

The logo for Rapleys, featuring the word "RAPLEYS" in white capital letters on a green and blue rectangular background.

Planning Statement for
MRH (GB) UK

FULL PLANNING APPLICATION FOR REDEVELOPMENT OF SALENDINE SERVICE STATION NEW HEY ROAD HUDDERSFIELD HD3 3UZ

September 2017
Our Ref: 17-02994

The logo for MRH Retail, featuring the letters "MRH" in large, bold, purple capital letters, with the word "RETAIL" in smaller, white capital letters on a dark grey rectangular background below it.

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1 INTRODUCTION

- 1.1 This Planning Statement has been prepared by Rapleys LLP on behalf of MRH (GB) UK (MRH Retail), and is submitted in support of a full planning application for the demolition of the exiting buildings and redevelopment of the site to provide a new petrol filling station (PFS) with forecourt shop/sales facility measuring 345 sq. metres (Gross Internal Area) and associated car parking and services, at Saledine Service Station, New Hey Road, Huddersfield, HD3 3UZ. A Site Location Plan is provided at **Appendix 1**.
- 1.2 MRH Retail are the largest independent operator of fuel petrol stations in the UK, incorporating several Oli Company brands, including BP, Esso, Jet etc. MRH was established as Malthurst in 1997 and now has an extensive portfolio of over 450 company owned PFS facilities.
- 1.3 The statement is submitted to Kirklees Council in their capacity as the Local Planning Authority ('LPA').
- 1.4 This statement should be read in conjunction with the documentation submitted in support of this application, namely:
- Completed Planning Application Forms and Ownership Certificates;
 - Site Location Plan;
 - Design and Access Statement prepared by Rapleys, September 2017;
 - Site Layout (Existing) and Site Location Plan (Drawing No. 170228-PL1);
 - Elevations (Existing) (Drawing No. 170228-PL2);
 - Site Layout (Proposed) (Drawing No. 170228-PL3);
 - Site Elevations (Proposed)(Drawing No. 170228-PL4); and
 - Building Elevations (Proposed) (Drawing No. 170228-PL5).
- 1.5 The statement provides information about the site and its history, details of the proposal, and a summary of relevant planning policy. It concludes by finding that the proposal accords with policy, and that it should therefore be approved. In covering these items, the statement structure is as follows:
- Site and Surroundings;
 - Planning History;
 - Relevant Local Planning History;
 - The Proposal;
 - Policy Considerations;
 - Planning Considerations; and
 - Conclusion.

2 SITE AND SURROUNDINGS

THE SITE

- 2.1 The site is located on the edge of Salendine Nook local centre, adjacent to the strategic A640 which links the site with junction 23 of the M62. The site is irregular in shape and it measures approximately 0.19 ha.
- 2.2 The site currently consists of the existing PFS with 4 no. fuel pumps in 4-square configuration, a jet wash facility and an existing forecourt shop / sales building comprising 115 sq. m gross floorspace. There is currently no customer parking available within the site. The shop building is located towards the western end of the site with the canopy and pumps in the middle, a car wash near the southern boundary and a jet wash near the south-east corner. In the eastern part of the site there is some landscaping and a parking / unloading area.
- 2.3 The existing PFS facility has an entrance from the eastern side of the site and an exit to the west. A right turn lane is provided in New Hey Road to allow access into the site.
- 2.4 The site has the benefit of good mature boundaries including a heavy dense tree line to the southern boundary and a well-established tree/hedge screen to the east. The western boundary has a timber screen fence and again mature planting screening the site from adjacent properties. The northern boundary to New Hey Road comprises of a low substantial wall.
- 2.5 The existing retail provision includes a range of goods and services for motorists and provides basic convenience provisions including: newspapers, confectionary and a limited range of groceries including bread, milk, tubbed and packaged foodstuffs and household cleaning items and toiletries. However, the range and choice of good and subsequently, the level of service provided by the facility is hindered to its current size.
- 2.6 The existing site represents a somewhat outdated PFS facility (both visually and operationally) and its redevelopment will provide an enhanced facility capable of meeting the demands of a modern PFS operator and its customers.
- 2.7 The existing site was originally developed during the 1990s and although the sales building has been subject to minor improvements over the years, the site remains the same as originally constructed and with the overall footprint and layout is struggling to meet the demands expected of a modern day petrol filling station.
- 2.8 The site is in Flood Zone 1 and contains two mature trees. They are not protected by a Tree Preservation Order.
- 2.9 The site is not located within a Conservation Area and there are no Listed Building within its boundaries or directly adjacent to the site.

THE SURROUNDINGS

- 2.10 The surrounding area is predominantly residential in nature with an element of retail in the area. The site is surrounded by residential dwellings from all aspects. To the north east of the site, across New Hay Road, is Salendine Nook local centre. The site is located approximately 1.3km to the east of junction 23 of the M62.

3 PLANNING HISTORY

- 3.1 The planning history search, utilising Kirklees Council's online database, revealed that the site has been in use as a petrol filling station for over twenty years. A full schedule of the site recent planning history for the site is provided at **Appendix 2**.
- 3.2 The most relevant in this instance is Planning Application Ref. 2014/62/92511/W which sought planning permission for an extension and refurbishment to the forecourt shop sales building and associated works at the site. The application was approved on 16th October 2014.
- 3.3 This planning permission sought to increase the net retail sales area by 78 sq m from 62 sq m to 140 sq m. with a total A1 gross floorspace of 195 sq m. The application also included relocation of the tanker hard standing and the tank vents to create 6 new off-street parking spaces. The application was considered to be acceptable from a highways point of view.
- 3.4 In summary, it is clear from the planning history that the principle of PFS use with an ancillary retail use is acceptable in this location.

4 THE PROPOSAL

- 4.1 The proposed development comprises the demolition of existing buildings and the redevelopment of the site to provide a new PFS with forecourt shop/sales building measuring 345 sq. metres (Gross Internal Area), along with 15 car parking spaces and associated services.
- 4.2 The proposal will involve the demolition of the existing shop, jet wash facility and all associated plant, canopy and forecourt. The existing tank farm and all existing boundary treatments will be retained. The proposal will reduce the number of pump islands by one, resulting in a 3 pump starter gate configuration, and alter the layout of the site in order to improve access and vehicular manoeuvrability in, around, and out of the site.
- 4.3 In addition, the proposal includes:
- 15 no. car parking spaces including one disabled space directly outside the shop entrance;
 - Altered existing exit crossing;
 - New landscaping;
 - New canopy with LED light fittings;
 - A two meter high feather fence along the western boundary of the site to reduce noise and improve the appearance; and
 - New tanker stand.
- 4.4 The proposed development incorporates directional 120W floodlights on 5m high poles, with recessed soffit floodlights incorporated into the canopy structure. A minimum 20 lux average lighting level (measured at ground level) is proposed. The lighting will utilise high-quality LED technology to ensure a clean, white light across the site, promoting safety and visibility for customers whilst minimising spillage in order to protect the amenity of neighbouring uses.
- 4.5 The proposed forecourt shop/sales building will include an internally housed ATM machine within secure room with user panel on building frontage.
- 4.6 The proposal is located in a highly accessible and sustainable location for cars, pedestrians, cyclists and public transport users alike. The existing access and egress points to New Hey Road will be retained with improvements proposed to the exit crossing. In addition, given that the proposed use of the site will remain unchanged, it is considered that proposal will not generate any addition traffic and therefore have no detrimental impact on the public highway.
- 4.7 Despite its increased size, the sales building will retain the same overall function as the existing operations present on the site. Its principal role will remain that of a roadside service station in Sui Generis use. The retail offer within the building will remain ancillary. The proposed development response to the need to improve the existing offer of the forecourt shop/sales building which currently fails adequately to meet the needs of the modern pass-by motorist, as per existing PFS present on site.
- 4.8 The trading characteristics of the building will remain unchanged, and will not alter from those found within modern roadside service facilities. Consistent with the services provided, the facility will principally draw trade from passing motorists.
- 4.9 A PFS facility with ancillary retail does not constitute a main town centre use as it requires a strategic roadside location owing to the nature of its customer base and the nature of its

offering - such a service would not be appropriately located within the town centre. The proposed development seeks to serve the same role, and provide the same strategic offering, albeit one that will now meet modern expectations and needs. It will not draw trade away from Salendine Nook local centre.

- 4.10 The building will be served by a single counter, as well as a single entrance point. There will be no dedicated or separate entrances for fuel and shop customers. The arrangement of the site will mirror the operation of the existing PFS facility, and will retain the same role and function as that which it replaces.
- 4.11 The development represents a modern, coordinated approach to site design in order to create a welcoming environment. Details in relation to the proposed materials are available in the accompanying Design and Access Statement and in the proposed plans.

5 PLANNING POLICY

NATIONAL PLANNING POLICY GUIDANCE

- 5.1 The Government published the National Planning Policy Framework ('NPPF') on 27 March 2012. The NPPF sets out the Government's vision of sustainable development in England, and how it will be facilitated by the planning process. Central to the ideas of sustainable development is the importance of the economic, social and environmental roles which development can play.
- 5.2 The Planning Practice Guidance ('PPG') - which supports the NPPF's policies and provides wider guidance and explanation - states that the NPPF represents up-to-date Government planning policy and must be taken into account where it is relevant to a planning application.

Presumption in Favour of Sustainable Development

- 5.3 **Paragraph 14** - the presumption in favour of sustainable development is a golden thread running through plan-making and decision-taking. For decision-taking this means:
- Approving development proposals that are in accordance with the Development Plan; and
 - Granting permission where the Development Plan is absent, silent or out of date - unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
- 5.4 A footnote to paragraph 14 states that the presumption in favour of sustainable development should apply unless material considerations indicate otherwise.

Core Planning Principles

- 5.5 **Paragraph 17** - there are 12 core planning principles which should underpin plan making and decision taking, among which are the assertions that decision-taking should:
- Proactively drive and support sustainable economic development to deliver the infrastructure that the country needs; and
 - Always seek to secure high quality design and a good standard of amenity.

Building a Strong, Competitive Economy

- 5.6 **Paragraph 19** - planning should operate to encourage sustainable growth. Significant weight should be placed on the need to support economic growth through the planning system.

Promoting Sustainable Transport

- 5.7 **Paragraph 31** - Local Planning Authorities (LPAs) should work to develop strategies for viable infrastructure necessary to support sustainable development. The primary function of roadside facilities should be to support the safety and welfare of the road user.

Requiring Good Design

- 5.8 **Paragraph 60** - it is proper to promote local distinctiveness, but planning policies and decisions should not:
- Seek to impose architectural styles or particular tastes; nor
 - Stifle innovation, originality or initiative through unsubstantiated requirements to conform to development forms or styles.

LOCAL PLANNING POLICY

- 5.9 The site falls within the local administrative boundary of Kirklees Council. The development plan for this area of Kirklees comprises 'saved' policies of the Kirklees Unitary Development Plan (March 1999) (SoS Direction September 2007).

Policies Map

- 5.10 The site is not allocated or designated for any specific purpose as shown on the adopted Proposals Map.

The Kirklees Unitary Development Plan (1999) (UDP)

- 5.11 **Saved Policy G4 (General Concerns)** requires new development to achieve a high standard of design.
- 5.12 **Saved Policy G5 (General Concerns)** states that development proposals should have regard to equality of opportunity in terms of access to buildings and open space facilities and other relevant aspects of design, including the provision of ancillary facilities.
- 5.13 **Saved Policy BE 1 (Built Environment)** states that all development should be of good quality design such that it contributes to a built environment which:
- I. Creates or retains a sense of local identity;
 - II. Is visually attractive;
 - III. Promotes safety, including crime prevention and reduction of hazards to highway users;
 - IV. Promotes a healthy environment, including space and landscaping about buildings and avoidance of exposure to excessive noise or pollution; and
 - V. Is energy efficient in terms of building design and orientation and conducive to energy efficient mode of travel, in particular walking, cycling and use of public transport.
- 5.14 **Saved Policy BE 2 (Quality of Design)** confirms that new development should be designed so that:
- I. It is in keeping with any surrounding development in respect of design, materials, scale, density, layout, building height or mass;
 - II. The topography of the site (particularly changes in level) is taken into account;
 - III. Satisfactory access to existing highways can be achieved; and
 - IV. Existing and proposed landscape features (including trees) are incorporated as an integral part of the proposal.
- 5.15 **Saved BE11 (Building Materials)** requires new developments to be constructed in natural stone of a similar colour and texture to that prevailing in the area where the proposal is located.
- 5.16 **Saved Policy BE 23 (Crime Prevention)** states that new development should incorporate crime prevention measures to achieve:
- I. Pedestrian safety on footpaths by ensuring through visibility from existing highways;
 - II. Natural surveillance of public spaces from existing and proposed development; and

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- III. Secure locations for car parking areas.
- 5.17 **Saved Policy D2 (Land without notation of the Proposals Map)** confirms that planning permission for the development (including change of use) of land and buildings without notation on the proposals map, and not subject to specific policies in the plan, will be granted provided that proposals do not prejudice:
- I. The implementation of proposals in the plan;
 - II. The avoidance of over-development;
 - III. The conservation of energy;
 - IV. Highway safety;
 - V. Residential amenity;
 - VI. Visual amenity;
 - VII. The character of the surroundings;
 - VIII. Wildlife interests; and
 - IX. The efficient operation of existing and planned infrastructure.
- 5.18 **Saved Policy EP4 (Noise)** states that proposals for noise sensitive development in proximity to existing sources of noise, or for noise generating uses of land close to existing noise sensitive development, will be considered taking into account the effects of existing or projected noise levels on the occupiers of the existing or proposed noise sensitive development.
- 5.19 In addition to the above, according to the supporting text of the Town Centre Chapter in the Kirklees UDP, shops may be proposed as an ancillary element to other forms of development for example, petrol filling stations.

Parking Standards

- 5.20 Given that the Council does not provide parking standards for Sui Generis uses, parking requirement for the proposed development have based on floorspace of the forecourt shop/sales building. The UDP parking standards require 1 space per 30 sq. m for A1 retail use which in this case equates to a requirement for 12 customer parking spaces. In addition, the development will require provision of 3 staff car parking spaces (1 space per 100 sq. m), creating need for a total of 15 car parking spaces.

EMERGING LOCAL POLICY

- 5.21 The Kirklees Local Plan was submitted to the Secretary of State for Communities and Local Government on 25th April 2017, so that it can be examined by an independent Inspector. The examination hearings will commence on Tuesday 10th October 2017. The adoption of the emerging document is scheduled for early 2018. Given the advanced stage of its preparation, it is considered that some weight should be afforded to the draft policies.

Kirklees Publication Draft Local Plan - Strategy and Policies (November 2016)

- 5.22 **Draft Policy PLP 1 (Presumption in favour of sustainable development)** confirms that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. Furthermore the policy states that proposals that accord with the policies in the Kirklees Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

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- 5.23 **Draft Policy PLP 7 (Efficient and effective use of land and buildings)** states to ensure the best use of land and buildings, proposals should encourage, *inter alia*, the efficient use of previously developed land in sustainable locations provided that it is not of high environmental value.
- 5.24 **Draft Policy PLP 20 (Sustainable travel)** requires new development be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car. The policy confirms that the council will support development proposals that can be served by alternative modes of transport such as public transport, cycling and walking.
- 5.25 **Draft Policy PLP 21 (Highway safety and access)** states that Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users. New development will not be permitted if it adds to highway safety problems or in the case of development which will generate a substantial amount of trip generation, cannot be adequately served by the existing local highway network.
- 5.26 According to the provision of **Draft Policy PLP 24 (Design)**, proposals should promote good design by ensuring:
- The form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape;
 - They provide a high standard of amenity for future and neighbouring occupiers; including maintaining appropriate distances between buildings and the creation of development-free buffer zones between housing and employment uses incorporating means of screening where necessary;
 - Extensions are subservient to the original building, are in keeping with the existing buildings in terms of scale, materials and details and minimise impact on residential amenity of future and neighbouring occupiers;
 - High levels of sustainability through (*inter alia*):
 - The re-use and adaptation of existing buildings, where practicable;
 - design that promotes behavioural change, promoting walkable neighbourhoods and making walking and cycling more attractive;
 - using innovative construction materials and techniques, including reclaimed and recycled materials;
 - minimising resource use in the building by orientating buildings to utilise passive solar design, incorporating vegetation and tree planting to assist heating and cooling and providing for the use of renewable energy;
 - designing places that are adaptable and able to respond to change, with consideration given to accommodating services and infrastructure, access to high quality public transport facilities and offer flexibility to meet changing requirements of the resident / user.
 - The risk of crime is minimised by enhanced security, and the promotion of well-defined routes, overlooked streets and places, high levels of activity, and well-designed security features.
- 5.27 **Draft Policy PLP 28 (Drainage)** states that for proposals on brownfield sites there should be a minimum 30% reduction in surface water run-off where previous positive surface water

connections from the site can be proven. New connections will be subject to at least greenfield restrictions.

- 5.28 **Draft Policy PLP 52 (Protection and improvement of environmental quality)** requires proposals which have the potential to increase pollution from noise, vibration, light, dust, odour, shadow flicker, chemicals and other forms of pollution or to increase pollution to soil or where environmentally sensitive development to be accompanied by evidence to show that the impacts have been evaluated and measures have been incorporated to prevent or reduce the pollution, so as to ensure it does not reduce the quality of life and well-being of people to an unacceptable level or have unacceptable impacts on the environment.

Draft Local Plan Proposals Maps (2016)

- 5.29 In line with the emerging Proposals Maps, the site is not allocated or designated for any specific purpose.

6 PLANNING CONSIDERATIONS

6.1 A review of the proposal in light of planning policy suggests that the following matters require consideration:

- Principle of development;
- Design;
- The functionality of the site;
- Highways; and
- Impact on neighbouring amenity.

A further matter is the local development plan's silence regarding roadside development, and the role that the NPPF consequently plays from a decision-making standpoint.

Principle of development

6.2 The proposal seeks the redevelopment of the existing PFS into one of a more modern, considerate and efficient design that will improve the facilities already available on the site. Therefore, the principle of the development is acceptable subject to the proposal satisfying the relevant development control considerations, which are discussed in the following section.

6.3 The principal role of the site will continue as a roadside service station, which is categorised as 'Sui Generis' use within the Town and Country Planning (Use Classes) Order 1987 (as amended). The retail offer within the building will remain ancillary.

Design of the proposal in its immediate context

6.4 The design of the development has been informed by MRH's operational requirements as well as the relevant planning policy considerations. It reflects the style of newly developed roadside service stations both within the local area, and the nation as a whole. PFS facilities are distinctive entities which should adopt a design which reflects their purpose. As such, the design is highly functional, whilst taking the opportunity to enhance the quality and safety of the environment.

6.5 Saved Policies G 4, BE 1, BE 2 and draft Policy PLP 24 requires all new development to be of good quality design such that it contributes to a built environment of its locality. The proposed development accords with this policy by creating a clean, functional and visible design that will respond to the surrounding. In addition, the proposal also accords with draft Policy PLP 7 by making efficient use of previously developed land in a sustainable location. Therefore, there is no reason to refuse the application on ground of design, and any local distinctiveness is insufficiently prominent to substantiate any requirement to conform, as noted in paragraph 60 of the NPPF.

The function of the site

6.6 The proposal puts forward a revised layout which will enhance the efficiency of the site. The petrol pumps will be moved towards centre of the site, which will allow for greater vehicular mobility throughout the forecourt and enhance ease of access. The proposed alterations to the layout will add a sense of space, create secure car parking and provide greater ease of use for visiting motorists. In this regard it complies with saved Policies G 5 and BE 23, and upholds the requirements of national policy detailed in paragraph 31 of the NPPF.

6.7 Additionally, the site includes parking provision for disabled users and automatic doors, meeting the requirements for mobility impaired access.

- 6.8 The provision of ancillary retail services is in keeping with modern roadside development and falls within the established design of such sites both within the local area and across the country as a whole. The inclusion of such facilities will in no way undermine the site's primary role as a PFS, nor jeopardise the site's Sui Generis use. Their inclusion will enhance the PFS' offering to passing motorists, and will not draw trade or impact upon Salendine Nook local centre facilities.

Highways

- 6.9 The proposal is located in a highly accessible and sustainable location for cars, pedestrians, cyclists and public transport users alike. The existing access and egress points to New Hey Road will be retained with improvements proposed to the exit crossing. In addition, given that the proposed use of the site will remain unchanged, it is considered that proposal will not generate any addition traffic and therefore, have no detrimental impact on the public highway and it will subsequently accord with the provision of saved Policy T10 of the Kirklees UDP.
- 6.10 The site currently does not offer customer parking within the site. It is proposed that the redeveloped site will be served by 15 car parking spaces, including 1 no. disabled space directly outside the shop entrance, which will improve the customer experience and prevent the customers to use on-street parking on nearby residential streets.

Impact on neighbouring amenity

- 6.11 The removal of the car wash, and the reduction in the number of pump islands, will see a reduced level of activity at the site, and by extension, a reduced impact on neighbouring amenity from the development with regard to both noise and visual impact. The design includes a two meter high feather fence along the site's western boundary. This will not only improve the visual appearance of the site, but also attenuate any noise that might affect adjacent properties. The lighting within the site will utilise high-quality LED technology to ensure a clean, white light across the site, promoting safety and visibility for customers whilst minimising spillage in order to protect the amenity of neighbouring uses. Therefore, it is considered that the proposed development meet the requirements of saved Policy EP4 and draft Policy PLP 52
- 6.12 The site will be refitted with modern facilities and plant that generate less noise than those which currently occupy the site. The loss of the car washing facilities will further reduce potential impact of noise to neighbours, complying with saved policies of the adopted Local Plan. Therefore, it is considered that the proposed development will provide a significant improvement to the quality of the neighbouring amenity.

Local Plan's silence on roadside development, and the role of the NPPF

- 6.13 At neither a saved, adopted nor emerging level does local policy provide specific guidance on roadside development proposals. As such, paragraph 14 of the NPPF (which imposes the presumption in favour of sustainable development in the event of such an instance) comes into play. This presumption - for decision-making - means that approval should be granted "unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits".
- 6.14 This Statement has - in recognition of the footnote to paragraph 14 - taken into account the relevant material considerations as identified by both national and local policy. There is nothing to suggest that the presumption in favour of sustainable development should not apply.
- 6.15 It is certainly not the case that the proposal risks adverse impacts, least of all any that significantly and demonstrably outweigh the obvious benefits. The proposal will positively

affect the design, function and offering of the site whilst reducing any potential detriment to neighbours. In this regard, it upholds all relevant planning principles detailed in paragraph 17 of the NPPF

- 6.16 Having regard to the above, it is considered that the development is sustainable, and should be granted permission without delay in accordance with the local and national policy.

7 CONCLUSION

- 7.1 This statement has assessed the proposed development against the NPPF, relevant policies contained within the adopted Development Plan and other relevant material considerations.
- 7.2 The proposal seeks the redevelopment of the existing PFS present at the site which has a long established history of use in this location.
- 7.3 Planning history and relevant policy indicates that the development is acceptable in principle.
- 7.4 The proposal will improve the design and functionality of the PFS, and increase its offering to better match the expectations of modern motorists whilst simultaneously enhancing its economic potential. It is acceptable with regard to all aspects of policy.
- 7.5 The statement therefore concludes, that the proposed development is in conformity with national and local planning policy, and that there are no other material considerations that indicate that planning permission should not be forthcoming.

Appendix 1

SITE LOCATION PLAN



Site Location Plan

Salendine Service Station
New Hey Road
Huddersfield
HD3 3UZ

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Scale

1:1250

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Appendix 2

PLANNING HISTORY SCHEDULE

SALENDINE SERVICE STATION NEW HEY ROAD HUDDERSFIELD, HD3 3UZ: PLANNING HISTORY SCHEDULE

Application Ref.	Site	Description	Decision
2000/62/91623/W2	Salendine Service Station, New Hey Road, Salendine Nook, Huddersfield, HD3 3UZ.	Erection of roof structure and entry/exit doors to existing car wash facility	Approved on 31 st July 2000
2005/64/91938/W1	Total Petrol Station, New Hey Road, Salendine Nook, Huddersfield, HD3 3UZ	Erection of illuminated ATM cash sign	Approved on 8 th June 2005
2005/62/91937/W1	Total Petrol Station, New Hey Road, Salendine Nook, Huddersfield, HD3 3UZ	Installation of ATM and security pod	Approved on 9 th June 2005
2012/64/93502/W	Total Petrol Station, New Hey Road, Salendine Nook, Huddersfield, HD3 3UZ	Erection of 2 internally illuminated, 6 sheet, free-standing advertising units	Approved on 28 th December 2012
2013/62/90519/W	Salendine Service Station, New Hey Road, Salendine Nook, Huddersfield, HD3 3UZ	Erection of ATM housing	Approved 8 th April 2013
2014/64/92259/W	Salendine Service Station, New Hey Road, Salendine Nook, Huddersfield, HD3 3UZ	Advertisement consent for erection of 2 illuminated fascia signs	Approved on 2 nd September 2014
2014/62/92511/W	Salendine Service Station, New Hey Road, Salendine Nook, Huddersfield, HD3 3UZ	Erection of extensions to sales building and associated works	Approved 16 th October 2014