

Design and Access Statement

Bulay Villa, Huddersfield, HD1 3NH

Change of Use from Sui Generis (Car Park) to Class B2 (Car Valeting and Detailing Business)

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Drawing Reference: 2607/01 (Existing) & 2607/02 (Proposed)

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Status: Planning

1.0 Introduction

1.1 Purpose of the Statement

This Design and Access Statement has been prepared by UHD Architectural Services in support of a planning application for the proposed change of use of land at Bulay Villa, Huddersfield, HD1 3NH. The application is submitted to Kirklees Council as the Local Planning Authority.

The statement sets out the site context, existing conditions, and the design and access considerations relevant to the proposed development. It demonstrates how the proposal responds positively to its surroundings and how it complies with both national planning policy and the policies contained within the adopted Kirklees Local Plan (Strategy and Policies, adopted 27 February 2019). The statement should be read in conjunction with the submitted drawings: Drawing No. 2607/01 (Existing Layout and Elevations) and Drawing No. 2607/02 (Proposed Layout and Elevations).

1.2 The Proposal

This application seeks planning permission for the change of use of an existing sui generis car park to a Class B2 car valeting and detailing business at Bulay Villa, Huddersfield, HD1 3NH. The proposal involves the introduction of a modest operational building set back within the site to accommodate the valeting and detailing function, along with clearly defined vehicular entrance and exit points to manage the flow of customers safely and efficiently. The proposal also includes the retention and enhancement of the existing tree line, the introduction of permeable paving to part of the site, and improvements to the landscaping of the site as a whole.

1.3 Site Location and Context

The application site is located at Bulay Villa, Huddersfield, HD1 3NH, within the Kirklees metropolitan borough in West Yorkshire. The site currently operates as a car park serving an adjoining garage, which sits alongside the application site.

The site is situated within an area that is primarily residential in character, with a row of residential dwellings positioned to the rear of the site. However, the wider surrounding area has a well-established mixed-use character. Nearby main roads, including Manchester Road and Longroyd Bridge, accommodate a variety of commercial uses including shops, takeaways, a car wash, and larger retail businesses such as Kashmir Carpets, which sells carpets, flooring, beds, and sofas. This established pattern of mixed commercial and residential uses within close proximity to the application site demonstrates that commercial activity and residential occupation can coexist in a compatible and mutually acceptable manner in this area.

The site itself occupies a position set back from the public highway, with a sloped embankment and a mature tree line running along the front boundary. The site level sits slightly below the adjacent highway level. To the rear right of the site, there is an existing ancillary building that forms part of the wider curtilage.

The application site does not fall within a conservation area, nor is there any listed building on or immediately adjacent to the site. There are no known Article 4 Directions or other special designations that would restrict the proposed change of use.

It is also noted that local residents directly adjacent to the site have previously raised concerns regarding the current appearance of the site and have commented positively that the proposed development would create a better use of the land, helping to deter anti-social behaviour and the ad hoc parking of vehicles that has been associated with the site in its current form.

1.4 Planning History

No relevant recent planning history has been identified in relation to this specific application. No pre-application advice has been sought from Kirklees Council in connection with this proposal.

2.0 Existing Conditions

2.1 Existing Site Description

The application site currently functions as an open-air car park serving the adjoining garage. As shown on Drawing No. 2607/01 (Existing Layout and Elevations), the site comprises a large hardstanding area that is open and largely undefined in terms of any formal parking layout or managed access arrangement. The site has no formal entrance or exit arrangement, meaning vehicle movements are currently unmanaged and uncontrolled.

A row of mature trees runs along the front boundary of the site, providing a degree of natural screening between the site and the public realm beyond. The front boundary is defined by a sloped embankment, and the site level sits slightly below the adjacent highway. To the rear right of the site, there is an existing ancillary building that forms part of the wider curtilage.

The existing front and side elevations, as shown on Drawing No. 2607/01, illustrate the largely featureless and visually unattractive character of the site in its current form. The open, unmanaged hardstanding, combined with the absence of any defined landscape treatment or coherent built element, results in a poor visual appearance that does not enhance the setting of the adjacent residential properties. This has been reflected in the concerns previously raised by local residents regarding the appearance of the site and its association with anti-social behaviour.

2.2 Existing and Proposed Use Class

The site is currently in use as a car park serving the adjoining garage. A car park falls outside the principal use classes under the Town and Country Planning (Use Classes) Order 1987 (as amended) and is therefore a sui generis use. The proposed change of use is to a car valeting and detailing business, which falls within Class B2 (General Industrial) of the Use Classes Order. As such, this application seeks express planning permission for the change of use from sui generis (car park) to Class B2 (car valeting and detailing).

2.3 Site Constraints and Opportunities

The site presents no significant physical constraints that would prevent the proposed development. The key constraints and opportunities are as follows:

- The site has no formal vehicular access arrangement in its current form — the proposed development will introduce defined entrance and exit points that improve safety and traffic management
- The front embankment and existing tree line are retained and enhanced as part of the proposed scheme, maintaining and improving natural screening between the site and the adjacent highway and public realm
- The site does not fall within a flood risk zone, conservation area, or area of special landscape designation
- The relatively flat nature of the main hardstanding area makes it well suited to the proposed use without significant ground-level alterations
- The existing ancillary building to the rear right of the site is retained and unaffected by the proposals

- The site currently presents a poor visual quality that has attracted anti-social behaviour — the proposed development represents a clear opportunity to transform the site into a well-managed, visually positive asset

3.0 The Proposal

3.1 Description of Development

The proposal seeks planning permission for the change of use of the existing sui generis car park to a Class B2 car valeting and detailing business. The development involves the erection of a modest operational building set back within the site, which will accommodate the core valeting and detailing function. The building is 12 metres in length, 6 metres in width, and 5.2 metres in height. This height is notably lower than the eaves level of the adjacent residential properties, ensuring the building does not appear dominant or overbearing in the context of the surrounding dwellings.

The building incorporates a viewing and storage area positioned above a covered parking bay, together with a dedicated store room. The proposed building is modest in scale and is deliberately set back from the road to further reduce any potential impact on neighbouring residents and the street scene.

The distance between the proposed building and the nearest residential properties to the rear is approximately 18.5 metres. When taken together with the retained and enhanced tree line to the front of the site, which provides an effective screen between the residential properties and the operational area, the building will not create an imposing or overbearing appearance when viewed from the neighbouring dwellings.

Vehicular access to and from the site will be managed through the introduction of clearly defined and separated entrance and exit points. This arrangement ensures a safe and efficient one-way flow of vehicles through the site, eliminating the uncontrolled and potentially conflicting vehicle movements that currently characterise the unmanaged car park.

The proposal also includes four dedicated car parking spaces within the site, enabling customers to leave their vehicles within the confines of the site whilst their car is being valeted or detailed. This ensures that no customer vehicles are required to park on the public highway.

3.2 Appearance

The proposed building is of a simple, functional form with clean lines that are in keeping with the modest scale of the site and its mixed residential and commercial context. As illustrated on Drawing No. 2607/02, the building sits comfortably below the tree canopy line to the front of the site, ensuring it is not unduly prominent when viewed from the public realm or from the adjacent residential properties.

At 5.2 metres in height and measuring 12 metres by 6 metres in plan, the building is appropriately scaled for its location. Its height is deliberately kept below the eaves level of the neighbouring residential properties, meaning it will not appear as an overpowering or incongruous addition to the local built environment. The materials and detailing of the proposed building will be appropriate to the character of the area, utilising materials compatible with the existing built environment.

The introduction of the building, the associated defined access arrangement, and the landscaping improvements described below will significantly improve the visual quality of the site as compared to its current condition as an open, unmanaged hardstanding.

3.3 Landscaping and Biodiversity

A key element of the proposed development is the significant improvement to the landscaping and biodiversity of the site. The following measures are proposed:

- The existing mature tree line along the front boundary of the site is retained in its entirety and will be further supplemented with additional tree planting to increase the level of screening provided between the site and the adjacent residential properties. This enhanced tree line will ensure that the proposed building and the operational activity within the site are well screened from the neighbouring dwellings
- The area set back from the pavement along the front of the site will be landscaped, increasing the biodiversity value of this currently unused hardstanding area and creating a more attractive and green frontage to the site
- The parking area to the side of the building will be surfaced with permeable paving grids rather than the existing solid hardstanding. This permeable surfacing will provide a significant improvement in terms of biodiversity, reducing surface water run-off, managing standing water more effectively, and supporting ground-level ecological value. The permeable paving will also represent a significant visual improvement over the existing solid hardstanding, presenting a more attractive and considered appearance
- These biodiversity and landscaping enhancements collectively demonstrate the proposal's positive contribution to the natural environment in accordance with the objectives of Policy LP30 of the Kirklees Local Plan and the biodiversity net gain requirements of national planning policy

3.4 Layout and Site Arrangement

The proposed site layout, as shown on Drawing No. 2607/02, has been designed to maximise the efficient and safe operation of the car valeting and detailing business while minimising any impact on the surrounding residential properties. Key elements of the proposed layout include:

- A centrally positioned operational building (12m x 6m x 5.2m high) set back from the road, containing the valeting and detailing area, a viewing and storage area above a covered parking bay, and a dedicated store room
- A clearly defined vehicular entrance point positioned to allow vehicles to enter the site safely from the adjacent highway
- A clearly defined vehicular exit point positioned separately from the entrance to enable a safe one-way traffic flow through the site
- Four dedicated on-site car parking spaces enabling customers to leave their vehicles within the site whilst the service is carried out
- Retention and enhancement of the existing tree line and landscaping along the front boundary, with additional planting to improve screening
- Permeable paving to the parking area to the side of the building
- Retention of the existing ancillary building to the rear right of the site
- Approximately 18.5 metres of separation between the proposed building and the nearest residential properties to the rear

3.5 Design Rationale

The design of the proposal has been led by the specific characteristics of the site and the nature of the proposed use. The applicant has sought to improve both the visual quality and the functional performance of the site through the following design principles:

Improving visual amenity and addressing anti-social behaviour: The existing car park presents an unattractive and poorly defined appearance that has attracted anti-social behaviour and ad hoc vehicle parking, concerns that have been raised directly by neighbouring residents. The proposed development addresses these concerns by transforming the site into a well-managed, visually coherent, and actively used commercial operation. The introduction of defined access, landscaping, and a building of considered design will deter the behaviour that has previously been associated with the site.

Reducing the dominance of hardstanding: In its current form, the site is dominated by an expanse of unmanaged solid hardstanding. The proposed development replaces a significant portion of this with permeable paving, additional landscaping, and a defined operational building, making more effective and visually positive use of the land.

Setback and separation to protect residential amenity: The proposed building is deliberately set back from the road and positioned so that there is approximately 18.5 metres of separation between it and the nearest residential properties. Combined with the enhanced tree line to the front of the site, this separation ensures that the building does not appear imposing or overbearing to the neighbouring residents.

Scale and height sympathetic to context: At 5.2 metres in height, the proposed building is lower than the eaves of the adjacent residential properties. This ensures that the building is subordinate in scale to the surrounding dwellings and does not dominate the local skyline or roofscape.

Improving traffic safety: The absence of defined vehicular access arrangements in the current car park creates potential conflicts between vehicles and pedestrians. The proposed entrance and exit arrangement resolves this by providing a clearly defined, one-directional route through the site.

4.0 Access

4.1 Vehicular Access

In its current form, the application site operates as an open car park with no formally defined or controlled vehicular access arrangement. Vehicles currently enter and exit the site freely without any managed routing, which has the potential to create conflict between entering and exiting vehicles and between vehicles and pedestrians using the adjacent footway.

The proposed development addresses this issue directly by introducing clearly defined and separate vehicular entrance and exit points, as shown on Drawing No. 2607/02. The arrangement provides a logical, one-way flow of traffic through the site, with vehicles entering from one side and exiting from the other. This significantly improves the safety and legibility of access to and from the site.

The access arrangements are consistent with the requirements of Policy LP21 (Highways and Access) of the Kirklees Local Plan and Chapter 9 of the National Planning Policy Framework, both of which seek to ensure that development does not have an unacceptable impact on highway safety and that access arrangements are safe, suitable, and appropriate for the proposed use.

4.2 Pedestrian Access and Inclusive Design

Pedestrian access to the site will be provided from the adjacent public footway. The proposed layout ensures that pedestrian routes within and around the site are clearly distinguishable from vehicle circulation areas, reducing the risk of pedestrian and vehicle conflict.

The proposal has been designed with inclusive access in mind. The site is relatively flat in the main operational area, ensuring that access to the proposed building and the valeting and detailing service is accessible to all users, including those with mobility impairments. No steps or significant level changes are proposed within the main operational area of the site.

4.3 Parking and Servicing

The proposed development includes four dedicated on-site car parking spaces, enabling customers to leave their vehicles within the confines of the site whilst they are being valeted or detailed. The business will operate on an appointment basis, which allows for the orderly management of vehicle movements and ensures that the site is not overwhelmed with vehicles at any one time.

The provision of four on-site spaces within the boundary of the site ensures that no customer vehicles are required to park on the public highway, avoiding any adverse impact on the surrounding highway network or on neighbouring residents and businesses.

4.4 Highway Safety

The proposed change of use from a sui generis car park to a Class B2 car valeting and detailing business is not considered to give rise to any material increase in traffic generation that would have an unacceptable impact on the surrounding highway network. The appointment-based nature of the business allows for controlled and predictable vehicle

movements, and the four on-site parking spaces ensure that all customer vehicles are accommodated within the site at all times.

The introduction of defined entrance and exit points is considered to positively improve highway safety at the site compared to the existing uncontrolled arrangement.

5.0 Noise, Amenity, and Environmental Considerations

5.1 Noise and Sound Mitigation

The application site is adjacent to residential properties, and it is recognised that the proximity of a valeting and detailing business to neighbouring dwellings requires careful consideration of potential noise impacts. The applicant has given specific attention to this matter and the following measures are proposed to ensure that the use does not give rise to unacceptable noise or disturbance to neighbouring residents.

All valeting and detailing operations will be carried out entirely within the confines of the proposed building. No external valeting or detailing activity is proposed. By containing all operational activity within the enclosed building, the associated noise from equipment, water, and vehicle movement within the operational area will be effectively contained and will not directly impact upon the amenity of the neighbouring residential properties.

In addition to the operational containment of all activity, the proposed building will be constructed to a standard that exceeds the basic requirements of Building Control with respect to sound insulation. Enhanced sound insulation will be incorporated within the walls and internally throughout the building, providing an additional layer of mitigation against any residual noise that may arise from the operational use. This commitment to exceeding the minimum regulatory standard demonstrates the applicant's proactive approach to protecting the amenity of neighbouring residents.

The enhanced tree line to the front of the site will also provide an additional degree of acoustic buffering between the operational building and the adjacent residential properties, further mitigating any potential noise impact.

Taken together, these measures — operational containment within the building, enhanced sound insulation to above Building Control standards, and the natural acoustic buffering provided by the retained and enhanced tree line — are considered to be more than adequate to ensure that the proposed use does not give rise to unacceptable noise or disturbance to the neighbouring residential properties.

5.2 Residential Amenity

The impact of the proposed development on the amenity of the adjacent residential properties has been a primary consideration throughout the design process. The following factors are considered to demonstrate that the proposal will not give rise to any unacceptable impact on residential amenity:

- The proposed building is set back from the road and there is approximately 18.5 metres of separation between the building and the nearest residential properties to the rear
- At 5.2 metres in height, the building is lower than the eaves of the adjacent residential properties and will not appear dominant or overbearing when viewed from the neighbouring dwellings
- The retained and enhanced tree line to the front of the site provides effective visual and acoustic screening between the site and the residential properties
- All operational activity will be contained within the building, preventing any direct noise impact on neighbouring residents

- The building will be constructed with enhanced sound insulation above the minimum Building Control requirement
- The appointment-based operation of the business ensures controlled and predictable vehicle movements that will not generate unacceptable levels of traffic noise or disturbance
- The overall improvement to the visual quality of the site, the removal of the unmanaged hardstanding, and the introduction of active management of the site will address the concerns previously raised by neighbouring residents regarding anti-social behaviour and the ad hoc parking of vehicles

5.3 Pre-Application Community Engagement

Local residents directly adjacent to the site have been informally consulted regarding the proposed development. Neighbours have previously raised concerns regarding the current appearance of the site and the anti-social behaviour and unmanaged vehicle parking that have been associated with it in its present form. In response to the proposed development, local residents have commented positively that the proposal would create a more beneficial and appropriate use of the site, improving its appearance and deterring the anti-social behaviour that has previously been a concern. This positive response from the immediate neighbours is a material consideration in support of the proposal.

5.4 Environmental Quality

In addition to the noise and amenity considerations addressed above, the proposed development will deliver a number of wider environmental improvements to the site:

- The introduction of permeable paving grids to the parking area will reduce surface water run-off, manage standing water more effectively, and enhance the biodiversity value of the site compared to the existing solid hardstanding
- The landscaping and tree planting improvements will increase the green infrastructure and biodiversity value of the site
- The active management and maintenance of the site as a Class B2 business use will ensure that the site is kept in a clean and well-maintained condition, contrasting favourably with its current condition as an unmanaged car park
- The car valeting and detailing business does not involve combustion processes or significant emissions and is therefore not considered to give rise to any adverse impact on local air quality

6.0 Relevant Planning Policies

6.1 Introduction to Policy Framework

The proposal has been assessed against the relevant provisions of the National Planning Policy Framework (NPPF) and the adopted Kirklees Local Plan (Strategy and Policies, adopted 27 February 2019). The proposal is considered to comply with, and in several respects to positively support, the objectives of both national and local planning policy.

6.2 National Planning Policy Framework (NPPF, December 2024 as amended)

The NPPF is a material consideration in the determination of all planning applications. The following key provisions of the NPPF are relevant to this proposal:

NPPF Reference	Relevance to Proposal
Paragraph 8 – Achieving Sustainable Development	The NPPF requires development to fulfil economic, social, and environmental objectives simultaneously. This proposal supports all three: it delivers economic benefit through a new Class B2 business use, social benefit through an improved environment for neighbouring residents and the deterrence of anti-social behaviour, and environmental benefit through biodiversity enhancements and the replacement of solid hardstanding with permeable paving and additional landscaping.
Paragraph 11 – Presumption in Favour of Sustainable Development	Applications that accord with the development plan should be approved without delay. This proposal aligns with the objectives of the Kirklees Local Plan and represents a sustainable form of development that should be approved in accordance with this presumption.
Paragraphs 86–88 – Building a Strong, Competitive Economy	The NPPF requires planning decisions to support economic growth and productivity. The proposed Class B2 car valeting and detailing business represents a new commercial use that will generate local employment and contribute to the local economy. Significant weight should be given to the need to support economic growth in this context.
Paragraphs 119–121 – Making Effective Use of Land	The NPPF gives substantial weight to the reuse of previously developed land. The application site is an existing hardstanding that currently makes poor use of the land. The proposed development makes more effective and visually positive use of the site in a sustainable and accessible urban location.
Paragraph 135 – Achieving Well-Designed Places	Development should be visually attractive, sympathetic to local character, and provide a high standard of amenity. The proposed building is modest in scale, deliberately set back from the road, lower in height than the adjacent residential eaves, and the tree line is retained and enhanced. The overall appearance of the site will be significantly improved.
Chapter 9 – Promoting Sustainable Transport	The NPPF requires development to provide safe and suitable access. The introduction of defined entrance and exit points and the provision of four on-site parking spaces address the current absence of controlled access and parking management at the site.
Chapter 15 – Conserving and	The proposal delivers biodiversity improvements through the introduction of permeable paving, additional tree planting, and enhanced landscaping,

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contributing to the objectives of this chapter.

6.3 Kirklees Local Plan (Adopted 27 February 2019)

The Kirklees Local Plan forms the statutory development plan for the district and is the primary basis upon which this application is determined. The following policies are considered relevant to the proposed development:

Local Plan Policy	Relevance to Proposal
LP1 – Presumption in Favour of Sustainable Development	The Council will take a positive approach to development proposals that accord with the Local Plan. This proposal represents a sustainable form of development that makes effective use of an existing previously developed site in an accessible urban location and should be approved in accordance with this presumption.
LP2 – Place Shaping	Encourages development that responds to and reinforces local character. The proposed development improves the visual quality of the site, addresses the concerns of neighbouring residents, and positively contributes to the character and appearance of the local area in a manner that is consistent with the existing mixed-use context.
LP3 – Location of New Development	Supports development in sustainable, accessible locations. The site is located within the Huddersfield urban area with good access to the highway network, public transport, and local services, making it a sustainable location for the proposed Class B2 use.
LP7 – Efficient and Effective Use of Land and Buildings	Promotes the effective use of previously developed land. The proposed change of use makes more productive and visually positive use of the existing car park site, in accordance with the objectives of this policy.
LP21 – Highways and Access	Requires that development does not prejudice highway safety and provides safe and suitable access. The introduction of defined and separated vehicular entrance and exit points and the provision of four on-site parking spaces directly support the objectives of this policy.
LP22 – Parking	Requires adequate and appropriate parking provision. The provision of four dedicated on-site parking spaces for customers leaving their vehicles during the service ensures that the use does not generate unacceptable on-street parking demand.
LP24 – Design	Requires high-quality design that responds to local context, protects amenity, and contributes to a sense of place. The proposed building is of a modest and appropriate scale and form, is lower than the adjacent residential eaves, is set back from the road to reduce impact on neighbours, and the retention and enhancement of the tree line ensures it is well-integrated into its setting.
LP30 – Biodiversity and Geodiversity	Requires development to protect and enhance biodiversity. The proposal delivers clear biodiversity benefits through the introduction of permeable paving grids to replace solid hardstanding, the retention and enhancement of the tree line, and the landscaping improvements to the frontage of the site.
LP51 – Protection and Improvement of Local	The proposed use does not involve combustion processes or significant emissions. The general improvement to the quality and management of the

Air Quality	site, together with the biodiversity and landscaping enhancements, is considered to have a neutral to positive impact on local air quality.
LP52 – Protection and Improvement of Environmental Quality	Requires that development does not give rise to unacceptable levels of noise, disturbance, or other environmental impact. All operational activity will be contained within the proposed building, which will be constructed with enhanced sound insulation above the minimum Building Control standard. The 18.5 metre separation distance, the enhanced tree line, and the enclosed operational building collectively ensure no unacceptable environmental impact on neighbouring residents.

6.4 Site Designations and Constraints

In terms of site designations and constraints, the following points are noted:

- The application site is not located within a conservation area
- The site does not contain or adjoin a listed building
- The site is not identified as being within a flood risk zone
- The site does not fall within the Green Belt
- There are no restrictive allocations in the Kirklees Local Plan that would preclude the proposed Class B2 use
- There are no known ecological designations or features of significant biodiversity interest that would be adversely affected by the proposed development — the proposal will in fact enhance the biodiversity value of the site

There are therefore no designation-based constraints that would prevent the proposed change of use from being granted planning permission.

6.5 Summary of Policy Compliance

The proposal is considered to comply fully with the relevant provisions of both the National Planning Policy Framework and the Kirklees Local Plan. In summary, the development:

- Represents a change of use from sui generis (car park) to Class B2 (car valeting and detailing) in a sustainable and accessible urban location
- Makes effective and more productive use of a previously developed site that is currently underperforming
- Supports economic growth through the delivery of a new Class B2 commercial use generating local employment
- Significantly improves the visual quality and appearance of the site, directly addressing the concerns raised by neighbouring residents
- Deters anti-social behaviour through the active management and use of a site that has previously been associated with such activity
- Introduces safe and defined vehicular access arrangements and four on-site parking spaces where none currently exist
- Proposes a building that is modest in scale, lower than the adjacent residential eaves, set back from the road, and separated from the nearest residential properties by approximately 18.5 metres
- Contains all operational activity within an enclosed building with enhanced sound insulation above Building Control standards

- Delivers biodiversity net gain through permeable paving, tree planting, and landscaping improvements
- Is free from any designation-based constraints that would preclude the proposed use

7.0 Conclusion

This Design and Access Statement has been prepared by UHD Architectural Services in support of a planning application for the change of use of land at Bulay Villa, Huddersfield, HD1 3NH from a sui generis car park to a Class B2 car valeting and detailing business.

The proposal involves the erection of a modest operational building measuring 12 metres by 6 metres and 5.2 metres in height — lower than the eaves of the adjacent residential properties — set back within the site to reduce visual and amenity impact on neighbouring dwellings. The building is separated from the nearest residential properties by approximately 18.5 metres, and the existing mature tree line to the front of the site is retained and significantly enhanced with additional planting to provide effective visual and acoustic screening. Four dedicated on-site car parking spaces are provided within the site, enabling customers to leave their vehicles whilst the service is carried out.

The proposal transforms a poorly maintained and visually unattractive car park — one that has previously attracted anti-social behaviour and ad hoc vehicle parking, concerns raised directly by local residents — into a well-managed, visually coherent, and actively used Class B2 commercial operation. The introduction of defined vehicular access, improved landscaping, permeable paving in place of solid hardstanding, and an enhanced tree line will deliver significant improvements to the appearance, biodiversity value, and management of the site.

All valeting and detailing operations will be carried out entirely within the enclosed proposed building, which will be constructed to exceed the minimum Building Control requirements for sound insulation. This, combined with the separation distance, the enhanced tree line, and the appointment-based nature of the business, ensures that the proposal will not give rise to unacceptable noise or disturbance to the neighbouring residential properties.

Local residents directly adjacent to the site have commented positively on the proposed development, noting that it would create a more beneficial use of the land and address the concerns they have previously raised regarding the appearance of the site and associated anti-social behaviour. This represents a material consideration in support of the application.

There are no conservation area, listed building, flood risk, Green Belt, or ecological constraints affecting the site, and there are no restrictive allocations in the Kirklees Local Plan that would preclude the proposed change of use.

The proposal aligns fully with the relevant provisions of the National Planning Policy Framework, including the presumption in favour of sustainable development, the objective of supporting economic growth, the promotion of effective use of land, the requirement for well-designed development, and the objective of conserving and enhancing the natural environment. The proposal also complies with the relevant policies of the adopted Kirklees Local Plan, including Policies LP1, LP2, LP3, LP7, LP21, LP22, LP24, LP30, LP51, and LP52.

Overall, the proposed change of use represents a positive, sustainable, and policy-compliant development that will deliver clear and demonstrable benefits to the site, the adjacent residents, and the wider local area. The proposal is therefore considered acceptable in principle and is respectfully recommended for approval.