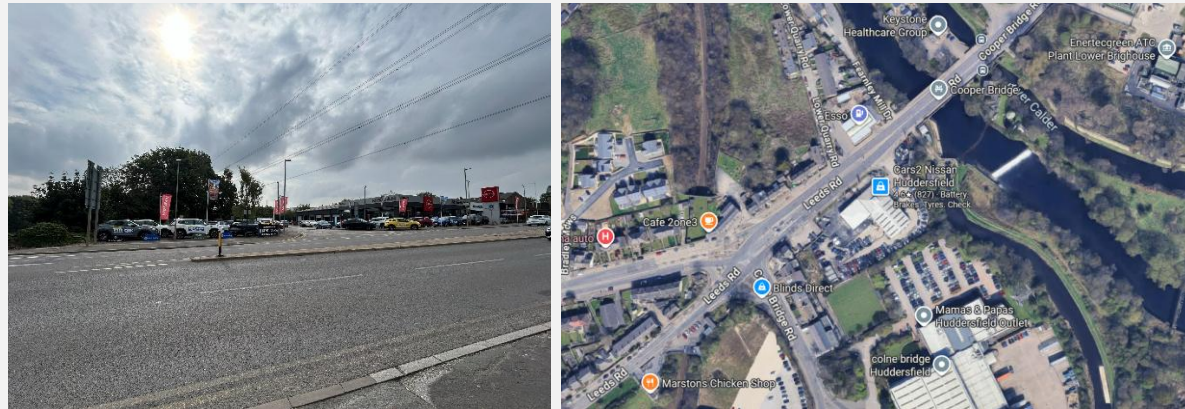


Design, Access and Heritage Statement



**Cars2 Ltd, Leeds Road, Bradley,
Huddersfield, HD5 0RP**

August 2026

Document Control

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1.0 Introduction

- 1.1 This Design and Access Statement application has been prepared by ASC Planning Consultants Ltd on behalf of the applicant Cars2 Limited in support of a full planning application for the erection of an ancillary car showroom building at Cars 2, Leeds Road, Bradley, Huddersfield, HD5 0RP. The proposed ancillary showroom will provide additional internal space to the expansion of operations and the business.
- 1.2 This statement is submitted to assist the Local Planning Authority in their assessment and understanding of the proposed works, reasons for the design and potential effects. This statement follows the CABE good practice guide on Design and Access Statements and is set out under the same headings as this document, commencing with an assessment of the site and its context, followed by an evaluation of the proposals and design.
- 1.3 This Statement should be read alongside the submitted planning application, including the application forms, architectural drawings, and all other supporting information submitted in support of the application.

2.0 Assessment

Physical Context

- 2.1 The site (red line boundary) measures approximately 295m² and comprises an existing area of hardstanding (tarmac) utilised for external car display and sales at the north-eastern corner of the existing Cars2 Ltd, Leeds Road, Bradley showroom/dealership. The overall wider site/land ownership measures approximately 6725m² (0.67 ha). The site is located to the east of Bradley, to the north-east of Huddersfield. The site location is illustrated by the following aerial image.



Image 2.1: Site Location (Google Maps)

- 2.2 The site forms part of the existing car showroom and garage/workshop (MOT, repair and service), with ancillary offices, valeting service, and associated parking/hardstanding and external sales areas. The existing showroom is constructed externally from grey cladding and glazing (aluminium window frames), with a light grey profiled steel roof. The following images (photographs taken 26.08.2026) illustrate the application site and existing car showroom.



Image 2.2: Application Site and Existing Car Showroom

- 2.3 There is a gas governor kiosk to the south-west along the frontage of the showroom site, and 1.8m high palisade security fencing secures the rear of the wider site.
- 2.4 Access to the site taken from Leeds Road (A62), a two-way, four lanes, carriageway with a 40mph speed limit. The wider site provides 38 parking spaces (including 3 disabled spaces, and 4 electric vehicles charging points) for customers and employees.
- 2.5 Surrounding land uses include residential and commercial, including a petrol filling station opposite the front, with the site located to the north of (outside) a Priority Employment Area. To the east of the site is a Grade II Listed Building no. 1000 Leeds Road and the Grade II Listed no. 1 Lock Huddersfield Broad Canal. To the east of the site is the Canal and the River Calder.

Social context

- 2.6 The site comprises an existing dealership, with a car showroom, workshop and ancillary offices; external car parking and used car display. As such the existing use and private ownership of the site is such that there are no other known aspirations for the property.

Economic context

- 2.7 At this stage, there are no known underlying issues that would affect the value of the land and pose any risks to its development by virtue of any viability issues.
- 2.8 The development and extension of the site will provide short term local economic benefits during construction, and longer term benefits supporting the expansion of an existing business within Kirklees and creation of up to 10 additional full-time jobs. At present the existing showroom and workshops support up to 35 full time employees, with the proposals potentially increasing this number to 45.

Planning Policy context

- 2.9 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Local Planning Authority (LPA) to determine planning applications in accordance with the Development Plan, unless material considerations indicate otherwise.
- 2.10 The statutory Development Plan for Kirklees is the Kirklees Local Plan (KLP). The KLP was adopted on 27 February 2019 and comprises the strategy and policies document, allocations and designations document and associated proposals map. Supplementary Planning Documents (SPDs) are also a material consideration and provide guidance to support the implementation of development plan policies.
- 2.11 National planning policy and guidance is set out in National Policy Statements, primarily the National Planning Policy Framework (NPPF) August 2026, 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 includes a set of national decision-making policies and is a material consideration in determining applications.
- 2.12 The policies of the Local Plan (and Supplementary Planning Documents/Guidance) and National planning policy and guidance, where relevant, are referenced and addressed within the following sections of the report below.
- 2.13 The KLP Policies Map confirms that the site is not allocated within the Local Plan. The site is not located within (or within close proximity) to any Conservation Area. However, there are two Grade II listed buildings to the east: Calder and Hebble Navigation Lock Keepers Cottage; and Calder and Hebble Navigation Cooper Bridge Lock. To the east of the site is a canal and the River Calder and the site is located within Environment Agency Flood Zone 2.
- 2.14 The site is not covered by any ecological designations and there are none within close proximity (including any National or Local Nature Reserves, Ramsar Sites, or Sites of Special Scientific Interest). There are no Tree Preservation Orders on site or adjacent to its boundaries.

2.15 Taing into consideration the nature, scale and location of development, the following policies are considered to be relevant to the proposals:

National Planning Policy Framework (August 2026)

- Section 3 (Decision-making policies)
- Section 4 (Achieving sustainable development)
 - Policy S3 (Presumption in favour of sustainable development)
 - Policy S4 (Principle of development within settlements)
- Section 5 (Meeting the challenge of climate change)
- Section 7 (Building a strong, effective economy)
 - Policy E2 (Meeting the need for business land and premises)
- Section 12 (Making effective use of land)
 - Policy L2 (Making effective use of land)
- Section 14 (Achieving well-designed places)
 - Policy DP3 (Key principles for well-designed places)
 - Policy DP4 (The design process)
- Section 15 (Promoting sustainable transport)
 - Policy TR3 (Locating development in sustainable locations)
 - Policy TR4 (Street design, access and parking)
 - Policy TR6 (Assessing transport impacts)
- Section 17 (Pollution, public protection and security)
 - Policy P2 (Ground conditions)
 - Policy P3 (Living conditions and pollution)
- Section 18 (Managing flood risk and coastal change)
 - Policy F4 (Assessing flood risk for decision-making)
 - Policy F5 (The sequential test)
 - Policy F6 (Development in areas at risk of flooding from rivers or the sea)
 - Policy F7 (Ensuring development is safe from flooding)
 - Policy F8 (Sustainable drainage systems and watercourses)
- Section 19 (Conserving and enhancing the natural environment)
 - Policy N2 (Improving the natural environment)

- Policy N3 (Trees in new development), where relevant
- Policy N6 (Areas of particular importance for biodiversity and geodiversity), where relevant
- Section 20 (Conserving and enhancing the historic environment)
 - Policy HE4 (Securing the conservation of heritage assets)
 - Policy HE5 (Assessing effects on heritage assets)
 - Policy HE6 (Proposals affecting designated heritage assets)

Kirklees Local Plan (2019)

- Policy LP1 (Presumption in favour of sustainable development)
- Policy LP2 (Place shaping)
- Policy LP9 (Supporting skilled and flexible communities and workforce)
- Policy LP20 (Sustainable travel)
- Policy LP21 (Highway safety and access)
- Policy LP22 (Parking)
- Policy LP24 (Design)
- Policy LP27 (Flood risk)
- Policy LP28 (Drainage)
- Policy LP30 (Biodiversity and geodiversity)
- Policy LP31 (Strategic green infrastructure network)
- Policy LP35 (Historic environment)
- Policy LP51 (Protection and improvement of local air quality)
- Policy LP52 (Protection and improvement of environmental quality)
- Policy LP53 (Contaminated and unstable land)

Site Planning History

- 2.16 The wider site has an extensive planning history, which illustrates the lawful use, and that the initial approval for a sales and maintenance centre was granted in 1995 (95/62/91316/W2). Since then, there have been minor alterations and extensions, including signage. Most recently, application reference 2024/91369 was approved on 21.08.2024 for the ‘*Erection of front and side extension to existing car showroom, reconfiguration of workshop facilities to provide additional vehicle ramps/service bays, alterations to external retail display area, parking, and*

associated works.' The subsequent application for variation of conditions (reference 2024/93196) was approved 24.01.2025. The extensions and works have been undertaken.

- 2.17 The planning history illustrates that the site (red line boundary) subject tot this application is in lawful use as an external car display area is associated with the car showroom/dealership and workshop.

3.0 Involvement

- 3.1 As a minor planning application, no specific public consultation has been undertaken prior to submitting the application. However, as part of any planning application, the applicant will look to address any significant issues raised through the statutory consultation process.

4.0 Evaluation

- 4.1 Taking into consideration the context(s) of the site, assessment outlined above, and requirements of the applicant, the following constraints and opportunities are identified:

Constraints

- The showroom (extension) must be accommodated within the established dealership without adversely affecting the existing vehicular access from Leeds Road, customer and employee parking, vehicle turning areas or the continued operation of the wider site.
- The available development area is limited to the existing external vehicle sales and display area at the north-eastern corner of the dealership.
- The use, amount, layout, scale and appearance of the development must respect the existing showroom building and the established commercial character and building line along Leeds Road.
- The design must have regard to the amenity of Keepers Cottage to the east and residential properties on the opposite side of Leeds Road.
- The Grade II listed Lock Keeper's Cottage and Cooper Bridge Lock lie to the south-east. The development must preserve their significance and settings, including their historic relationship with the canal.
- The Huddersfield Broad Canal and River Calder lie to the east, and the site is within Flood Zone 2. Appropriate flood-resilience and drainage measures must therefore be incorporated into the development.
- Existing trees and vegetation associated with the canal-side environment and Lock Keeper's Cottage must be retained and protected.

Opportunities

- Make more effective use of previously developed land by replacing an existing external vehicle display area with approximately 235m² of internal showroom floorspace.
- Create a logical extension which "bookends" the existing Leeds Road access while retaining the established access, parking and turning arrangements.
- Provide an appropriately designed showroom with a curved, glazed frontage addressing Leeds Road, creating an active frontage and improving the visual definition and passive surveillance of the site entrance.
- Provide a sensitive contemporary extension which reflects the materials, scale and appearance of the existing dealership and follows the established building line along Leeds Road.

- Enable an additional vehicle brand to operate from the site while sharing the dealership's existing workshop, access, parking and supporting facilities.
- Support the continued investment and expansion of an established Kirklees business, with the potential to create up to 10 additional jobs.
- Incorporate proportionate flood-resilience, energy-efficiency and ecological enhancement measures as part of the development.

5.0 Design

- 5.1 The proposed design, layout and appearance have been carefully considered and is informed by the assessment of the site context, and an evaluation of the opportunities and constraints that these present.

Use

- 5.2 The application seeks full planning permission for the erection of a small ancillary car showroom building at Cars 2, Leeds Road, Bradley, Huddersfield, HD5 0RP. The proposed ancillary showroom will provide additional internal space to the expansion of operations and the business.
- 5.3 The site (red line boundary) measures approximately 295m² and comprises an existing area of hardstanding (tarmac) utilised for external car display and sales at the north-eastern corner of the existing Cars2 Ltd, showroom/dealership. As detailed by the site planning history the site is in existing lawful use as a car showroom, external display and workshop. As such the proposed additional showroom extension would accord with the current land use.
- 5.4 The proposed extension would effectively convert part of the existing external vehicle sales and display area into internal showroom floorspace. It would enable an additional vehicle brand to be sold from the site while making use of the existing shared workshop and dealership facilities. As an extension of the established business, the development would be compatible with surrounding land uses and would not result in any significant harm to the amenity of nearby residents.
- 5.5 The proposals do not alter the existing opening hours, which are Monday to Friday 8am to 7pm, Saturday 8am to 6pm, and Sunday 10.30am to 5pm.
- 5.6 The proposal would make a more effective use of previously developed land within an established commercial site and support the investment, adaptation and expansion of an existing business. It therefore accords with Sections 4 (Achieving sustainable development), 7 (Building a strong, effective economy) and 12 (Making effective use of land), particularly Policies S3, S4, E2 and L2, of the NPPF. It would also comply with Policies LP1 (Presumption in favour of sustainable development), LP2 (Place shaping) and LP9 (Supporting skilled and flexible communities and workforce) of the Kirklees Local Plan.

Amount

- 5.7 The proposals would provide approximately 235m² of additional gross internal area (GIA), comprising car showroom floorspace with associated sales and office accommodation and a WC. The amount of development has been informed by the applicant's operational requirements, the available space and the site's constraints. It would form a logical extension to the existing dealership without adversely affecting neighbouring occupiers or the continued operation of the wider site.
- 5.8 The amount of development is appropriate to the scale and established use of the site. It would support the expansion of an existing Kirklees business and could create up to 10 additional jobs, increasing employment at the site from approximately 35 to 45 people. The proposal therefore accords with Section 7 (Building a strong, effective economy), particularly Policy E2 (Meeting the need for business land and premises), and Section 12 (Making effective use of land), particularly Policy L2 (Making effective use of land), of the NPPF. It also accords with Policy LP9 (Supporting skilled and flexible communities and workforce) of the Kirklees Local Plan.

Amount, Layout, Scale, Appearance, and Landscaping

- 5.9 The proposed car showroom space is to be sited at the north-eastern corner of the site at the access from Leeds Road. The proposed showroom utilises an existing area of hardstanding which used as an external display space. The proposed showroom building will effectively 'bookend' the access forming a logical space for expansion. The proposed layout is illustrated by the following image (Dwg no. 200, SK Design).

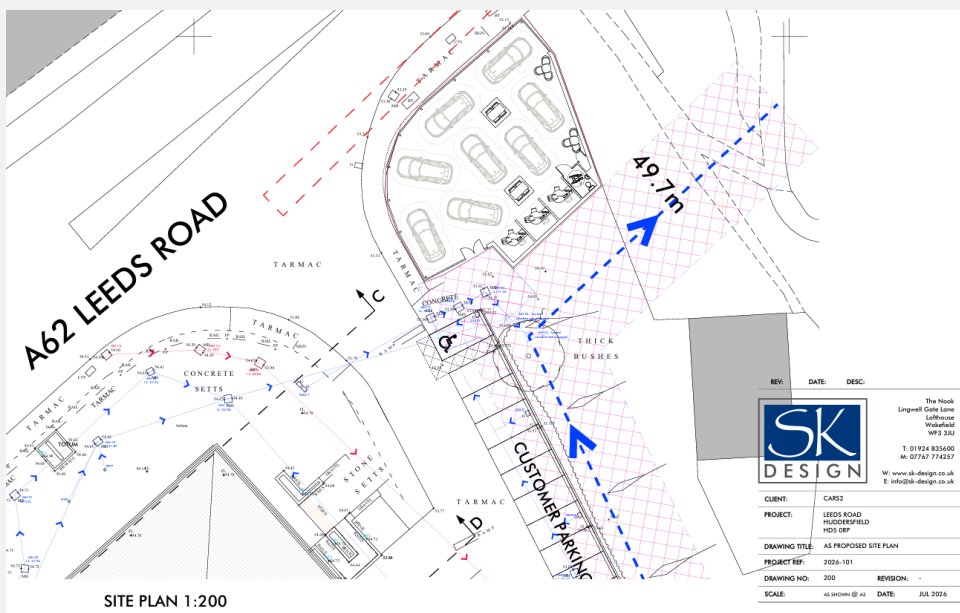


Image 5.1: Proposed Floorplan Layout (SK Design)

- 5.10 The proposed location of the extension and layout ensures that no alterations to the existing access, parking arrangements or spaces for turning are required. The siting of the showroom extension also ensures that no trees are required to be removed as wholly within an existing space of tarmac hardstanding. The proposed layout also retains the existing relationship with the surroundings, following the general building line of buildings along Leeds Road.
- 5.11 Given the nature of the use, with the showroom replacing an existing external area of car sales it is not considered that there would be any potential for any harmful effects to any neighbours either to the east (Keepers Cottage) or indirectly opposite to the north-west at 1277 to 1285 Leeds Road. Issues of any effects on the Grade II listed buildings to the east are addressed within the Heritage Statement below.
- 5.12 The proposed showroom building measures approximately 15.30m by 18.50m (at the widest points), with a footprint measuring approximately 246m² and a gross internal floor area measuring 235m². The proposed building has a flat roof with a maximum height measuring 5.80m. The proposed showroom has a curved frontage to follow the alignment of the existing hardstanding and access. The proposed additional showroom space is to be constructed externally from grey cladding and glazing (aluminium window frames), with a light grey profiled steel roof to match

the existing building. The glazed frontage will face towards Leeds Road, presenting an active frontage. The proposed floor plans and elevations (Dwg no. 300, SK Design) are illustrated by the following image.

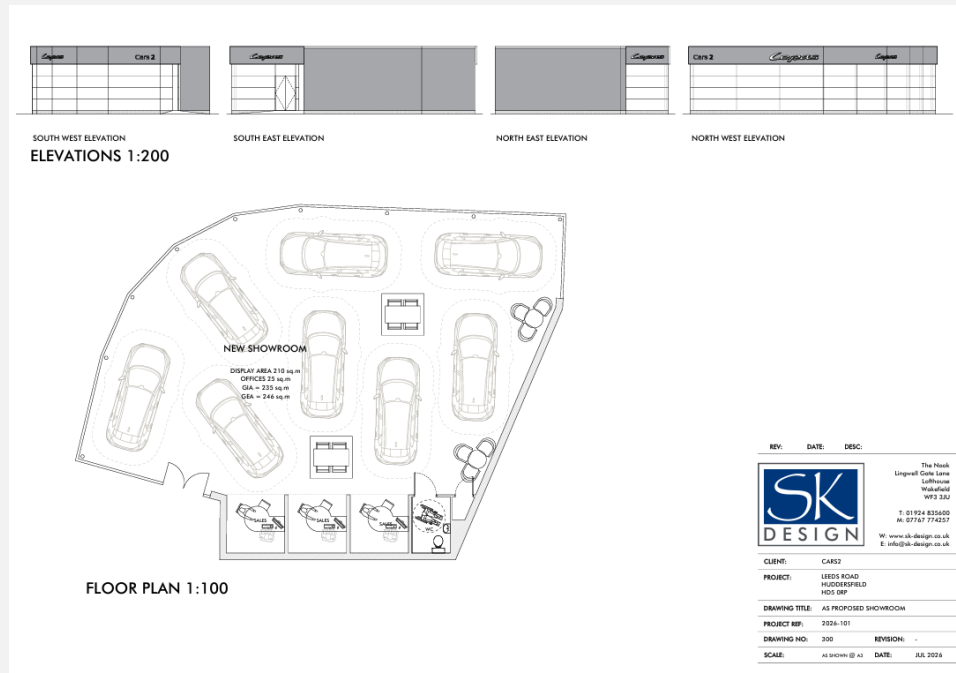


Image 5.2: Proposed Elevations (SK Design)

- 5.13 The proposed extension comprises a design, scale and appearance to match the existing showroom. The site is entirely formed from buildings and hardstanding, as such no additional landscaping is considered necessary in this instance.
- 5.14 The proposals have taken account of the principal site constraints and opportunities. The proposed extension and associated works would be in keeping with the scale, form and design of the existing building and the established commercial character of the surrounding area. The development would therefore accord with Section 14 (Achieving well-designed places), particularly Policy DP3 (Key principles for well-designed places), and Section 20 (Conserving and enhancing the historic environment) of the NPPF. It would also comply with Policies LP2 (Place shaping), LP24 (Design) and LP35 (Historic environment) of the Kirklees Local Plan.

6.0 Access

Vehicular and Transport Links

- 6.1 The proposals will retain the use of the existing vehicular access from Leeds Road, which allows for the safe access and egress for two-way traffic. The internal layout and parking arrangements of the site allow for turning and egress from the site in a forward gear.
- 6.2 The current number of customers and service appointments onsite are around 40/50 per day. It is anticipated that the proposed ancillary showroom extension will result in an increase to 60 per day. The existing business has 35 employees, with the proposals resulting in an increase in up to 45 (net increase of 10). The existing customer and employee parking comprises 38 spaces (including 3 disabled spaces, and 4 electric vehicles charging points). The proposals will only utilise an existing external sales area and as such there are no alterations to the existing parking arrangements. The scale of the extension and reconfiguration is such that there would not be a significant increase in associated traffic movements.
- 6.3 Safe pedestrian access via the existing public footpath is retained, level access to the main entrance. Externally and internally the design of the building ensures everyone can get to and move through the place on equal terms.
- 6.4 The site lies within a sustainable location, being within an urban area, and can be accessed safely by pedestrians and cyclists, with cycle storage within the existing building possible for employees. The nearest bus stops are approximately 100m to the north-east along Cooper Bridge Road, with regular services from and to Huddersfield.
- 6.5 The proposals therefore accord with Section 15 (Promoting sustainable transport), particularly Policies TR3 (Locating development in sustainable locations), TR4 (Street design, access and parking) and TR6 (Assessing transport impacts), of the NPPF. The proposals are also considered to comply with Policies LP20 (Sustainable travel), LP21 (Highway safety and access), LP22 (Parking) and LP24 (Design) of the Kirklees Local Plan.

Inclusive Access

- 6.6 Inclusive access enables ease of movement through and once within the development. All surfaces will be designed in accordance with Building Regulations, with a level access/ramps proposed for customers at the entrance.

7.0 Heritage Statement

Legislation and Policy Context

- 7.1 The Planning (Listed Buildings and Conservation Areas) Act 1990 provides specific protection for buildings and areas of special architectural or historic interest. Section 66 (1) states that: *“In considering whether to grant planning permission [or permission in principle] for development which affects a listed building or its setting, the local planning authority...shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.”*
- 7.2 Section 20 (Conserving and enhancing the historic environment) of the NPPF recognises that heritage assets are an irreplaceable resource which should be conserved in a manner appropriate to their significance. The following national decision-making policies are considered to be relevant:
- Policy HE4 (Securing the conservation of heritage assets) requires development affecting a heritage asset, including through changes within its setting, to avoid or minimise harm to its significance. Any harm must have clear and convincing justification.
 - Policy HE5 (Assessing effects on heritage assets) requires a proportionate assessment of the significance of affected heritage assets, including the contribution made by their settings, and the proposal’s likely effects. The assessment should identify whether the development would have a positive effect, no effect or cause harm to their significance.
 - Policy HE6 (Proposals affecting designated heritage assets) requires substantial weight to be given to their conservation. Any harm is a matter of considerable importance and weight and must be balanced against the public benefits of the proposal. Substantial harm to a Grade II listed building should be exceptional.
 - Policy DP3 (Key principles for well-designed places) requires development to respond positively to the history, character and features of its site and setting, including through its siting, scale, form, materials and architectural detailing
- 7.3 Policy LP35 (Historic environment) of the Kirklees Local Plan requires development affecting a designated heritage asset to preserve or enhance its significance and maintain local distinctiveness. Policy LP24 (Design) also requires the form, scale, layout and detailing of development to respect and enhance the townscape and nearby heritage assets.

Heritage Assets

- 7.4 To the south-east of the application site are two Grade II listed heritage assets: the Calder and Hebble Navigation Lock Keeper’s Cottage at Cooper Bridge Lock and the Calder and Hebble Navigation Cooper Bridge Lock. Their statutory list descriptions are reproduced below.

Calder and Hebble Navigation Lock Keepers Cottage (List Entry No.1221170): *SIR JOHN RAMSDEN'S CANAL Lock-Keeper's cottage at Cooper Bridge Lock SE 1720 13/292 II 2. Probably early or mid C19. Hammer-dressed stone. Pitched stone slate roof. 2 storeys. 3 ranges of sashes, some blocked windows.*

Calder and Hebble Navigation Cooper Bridge Lock (List Entry No.1134346): *SIR JOHN RAMSDEN'S CANAL Cooper Bridge Lock SE 1720 13/291 II 2. 1774-80, but altered 1899 (dated kerbstone). Lock walls part hammer-dressed stone, part grey brick, kerbstones ashlar. Iron mooring hooks. 2 wooden lock gates. Bridge with S-shaped ramps, part C18 masonry, part C19 grey brick: flat iron span, presumably 1899.*

7.5 The Grade II listed Keepers Cottage and Cooper Bridge Lock are illustrated by the following image (photographs taken 26.08.2026).



Image 7.1: Grade II Listed Keepers Cottage and Cooper Bridge Lock

Significance

7.6 The significance of the Keeper's Cottage principally derives from its architectural and historic interest as an early or mid-19th-century canal-side building associated with the operation of Cooper Bridge Lock. Its hammer-dressed stone construction, stone slate roof, traditional two-

storey form and surviving sash windows contribute to its architectural character. Its close functional and visual relationship with the lock also illustrates the historic operation and management of the canal.

- 7.7 The significance of Cooper Bridge Lock principally derives from its historic interest as part of the late-18th-century canal infrastructure associated with Sir John Ramsden's Canal and the wider Calder and Hebble Navigation. Its surviving lock walls, ashlar kerbstones, mooring hooks, timber gates and associated bridge provide physical evidence of the construction, subsequent alteration and continued operation of the waterway. The combination of 18th and 19th-century fabric contributes to an understanding of the lock's historical development.
- 7.8 The two listed buildings also have group value. The Lock Keeper's Cottage derives part of its significance from its immediate relationship with the lock, while the lock is better understood through the survival of the associated cottage. Together, they form a coherent group of historic canal infrastructure which illustrates the operation and development of the navigation.
- 7.9 Their canal-side setting makes a positive contribution to their significance by preserving their physical, functional and visual relationship with the waterway. Established trees to the rear of the Lock Keeper's Cottage provide a soft, landscaped backdrop and contribute positively to its setting. The wider setting is, however, influenced by later development, including surrounding roads, commercial premises, vehicle display areas and other modern built form. The existing Cars2 dealership therefore forms part of the established modern commercial context beyond the immediate canal-side setting of the listed buildings. This wider setting is illustrated by the following image (photographs taken 26.08.2026).



Image 7.2: Wider Setting along Leeds Road

Effects of the Proposals on the Significance of the Grade II Listed Buildings

- 7.10 The proposed ancillary car showroom building would be situated within the north-eastern part of the established Cars2 dealership, on an existing area of tarmac hardstanding currently used for the external display and sale of vehicles. It would therefore replace an existing commercial activity within the developed dealership site rather than extending built development into the canal-side setting of the listed buildings. The extension would have a footprint of approximately 246m² and a maximum height of 5.8m. Its flat-roofed form, grey cladding, glazed frontage and light-grey profiled steel roof would reflect the contemporary appearance of the existing showroom. Its scale, form and materials would consequently be read as part of the established dealership rather than as a visually separate or discordant feature within the setting of the listed buildings.
- 7.11 The Keeper's Cottage and Cooper Bridge Lock would remain physically and functionally associated with the canal. The proposal would not alter their historic fabric, their relationship with one another or their relationship with the waterway. The established trees to the rear of the cottage would also be retained and would continue to provide a soft backdrop.
- 7.12 The wider setting of the listed buildings is already influenced by Leeds Road, the existing dealership, external vehicle display areas and other commercial development. In this context, converting part of the existing outdoor vehicle display area into an enclosed showroom would represent a limited change within the established commercial site. It would not introduce a new or unrelated use, and the existing access, parking arrangements and opening hours would remain unchanged.
- 7.13 Any views of the proposal in conjunction with the listed buildings would be experienced against the existing commercial built form and activity of the dealership. The extension would follow the general building line along Leeds Road and would not interrupt any important visual, historical or functional relationship between the cottage, lock and canal. It would therefore have no adverse effect upon the ability to appreciate or understand the significance of either listed building.
- 7.14 The proposal is considered to have a neutral effect upon the significance of the Grade II listed Keeper's Cottage or the Grade II listed Cooper Bridge Lock, including the contribution made by their settings. Their architectural and historic interest, group value and canal-side context would remain intact and legible. The proposal would therefore preserve the listed buildings and their settings, satisfying the statutory duty under section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990. It would also accord with Policies HE4, HE5 and HE6 of the NPPF and Policies LP24 and LP35 of the Kirklees Local Plan.

8.0 Other Matters

Flood Risk and Drainage

- 8.1 The Huddersfield Broad Canal and River Calder are located to the east of the application site. The Environment Agency Flood Map for Planning identifies the site as lying within Flood Zone 2, which comprises land with a medium probability of river flooding.
- 8.2 The proposal comprises a small ancillary building/extension to an established car dealership. A car showroom is classified as a 'less vulnerable' use and is therefore an appropriate form of development within Flood Zone 2. The Environment Agency's standing advice for householder and other minor extensions within Flood Zones 2 and 3 requires finished floor levels to be set at least 300mm above the known or modelled 1 in 100 annual probability river flood level. The estimated 1 in 100-year flood level at the site is 49.70m Above Ordnance Datum (AOD). The finished floor level of the proposed showroom will therefore be set at no lower than 50.00m AOD, providing the required 300mm freeboard. This measure would reduce the likelihood of floodwater entering the building and ensure that the proposed development remains appropriately resilient in the event of flooding.
- 8.3 The building would be constructed using flood-resilient materials and detailing where practicable, particularly at lower levels. Electrical sockets, sensitive equipment and other vulnerable building services would be positioned above the estimated flood level wherever reasonably possible. The building would remain ancillary to the wider dealership, and its occupants would be able to respond to Environment Agency flood warnings and leave the premises before a significant flood event.
- 8.4 The proposed showroom would be constructed over an existing area of tarmac hardstanding which is already impermeable. Although the proposal would introduce a new roof, it would not materially increase the overall extent of impermeable surfacing within the site. Surface water runoff from the roof would be collected and discharged through an appropriate controlled drainage arrangement, following the drainage hierarchy where practicable. The development would not involve material land raising or the obstruction of established overland flow routes and would not increase flood risk elsewhere.
- 8.5 The proposal represents an extension to an established business and must adjoin the existing dealership to operate effectively and share its existing access, parking, workshop and supporting facilities. Its location has therefore been dictated by the established use and the operational requirement for the showroom to form part of the existing premises.

- 8.6 Having regard to the less vulnerable classification of the proposed use, the incorporation of a finished floor level of at least 50.00m AOD and the absence of any material increase in impermeable surfacing, the development would be safe for its lifetime and would not increase flood risk elsewhere. It would therefore accord with Policies CC3 (Adaptation to climate change), F4 (Assessing flood risk for decision-making), F5 (The sequential test), F7 (Making development safe from flooding) and F8 (Sustainable drainage systems and watercourses) of the NPPF. It would also comply with Policies LP27 (Flood risk) and LP28 (Drainage) of the Kirklees Local Plan.

Contaminated Land

- 8.7 The site comprises previously developed land within an established motor dealership and is currently covered by tarmac hardstanding. The proposal would retain a commercial use and would not introduce a sensitive use. Included as part of the submission are previous investigation works for the entirety of the dealership site.
- 8.8 The proposed showroom would be constructed in accordance with the relevant Building Regulations and appropriate good-practice measures. Any made ground encountered during construction would be managed appropriately, and material requiring removal would be classified and disposed of through a suitably licensed facility. In the event that unexpected contamination, unusual ground conditions or potentially contaminated materials are encountered during construction, works within the affected area would cease until the material had been assessed by a suitably qualified person and any necessary remediation agreed with the Council. This matter could be secured by a standard unexpected-contamination planning condition.
- 8.9 The continued commercial use of the site would be appropriate having regard to its existing and previous use, and any unexpected contamination encountered during construction could be addressed through an appropriately worded planning condition. The proposal would therefore accord with Policies P2 (Ground conditions) and P3 (Living conditions and pollution) of the NPPF and Policy LP53 (Contaminated and unstable land) of the Kirklees Local Plan.

Ecology and Trees

- 8.10 The proposed showroom would be contained entirely within the existing developed dealership site. It would occupy tarmac hardstanding currently used for external vehicle display and would not require the removal of any trees or other vegetation. Existing trees around Lock Keeper's Cottage and the canal-side area would be retained. These trees are outside the proposed building footprint and would continue to provide a landscaped backdrop to the listed building and contribute to the visual and ecological character of the canal corridor.
- 8.11 The affected hardstanding provides negligible opportunities for nesting birds, bats, reptiles or other protected species. The proposal would not involve the demolition of an existing building, removal of trees, clearance of scrub or works to the canal and its banks. There is therefore no reasonable likelihood of protected species being directly affected by the development.

- 8.12 Construction activities would nevertheless follow standard good-practice measures. Materials would be stored within the existing developed site, dust and debris would be controlled, and lighting would be directed away from retained trees and the canal corridor. Any excavations left open overnight would be covered or provided with a suitable means of escape for wildlife.
- 8.13 The proposal would retain all existing trees and vegetation and would not affect buildings, trees, watercourses or other features with material potential to support protected species. With proportionate construction safeguards and suitable ecological enhancements where practicable, no significant ecological harm would arise. The proposal would therefore accord with Policies N2 (Improving the natural environment) and N3 (Trees in new development) of the NPPF and Policies LP24 (Design) and LP30 (Biodiversity and geodiversity) of the Kirklees Local Plan.

Biodiversity Net Gain

- 8.14 The red-line application site measures approximately 295m² (0.0295 hectares) and is therefore below the 0.2 hectare threshold for the statutory small-site Biodiversity Net Gain. The proposed showroom would also be constructed wholly over an existing area of sealed tarmac hardstanding used for the external display and sale of vehicles. No vegetated habitat, trees, hedgerows, watercourses or other habitats would be removed or directly affected by the development. The proposal is therefore exempt from the statutory Biodiversity Net Gain requirement on account of the size of the application site. Notwithstanding that exemption, the development would avoid any loss or degradation of existing habitats and would retain the trees and vegetation outside the application boundary, including those associated with the adjoining canal-side environment.
- 8.15 Where practicable, proportionate ecological enhancements, such as integrated bird or bat boxes, could be incorporated into the building. Given the nature of the development and its location within an operational dealership, there are otherwise limited opportunities for meaningful habitat creation within the red-line boundary.
- 8.16 The proposal would therefore protect the existing biodiversity interests of the site and its surroundings and would not result in any significant ecological harm. It would accord with Policy N2 (Improving the natural environment) of the NPPF and Policy LP30 (Biodiversity and geodiversity) of the Kirklees Local Plan. The development is exempt from the statutory Biodiversity Net Gain requirement because the application site is less than 0.2 hectares.

Climate Change

- 8.17 The proposal would make efficient use of previously developed land within an established commercial site. The showroom would replace an existing area of external vehicle display and would utilise the dealership's existing access, parking, workshop and supporting facilities. This represents an efficient pattern of development and avoids the need to develop a separate greenfield site.

- 8.18 The building would be designed to meet the relevant requirements of the Building Regulations, including current standards relating to energy efficiency and the conservation of fuel and power. Measures would include an appropriately insulated building envelope, energy-efficient glazing and low-energy internal lighting. The detailed specification of the building services would seek to minimise operational energy demand wherever practicable.
- 8.19 The site is accessible by public transport, walking and cycling, while four electric vehicle charging points are already provided within the dealership. These arrangements would be retained. The proposal would therefore contribute towards reducing greenhouse gas emissions and adapting to climate change in a manner proportionate to the scale and nature of the development.
- 8.20 The proposal would therefore make efficient use of previously developed land and existing dealership infrastructure while incorporating proportionate energy-efficiency measures and retaining access by sustainable modes of transport. It would accord with Policies CC2 (Mitigation of climate change), CC3 (Adaptation to climate change), DP3 (Key principles for well-designed places) and TR3 (Locating development in sustainable locations) of the NPPF. It would also comply with Policies LP1 (Presumption in favour of sustainable development), LP24 (Design) and LP26 (Renewable and low-carbon energy) of the Kirklees Local Plan.

8.0 Summary

- 8.1 The proposed development represents a logical and proportionate extension to an established car dealership within a sustainable urban location. It would make more effective use of previously developed land by converting an existing external vehicle display area into approximately 235m² of internal showroom floorspace. Its siting, scale, materials and appearance would integrate successfully with the existing dealership and the commercial character of Leeds Road, without causing unacceptable harm to neighbouring residential amenity.
- 8.2 The proposal would support the continued investment, adaptation and growth of an established Kirklees business, enabling an additional vehicle brand to operate from the site and potentially creating up to 10 additional jobs. The existing access, parking, turning arrangements and opening hours would remain unchanged. The development would not materially increase impermeable surfacing, would incorporate appropriate flood-resilience measures, including a finished floor level of at least 50.00m AOD, and would not give rise to unacceptable effects in terms of drainage, contaminated land, trees or ecology. The site measures approximately 0.0295 hectares and is therefore exempt from the statutory Biodiversity Net Gain requirement.
- 8.3 The development would preserve the significance and settings of the Grade II listed Lock Keeper's Cottage and Cooper Bridge Lock, including their historic and functional relationship with the canal. Overall, the proposal accords with the relevant policies of the Kirklees Local Plan and the National Planning Policy Framework. It represents an appropriately designed and sustainable form of development which balances economic growth with environmental, heritage and social considerations. Planning permission should therefore be granted.