result in a greater impact on openness in terms of the treatment of outdoor areas, including hard standings, curtilages and enclosures and means of accesses.

63. However, the above should be noted to pre-date the NPPF December 2024 changes, which changed the wording of paragraph 154. This changed the assessment on openness from ensuring development would 'not have a greater impact on openness of the Green Belt than the existing development' to 'would not cause substantial harm to the openness of the Green Belt.'

64. The following aspects of this proposal make a contribution to improving the impact to openness when compared to the previous approval. These are:

    - redevelopment/reuse of building and land well located ideal for PFS and complimentary uses;
    - reduction in floor area;
    - reduction in overall volume;
    - canopy enclosure removed;
    - overall height of the buildings on site maintained; and
    - reduction overall site storage of vehicles – particularly on the site frontage

65. Because of these changes it is felt that the key test of whether the impact is 'not substantial' is met.

66. The application is therefore not inappropriate development in the Green Belt, and Very Special Circumstances need not be applied. The principle of the proposed development within the Green Belt is acceptable.

SECTION 11: LOCATION CONSIDERATIONS

67. It is important to consider here the future of Grange Moor as a settlement in Kirklees. Whilst it is small in terms of local residential population the employment population is relatively large and is planned to expand in the next year or so.

68. It is important that small settlements, particularly those planned to be expanded, do have local facilities to support their communities. This safeguards such places against becoming isolated and reliant on travel further field to access fairly basic facilities.

69. The proposal serves this purpose very well by introducing and extending the range of local facilities that both local employees and residents currently have to travel some distance for.

70. Overall, the redevelopment of this site with this range of facilities will make a very positive contribution to the settlement of Grange Moor.

SECTION 12: CONCLUSION

71. This Planning Statement has demonstrated that this proposal set against the backdrop of the previous approval at this site is acceptable in Green Belt terms. In addition, it is argued that the redevelopment of this site will make a very positive contribution to the settlement of Grange Moor.

72. In the absence of any policy objection then this application should be supported without delay.