



JMS PLANNING & DEVELOPMENT

PLANNING, DESIGN & ACCESS
STATEMENT

SUBMITTED IN SUPPORT OF
A PLANNING APPLICATION

FOR

EXTENSION TO EXISTING SALES BUILDING,
NEW EVC HUB, NEW JETWASHES
AND ASSOCIATED WORKS

AT

SALENDINE SERVICE STATION, NEW HEY
ROAD, HUDDERSFIELD, WEST YORKSHIRE,
HD3 3UZ



Client: Motor Fuel Group
Project: Salendine Service Station, New Hey Road, Huddersfield, West Yorkshire,
HD3 3UZ
Date: June 2026

JMS Planning & Development Ltd
T: 07510 575548
E: daniel.phillips@jmsplanning.com

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SECTION 1: INTRODUCTION

- 1.1 This Planning, Design and Access Statement has been prepared by JMS Planning on behalf of the Motor Fuel Group ('MFG') (*the Applicant*) in support of proposals for an extension to existing sales building, creation of new EVC hub, new jetwashes and associated works at Salendine Service Station, New Hey Road, Huddersfield, West Yorkshire, HD3 3UZ (*the Site*).
- 1.2 It is considered that the application is of significant merit as it upgrades the existing sales building on site providing a 'food-to-go' offer to be operated as a Greggs and provides an improved and 'refreshed' site for the benefit of existing customers.
- 1.3 The national need for additional and enhanced petrol filling station facilities is widely recognised and accepted. Whilst the recent closure of 150-200 sites a year has slowed, there continues to be strong competition between fuel retailers, particularly the big four supermarkets, which combined with the increasing costs of compliance with environmental regulations putting those remaining petrol stations under intense pressure.
- 1.4 Petrol filling stations are a vital necessity and can often function as a community hub and are facing significant threats in a harsh economic climate. Petrol stations have been likened to post offices and local shops as vital community facilities which are rapidly disappearing. The opportunity to deliver an enhanced petrol filling station which meets the needs of existing customers should be embraced.
- 1.5 It is considered that the application is of significant merit. Namely;
 - The proposal represents the continued investment and modernisation of an established petrol filling station in a sustainable and accessible location;
 - The application provides a new EVC hub to the benefit of local EV drivers and to assist the transition to net zero.
 - The development will enhance customer choice and convenience through the provision of improved facilities, including a new food-to-go offer and enhanced internal layout;
 - The proposal will support the retention of existing jobs and create additional employment opportunities during both the construction and operational phases;
 - The reconfiguration of the forecourt, access and parking arrangements will improve site functionality and safety;
 - The proposal includes a comprehensive landscaping and planting strategy which will enhance the visual appearance of the site and contribute positively to local green infrastructure; and



- The development will not give rise to unacceptable impacts on amenity, highway safety, ecology or flood risk.
- 1.6 This Statement continues in Section 2 by providing a summary of the Motor Fuel Group, Section 3 provides details of the site's location and its context, with a brief summary of the planning history for the site in Section 4.
 - 1.7 Details of the application proposal are set out in Section 5 with a detailed summary of the planning policy position at National and local level contained within Section 6.
 - 1.8 Section 7 sets out the justification for the proposal in the context of national requirements, local need and the policy position. The design and access statement will be included in Section 8 and the conclusions on all matters are drawn in Section 9.



SECTION 2: THE APPLICANT

- 2.1 Motor Fuel Group ('MFG') is the largest independent forecourt operator in the UK. The Company has around 1,200 sites offering customers a growing dual fuel strategy, a versatile valeting offer and a convenient retail and 'food-to-go' offer, operating under the BP, Shell, Esso, Texaco, JET and Murco fuel brands.
- 2.2 MFG is backed by committed investors and is focused on growing and developing the business into one of the most dynamic and profitable independent forecourt operators in the UK.
- 2.3 MFG intends to continue to offer its customers premium fuel brands and electric vehicle charging coupled with an attractive, competitive and expanding forecourt shop offer for today's cost-conscious consumers. The Company's key objective is to make all visits to a MFG forecourt as pleasurable as possible. They aim to provide customers with high levels of service; good quality, competitively priced fuels and charging and, of course, a convenient and competitive shopping experience.
- 2.4 The Company's intention is to ensure that its shops provide customers with an exceptional product range and 'food-to-go' offer from top name brands, ongoing value promotions and a shopping environment to match any of the multiples, whilst the forecourts met everyday need of motorists.

SECTION 3: THE APPLICATION SITE

- 3.1 The Site currently comprises of a petrol filling station operated with an Esso fascia as well as a shop operated under the Londis brand. The Site, which extends across a 0.2-hectare site area is located on the southern side of the A640 New Hey Road.
- 3.2 The Site itself comprises of a total of 4 fuel pump islands, providing refuelling facilities for eight cars at any time. In addition to which, the Site has an overhead canopy linking to the sales building, car wash, air/water bay and associated infrastructure.
- 3.3 The sales building is located towards the western boundary of the Site and comprises a sales area, counter, night payment window, staff facilities and storeroom. The existing sales area is small and includes paying facilities for customers as well as a sales area selling basic items. The remainder of the building is used for associated storage purposes and cannot be accessed by the general public.
- 3.4 The Site is bound by a series of existing hedgerows and trees along its eastern, southern and western boundaries beyond which, lies a number of residential properties. To the north, the Site is bound by New Hey Road which is a Primary 'A' Road, beyond which lies further residential dwellings, as evidenced by **Figure 1** below.
- 3.5 More broadly, the Site is located within Salendine Nook, which itself is to the west of Huddersfield, in close proximity to Junction 23 of the M62.



Figure 1 – The Site in its Immediate Context

3.6 In terms of Planning Designations which impact the Site:

- The Site is not located within the Green Belt, conservation area or any Natural Landscape
- The Site is located within Flood Zone 1 which has the lowest probability of flooding.
- The Site is not impact by any surface water flooding.
- The Site does not contain any listed buildings, the nearest of which is a Guidepost on the West Side of the Junction with Moor Hill Road (Grade II).

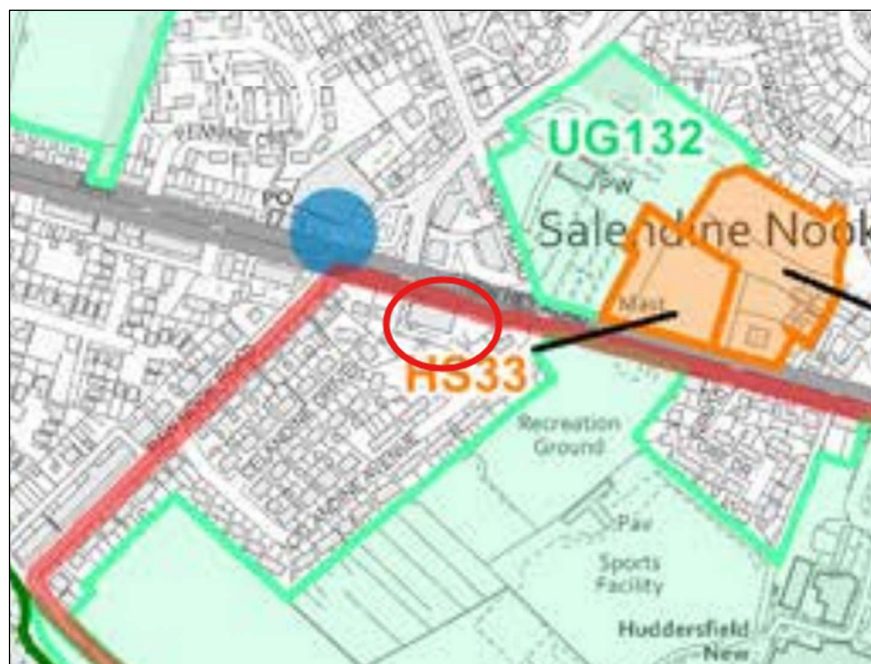


Figure 2 – An Extract of the Proposals Map, with the Site Circled in Red

- 3.7 Based upon the 'Connectivity Lite' tool, released by the Department for Transport (DfT), the Site scores a total of 87 out of 100 when considering driving. When considering other modes overall, excluding driving, the score drops to 66 out of 100, as respectively demonstrated at **Figure 3**.
- 3.8 The minor disparity between the driving connectivity score (87) and the sustainable travel score (66) underlines the Site's sustainable location as well as its location adjacent to the strategic road network (SRN).

- 3.9 While the DfT's Connectivity Lite tool typically identifies locations where development should be restricted due to car-dependency, for the purposes of this application for new roadside infrastructure, these metrics are less relevant.

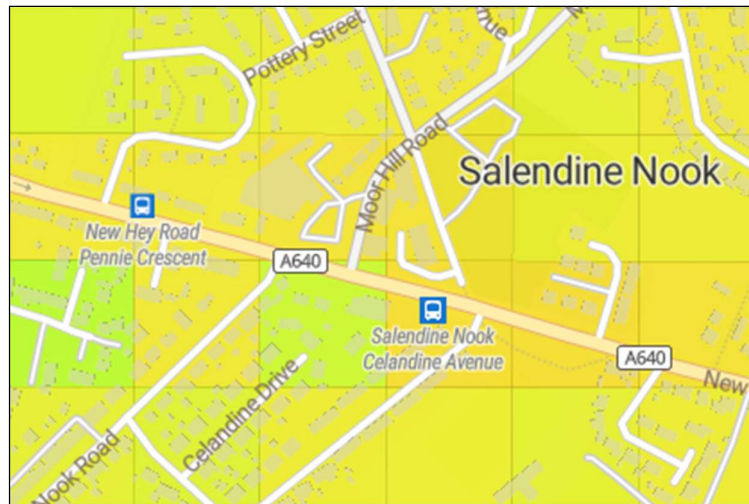


Figure 3a – The Site's Connectivity Lite Score (Overall)

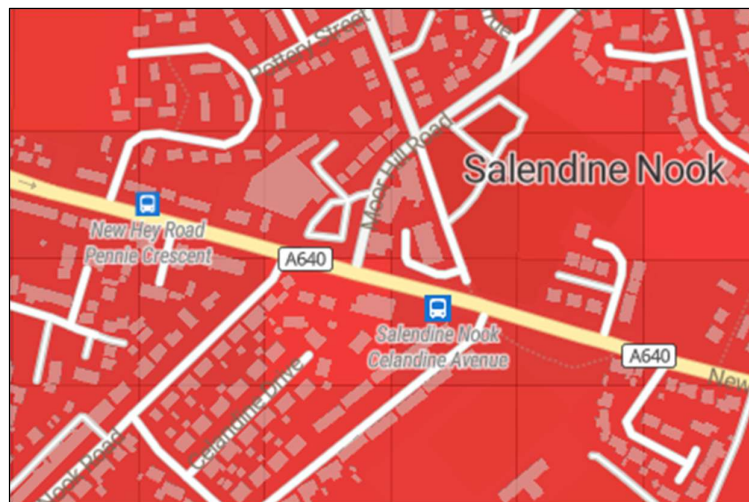


Figure 3b – The Site's Connectivity Lite Score (Driving)



SECTION 4: PLANNING HISTORY

- 4.1 A review of the Kirklees Council's Online Planning History Database has been undertaken, revealing the following applications associated with the Site and its historic use as a service station.

Reference	Description	Decision	Date
91/62/02253/B3	Refurbishment of Existing Petrol Service Station.	Refused	13 August 1991
91/62/04959/B3	Refurbishment of Existing Petrol Service Station.	Granted	29 October 1991
91/64/05344/B3	Erection of Signs	Granted	7 January 1992
94/62/92879/W2	Refurbishment of Petrol Filling Station	Granted	3 November 1994
2000/62/91623/W2	Erection of Roof Structure and Entry / Exit Doors to Existing Car Washing Facility	Granted	31 July 2000
2005/64/91938/W1	Erection of Illuminated ATM Cash Sign	Granted	8 June 2005
2005/62/91937/W1	Installation of ATM and Security Pod	Granted	9 June 2005
2012/64/93502/W	Erection of 2 internally illuminated, 6 sheet, free-standing advertising units	Granted	28 December 2012
2013/62/90519/W	Erection of ATM housing	Granted	8 April 2013
2014/64/92259/W	Advertisement consent for erection of 2 illuminated fascia signs	Granted	2 September 2014
2014/62/92511/W	Erection of extensions to sales building and associated works	Granted	16 October 2014
2017/62/93278/W	Demolition of existing petrol filling station and redevelopment to provide a new petrol filling station facility with forecourt shop / sales building, customer car parking and associated services	Granted	4 December 2017
2018/44/91733/W	Discharge of Conditions 3 (samples) and 6 (security measures) on previous application 2017/93278.	Granted	24 July 2018
2018/70/91804/W	Variation of Condition 5 (operating hours) on previous permission 2017/93278 for demolition of existing petrol filling station and redevelopment to provide a new petrol filling station facility with	Withdrawn	24 October 2018

	forecourt shop / sales building, customer car parking and associated services		
2019/62/92653/W	Erection of single storey side extension, 2m high bin store enclosure and new shop front	Granted	14 October 2019
2022/44/90538/W	Discharge Conditions 4-8 (contamination and remediation) on previous permission 2019/92653/F	Partial Discharge	11 April 2022
2022/70/92130/W	Variation Condition 9 (hours of operation) on previous permission 2019/92653 for erection of single storey side extension, 2m high bin store enclosure and new shop front	Withdrawn	8 November 2022
2021/62/92358/W	Installation of 1no. new jet wash bay with 2.6m high glazed screens	Withdrawn	7 February 2023
2023/62/91393/W	Demolition of existing sales building and erection of new sales building, installation of 3 new jet wash bays, electrical vehicle charging bays with associated infrastructure, de-link of existing forecourt canopy, and associated forecourt works	Granted	11 October 2023
2024/NMA/90901/W	Non-Material Amendment to previous permission 2023/91393 for Demolition of existing sales building and erection of new sales building, installation of 3 new jet wash bays, electrical vehicle charging bays with associated infrastructure, de-link of existing forecourt canopy, and associated forecourt works	Refused	5 April 2024
2024/44/90573/W	Discharge Conditions 4 (Phase I Desk Study Report), 11 (CCTV), 12 (lighting) on previous permission 2023/91393 for demolition of existing sales building and erection of new sales building, installation of 3 new jet wash bays, electrical vehicle charging bays with associated infrastructure, de-link of existing forecourt canopy, and associated forecourt works	Partial Discharge	22 April 2024

2024/62/91293/W	Demolition of existing sales building and erection of new sales building, installation of 3 new jet wash bays, electrical vehicle charging bays with associated infrastructure, de-link of existing forecourt canopy, and associated forecourt works	Withdrawn	29 October 2024
2024/70/92396/W	Variation of Condition 2 (plans and specifications) on previous permission 2023/91393 for demolition of existing sales building and erection of new sales building, installation of 3 new jet wash bays, electrical vehicle charging bays with associated infrastructure, de-link of existing forecourt canopy, and associated forecourt works	Granted	29 October 2024
2025/64/90947/W	Advertisement Consent for erection of illuminated small format advertising display	Granted	28 May 2025

- 4.2 Of the applications contained within Table 1 above, the following are of most relevance to this current submission.
- 4.3 LPA Ref. 2017/62/93278/W sought the demolition of existing petrol filling station and redevelopment to provide a new petrol filling station facility with forecourt shop / sales building, customer car parking and associated services and was granted on the 4th December 2017. A number of subsequent discharge of condition(s) applications came forward and as such, it is taken that the proposal was implemented, in line with the extract of the Proposed Site Layout shown at **Figure 4** below.

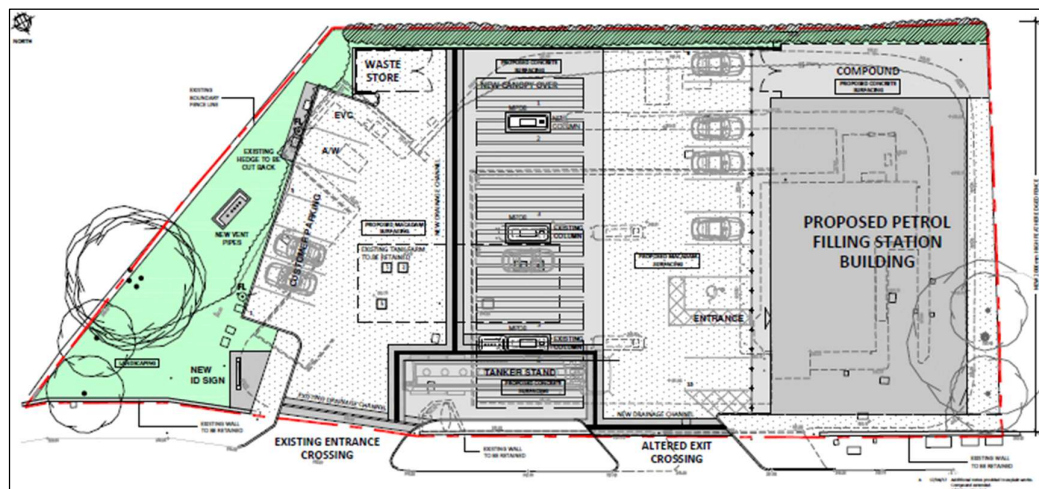


Figure 4 – The Approved Site Layout Associated with 2017/62/93278/W

- 4.4 Planning Application Ref. 2023/62/91393/W was granted on 11th October 2023 for the demolition of existing sales building and erection of new sales building, installation of 3 new jet wash bays, electrical vehicle charging bays with associated infrastructure, de-link of existing forecourt canopy, and associated forecourt works. An extract of the approved plans is shown below at **Figure 5**.

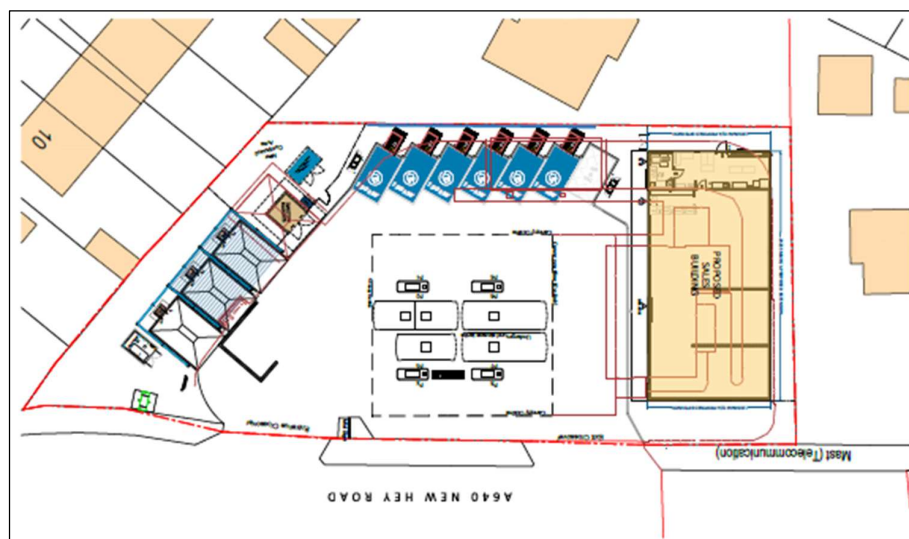


Figure 5 – The Approved Site Layout Associated with 2023/62/91393/W

- 4.5 The most recent planning application at the Site, Ref. 2024/70/92396/W sought a variation to Condition 2 of Ref. 2023/62/91393/W, and was granted on the 29th October 2024. The proposed alterations included the following:

- Revised location for the substation;
- Revised location for LV panel;
- New covered bin store;



- Existing mid sign removed;
- Revised metering GRP cabinet;
- Plant room relocated with 2.4m high hit and miss timber fencing;
- Revised location of 2 no. covered jet wash bays and 1 no. open jet wash bay;
- New vent stack to be installed;
- New indicative pole sign;
- Revised storefront;
- Retaining wall to be extended slightly up to new substation location.
- Sales building has been reduced in size slightly (from 290sqm to 262.3sqm).

4.6 Given that there is no evidence on the Council's Planning History database of any discharge of condition(s), it is assumed that the submission has not been implemented. Condition 1 attached to the determination confirms that the development permitted must begin prior to the 11th October 2026.

- 5.3 The proposed extension to the sales building measuring a total of 77 sqm will create an improved shopping environment with a glazed attractive shopfront, a 'food to go' element and better facilities for existing customers. The internal sales building will remain as per its current layout, but the building will be more functional and modern in design, providing a spacious internal environment for customers and those working within it.

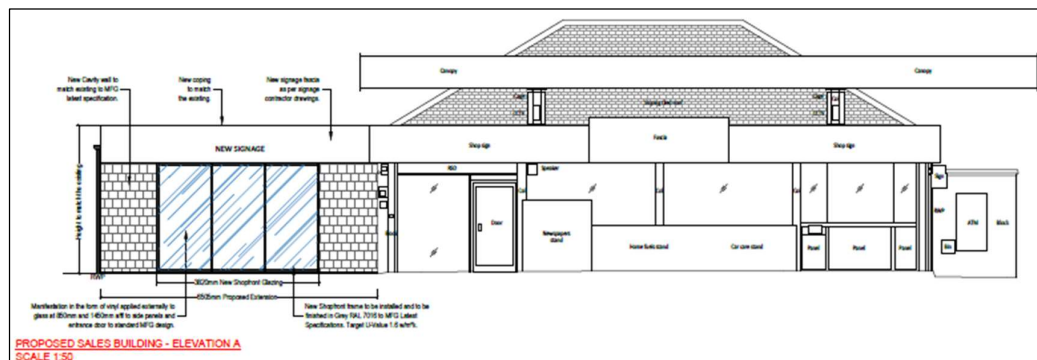


Figure 8 – The Proposed Elevation of the Sales Building

- 5.4 The aspiration for the Applicant is to create a food to go concession (Greggs) which will operate in an ancillary manner to the existing service station. 'Food to go' offers are commonly found as part of service stations meeting the needs of users of the Site providing refreshment and a break from driving. The proposed development will support the wider use of the Site, meeting the needs of passing motorists.
- 5.5 The extension will comprise glazing to the frontage and masonry brick to the side elevations, matching the existing finish.
- 5.6 The wider amendments to the service station seeks to modernise the services available including the provision of five EV Chargers.

Proposed Greggs' Unit

- 5.7 The proposed Greggs retail bakery concession will offer the following baked and convenience goods including:-
- Bread;
 - Savoury pastries;
 - Cakes;
 - Sandwiches;
 - Soups;
 - Salads;
 - Pasta;
 - Snacks;
 - Hot wraps;
 - Confectionery;



- Hot and cold drinks; and
 - Other ancillary items.
- 5.8 These items will be sold for consumption on or off the premises. The new store will comprise a back of house area and a customer area to include a small indoor seating area (four seats) allowing customers to 'eat in' plus other associated works. including internal bin store.
- 5.9 The proposed Greggs' unit will trade under a Class E use. Greggs is not classed as a hot food takeaway use (sui generis).
- 5.10 In respect to the design and materiality of the proposed extension, the proposed materiality is shown on the Proposed Elevation Drawing which will comprise facing brickwork to match existing. The sales building extension has been designed to have a modern and practical appearance matching the existing sales building. The extension will feature a new automatic sliding door as well as a partially glazed frontage to let natural light into this part of the extension and nature surveillance into and out of the building to the parking area. The extension will comprise high quality materials with a flat roof to minimise its visual impact and to match the existing sales building.
- 5.11 It is envisaged that a Greggs' unit of this size will generate up to 10 jobs, with two full-time positions and eight part-time opportunities. These jobs will be recruited locally. Accordingly, whilst it is considered that this proposal will meet an identified need in the wider area, the proposal will also contribute to the provision of local jobs. Further details of Greggs' employment policies are set out below.
- 5.12 The proposed Greggs' bakery is considered to also offer a beneficial service users of the wider site, providing an accessible, attractive and affordable bakery offer for visitors of the site for food-to-go.

Greggs PLC

- 5.13 With over 2,000 shops, nine centres of excellence and some 20,000 employees who serve millions of customers each week, Greggs is the UK's leading bakery food-on-the-go retailer. The Company started over 80 years ago when a John Gregg started out with the goal to deliver, by bicycle, fresh eggs and yeast to families in Newcastle. 10 years later he opened Greggs of Gosforth on Gosforth High Street, which remains a Greggs to this day.
- 5.14 As confirmed by the Chief Executive 'it is a duty as a modern business to stand for more than just profit' and in April of this year published '*The Greggs Pledge*'.
- 5.15 Greggs has a proud reputation of giving back and since John Gregg founded the business in 1939, Greggs have always tried to do the right thing by their



people, suppliers and communities. '*The Greggs Pledge*' is the Company's annual sustainability report and sets out ten things they are doing to make the world a better place by 2025 and beyond.

The Breakfast Club Programme

- 5.16 '*The Greggs Pledge*' commits to supporting 1,000 schools' Breakfast Clubs by 2025 providing some 70,000 meals each school day. This has now been achieved. Greggs started the Breakfast Club programme in 1999 because it knew there were children over the country attending school every day without having eaten breakfast. Each school day, these school clubs serve a nutritious breakfast, free of charge, to over 75,000 primary school children making sure they have the energy to concentrate and learn.
- 5.17 Evaluations of Breakfast Club schemes have uncovered the following key benefits:
- Children have improved health and nutrition;
 - Children have improved attendance and punctuality;
 - Children are able to socialise and make friends;
 - Children have better relationships with school staff;
 - Parents are less wary of schools and are more likely to attend parents' evenings; and
 - Children are able to concentrate better, and results are improved.
- 5.18 The Breakfast Club model, which delivers flexibility to meet the needs of the children, has been highly successful with many schools working with the Greggs' Foundation for in excess of 20 years.

Putting an End to Food Waste

- 5.19 Greggs is obsessed with freshness and that is key to its business model, but it is a challenge too, making sure there is enough for everyone but avoiding waste at the end of the day. Greggs has focused on reducing waste in production and in the shops and also putting waste to good use.
- 5.20 In Greggs' manufacturing sites, food waste has been reduced by 32% since 2018, exceeding the set target of a 25% reduction. During 2023, Greggs' stores managed to save nearly 42% of unsold food from going to waste — an increase of 4% on 2022.
- 5.21 Greggs aims to donate as much unsold food to charity as possible, including soup kitchens, food banks and shelters for the homeless and the vulnerable. The amount of unsold food the company has donated to good courses has increased ten-fold over the last five years and the Company has ambitious plans to grow this more in the years ahead.



- 5.22 In 2023, Greggs maintained a network of 956 local charities which pass surplus food on to people in need. Greggs gave away over 1,000 tonnes of food this way in 2023.
- 5.23 Furthermore, over 1,000 shops now feature on the '*Too Good To Go*' app which gives Greggs another channel to redistribute unsold food. Through the app, Greggs sells '*Surprise Bags*' worth around £8 for just £2.59. During 2023, Greggs sold 1.3 million discounted Surprise Bags to customers, an increase of almost 20% compared with 2022.

Supporting Communities

- 5.24 Greggs now has 35 '*Outlet shops*' around the UK where day old food products are sold at a reduction helping people to spend less on food. These are located in areas where social deprivation is high. Greggs operates a dedicated and responsive delivery service. This will involve vans travelling around a local area and ensuring that shops' surplus food is delivered to a nearby Outlet shop.
- 5.25 The outlet shops were originally introduced to help avoid sending edible food to landfill. Greggs now sees that these shops can do even more and donate a share of all our profits from these shops to the Greggs' Foundation which passes it on to local community groups that are working to address food poverty and associated problems.

Helping Customers to make Healthier Choices

- 5.26 In 2023, Greggs far exceeded its target for 30% of the items on its shelves to be healthier choices. In fact, 40% of the range was a healthier option. Greggs defines a '*healthier option*' as one that contains fewer than 400 calories and with no red traffic lights, based on the UK Government's voluntary nutrition labelling scheme.

Net Zero Carbon

- 5.27 Greggs is committed that by 2025 it will be well on its way to achieving carbon neutrality by using 100% renewable energy across all of its operations. Today 97.1% of the electricity Greggs uses is from renewable sources and therefore carbon neutral. The goal is simple; Greggs wants that to be 100% by the end of 2025.
- 5.28 Greggs started this journey by putting photovoltaic solar panels on the roof of nine of their manufacturing sites which have the capacity to generate 2,111 kW every day which is the equivalent to the amount of energy used in 235 typical UK households. Whilst the Company does not have sufficient roof space to generate enough renewable energy to meet all of their energy needs Greggs



has chosen to purchase Green Electricity from the grid which has had the result of reducing the carbon intensity of the business by over two thirds.

- 5.29 The majority of Greggs' direct emissions come from three sources: diesel and petrol for their vehicles, gas for cooking and heating water, and refrigerant gas. They are taking steps to reduce the carbon impact of all three
- 5.30 Greggs continues to migrate its company car fleet to electric or hybrid vehicles and is building a charging network into its manufacturing and logistics sites, as well as at Greggs House (its head office). By 2035, Greggs want to have a net-zero fleet.
- 5.31 Greggs no longer installs gas boilers when it opens a new shop or refits an existing one, with the intention of going entirely electric over time. In the meantime, they have increased the amount of renewable gas they purchase by 30% and are on track to get to 100% by 2025.
- 5.32 Greggs also has a number of other carbon reduction projects which include energy saving technologies, helping customers to eat less meat, reduce packaging, sustainable forest management and decreasing the use of palm oil and soya.

Building the Shops of the Future

- 5.33 In 2022, Greggs opened its first Eco-Shop in Northampton, testing 20 different green initiatives which, between them, cut energy use by a fifth compared with a standard shop. Greggs has committed that by 2025 25% of their shops will feature elements from their eco shop '*store of the future*' design.
- 5.34 In 2023, Greggs set itself the target to introduce ideas from its Eco-Shop into over 500 shops. The Company achieved this, meaning that 21% of its estate now features some form of resource saving technology. Greggs met its 2025 target of 25% a year ahead of schedule.

Using Less Packaging

- 5.35 By 2025 Greggs will use 25% less packaging, by weight, than in 2019 and the only remaining packaging will be made from material that is widely recyclable.
- 5.36 Greggs has tackled single-use plastics, eradicated unnecessary packaging, and reduced their use of things like stretch-wrap film and plastic trays. Optimising the amount of packaging used is complex — using too much is a waste of resources, but remove too much and the product is more likely to get damaged and wasted; but Greggs is always looking for that perfect balance. In 2023, the Company saved 14 tonnes of cardboard by reducing the weight of the lids on its two-pack sweet treats and Belgian Bun box.



- 5.37 In 2021 Greggs joined the “On Pack Recycling Label” (OPRL) scheme to make recycling communications for its customers easier to understand. Now, 100% of Greggs’ branded, printed packaging now carries a simple, recognisable recycling icon, helping its customers to place its packaging into the correct bins.

Embracing Diversity

- 5.38 Greggs is committed to ensuring that by 2025 its workforce will represent the communities which they serve.
- 5.39 Greggs wishes everyone to feel welcome and its employees to be able to be themselves at work, whatever their background, preferences or views. The Company also wishes to make sure there are no barriers that might stop anyone from growing a successful career with them. Greggs accepts that being a diverse business is critical to its future growth.

Sourcing Sustainably

- 5.40 Greggs has a robust and responsible sourcing strategy in place and will report annually on the progress towards its targets. Six key principles in meeting this commitment include *‘we treat our suppliers with respect; we care about how animals are treated; we respect human rights; we support fair trade; we support local businesses and we respect the environment’*.
- 5.41 Greggs has clear environmental and social standards and requirements that its suppliers must meet if they want to do business with the Company. Examples include the Modern Slavery Policy which ensures that sound social and ethical practices are upheld, the Greggs Farm Animal Welfare Strategy which sets out how the Company expects animals in their supply chain to be treated, and ingredient-specific standards for commodities such as soy, palm oil, beef, and cocoa contained within its Responsible Sourcing — Deforestation Policy.

Protecting Animal Welfare

- 5.42 Greggs is committed to securing and maintaining Tier 1 in the Business Benchmark on Farm Animal Welfare (BBFAW) Standard. The Company has achieved Tier 2 rating (March 2025) one of only four companies in the UK to have achieved this. Notably, the other three are all retailers (M&S, Waitrose and Premier Foods). Greggs’ aim therefore is to top this global list on animal welfare performance.
- 5.43 Animal welfare is a priority for Greggs and it wishes to do the right thing by ethically sourcing which is consistent with their values and nothing less than you would expect from them. Greggs’ Farm Animal Welfare Standards, set clear rules that were developed with consideration to the Farm Animal Welfare



Committees five freedoms and over the last five years this has been implemented by Greggs and its suppliers.

The Greggs Foundation

- 5.44 Greggs donates one percent of its pre-tax profits to the Greggs Foundation and in 2024 distributed around £5.4 million to community and charity organisations throughout England, Scotland and Wales. A significant proportion of the Greggs Foundations' impact is also achieved with the generosity of Greggs' employees and customers. The Foundation brings together all of Greggs charitable groups which has a long and rich history. It is managed by an executive team of currently nine members of staff and overseen by a Board of Trustees, with the charitable mission of *'making a difference to people in need in the heart of Greggs' local communities'*.
- 5.45 The Foundation prioritises organisations that support voluntary careers, people with disabilities, homeless people and older people. The Foundation aims to make a difference through the following programmes; North East Core Fund, Local Communities Urban Rivers Regeneration Fund, Hardship Fund, Breakfast Clubs Programme, Community Holiday Club Programme and Health Programme Grant which share the common goal of improving the quality of life of people in local communities.
- 5.46 The Community Urban Rivers Regeneration Fund provides funds to river trusts to run educational and community based environmental projects based on urban rivers.
- 5.47 The Tackling Health Programme is an interactive project for children which takes a holistic approach to teach children about their own health and well-being and about leading a healthy lifestyle.
- 5.48 The North East Core Fund makes grants to charitable organisations based on the North East of England, who make a difference to people in need. Grants can be up to £45,000 and aims to increase the capacity of organisations to provide quality services. In 2024, through four funding rounds, 50 organisations were successful in receiving over £1.85m in grants.
- 5.49 The Hardship Fund provides grants to people in extreme financial need in the North East of England via recognised social organisations such as charities registered with the Charity Commission, housing associations and social services acting on behalf of a family or individuals in need. Grants are made for up to £180 to families and individuals and can be used towards household equipment such as cookers, fridges and washing machines that can make a significant difference to peoples' lives.



- 5.50 In 2023, the Foundation provided more than £1.4m in small grants to individuals and families in financial crisis. These grants were specifically for essentials such as household appliances, beds and bedding, clothing, food, or utility vouchers. Almost half of the grants were for families in the Foundation's school network.
- 5.51 In 2024 the Greggs Foundation supported a diverse range of organisations including:
- career based charities;
 - 11 young people/children's charities;
 - disability/illness support charities;
 - organisations that alleviate financial hardship;



SECTION 6: PLANNING POLICY FRAMEWORK

- 6.1 This Section of the supporting Statement sets out national and local planning policy framework relevant to the proposed planning application.

National Planning Guidance

- 6.1 The National Planning Policy Framework (NPPF) was updated in December 2024 and amended in February 2025 and constitutes of guidance for local planning authorities and decision-makers and is a material consideration in the determination of planning applications (Paragraph 2).
- 6.2 The purpose of the planning system is to contribute to the achievement of sustainable development (Paragraph 7).
- 6.3 Paragraph 8 confirms that there are three overarching objectives to sustainable development: economic, social, and environmental, which are interdependent and need to be pursued in mutually supportive ways.
- An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - A social objective – to support strong, vibrant and healthy communities by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural wellbeing; and
 - An environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making efficient use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 6.4 These objectives should be delivered through the preparation and implementation of plans and application of policies in the framework; they are not criteria against which every decision can or should be judged. It is confirmed that the planning system should play an active role in guiding development to sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area (Paragraph 9).



- 6.5 At the heart of the NPPF is a presumption in favour of sustainable development (Paragraph 10). For decision-takers this means, inter alia, approving development proposals that accord with the development plan without delay.
- 6.6 Local Planning Authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available and work proactively with Applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-takers at every level should seek to approve applications for sustainable development where possible (Paragraph 39).
- 6.7 Planning law requires that applications for planning permission be determined in accordance with the Development Plan unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing (Paragraph 48). Local Authorities may give weight to relevant policies and emerging plans according to the stage at which they are at and the extent of unresolved objections (Paragraph 49).
- 6.8 Chapter 6 of the NPPF sets out the government's intentions to build a strong, competitive economy. Paragraph 85 advises that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, considering both local business needs and where there are opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.
- 6.9 Planning policies set out a clear economic vision and strategy which positively and practically encourages sustainable economic growth having regard to; the local industrial strategies and other local policies for economic development and regeneration; set criteria to identify strategic sites for local inward investment to match the strategy and meet anticipated needs over the plan period; met the needs of the modern economy; seek to address potential barriers to investment; and be flexible enough to accommodate the needs not anticipated in the plan, allow for new and flexible working practices and enable a rapid response to changes in economic circumstances (Paragraph 86).
- 6.10 Planning policies and decisions should recognise and address specific locational requirements of different sectors (Paragraph 87).
- 6.11 Planning policies and decisions should enable the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings, as well as the retention and development of accessible local services and community facilities, such as local shops (Paragraph 88).



- 6.12 Transport issues should be considered from the early stage of plan-making in development proposals so that well designed, sustainable and popular places can be delivered. This should include understanding impacts of development on transport networks, realising opportunities from existing or proposed transport infrastructure and changing transport technology; identify and pursuing opportunities to promote walking, cycling and public transport use; and considering the environmental impacts of transport, including taking appropriate opportunities for avoiding and mitigating any adverse effects and for net environmental gains (Paragraph 109).
- 6.13 Paragraph 116 sets out that development should only be prevent or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.
- 6.14 Planning policies and decisions should promote an effective use of land in meeting the needs for homes and other uses, whilst safeguarding and improving the environment and ensuring safe and healthy living conditions (Paragraph 124).
- 6.15 The creation of high-quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps to make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is the effective engagement between applicants, communities, Local Planning Authorities and other interests throughout the process (Paragraph 131).
- 6.16 Planning policies and decisions should ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history; establish or maintain a strong sense of place; and create places that are safe, inclusive and accessible and which promote health and well-being with a high standard of amenity for existing and future users (Paragraph 135).
- 6.17 Design quality should be considered throughout the evolution and assessment of individual proposals (Paragraph 137) and permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions (Paragraph 139).
- 6.18 Paragraph 207 advises that Local Planning Authorities should require an applicant to describe the significance of any heritage asset affected, including



any contribution made by their setting. The level of detail should be proportionate to the asset's importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

- 6.19 When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation and the more important the asset, the greater the weight should be. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance (Paragraph 212).
- 6.20 Any harm to or loss of the significance of a designated heritage asset should require clear and convincing justification (Paragraph 213).
- 6.21 Where a proposed development will lead to substantial harm on a designated heritage asset, Local Planning Authorities should refuse consent unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, subject to a number of criteria (Paragraph 214).
- 6.22 Where a development proposal will lead to less substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including where appropriate, securing its optimum viable use (Paragraph 215).

Draft National Planning Guidance

- 6.23 The draft National Planning Policy Framework (NPPF) was published on the 16th December 2025 for consultation, with this closing on the 10th March 2026. The latest information from Government is that the revised NPPF will be adopted in the summer of 2026, and as such, the policies contained within the consultation document will be relevant to any future proposals.
- 6.24 The relevant, draft NPPF policies are set out below:

Section 3 – Decision Making Policies

- Policy DM1 – Preparing Development Proposals
- Policy DM3 – Determining Development Proposals
- Policy DM5 – Development Viability

Section 4 – Achieving Sustainable Development

- Policy S3 – Presumption in Favour of Sustainable Development
- Policy S5 – Principle of Development Outside Settlements

Section 5 – Meeting the Challenge of Climate Change

- Policy CC2 – Mitigation of Climate Change
- Policy CC3 – Adaptation to Climate Change



Section 7 – Building a Strong, Effective Economy

- Policy E2 – Meeting the Need for Business Land and Premises
- Policy E3 – Freight and Logistics

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 TR5 – Roadside Facilities
- Policy TR6 – Assessing Transport Impacts

Section 19 – Conserving and Enhancing the Natural Environment

- Policy N2 – Improving the Natural Environment
- Policy N3 – Trees in New Development

6.25 The relevant, draft NPPF policies are set out below:

6.26 The most notably policy which has been introduced is TR5 which relates to Roadside Facilities, and sets out that development proposals for roadside facilities located outside settlements should:

- a. Meet an evidenced need to improve the safety and welfare of road users, or to improve access to electric vehicle charging infrastructure or other alternative fuels, if new or significantly expanded facilities are being proposed. This includes the provision of overnight lorry parking facilities to address any local or wider shortages and reduce the risk of parking in locations which lack appropriate facilities or could cause a nuisance; or
- b. Improve driver welfare and security, support changes in transport technology, or improve environmental impacts (such as through the facility's design, landscaping or measures to support climate change mitigation), where the proposal is to upgrade existing facilities without significant expansion.

Local Development Plan

6.27 The Kirklees Local Plan was adopted on the 27th February 2019. It comprises the Strategy and Policies document, Allocations and Designations Document and associated Policies Map. The most relevant policies associated with this proposal are set out below.



- 6.28 Policy LPI in relation to the Presumption in Favour of Sustainable Development denotes 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. The Council will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area. 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.
- 6.29 Policy LP4 in terms of Providing Infrastructure sets out that the Council will work with partners to bring forward the necessary and proportionate essential and desirable infrastructure that is required in order to deliver the spatial strategy as set out in the Local Plan.
- 6.30 Policy LP7 provides guidance in relation to Efficient and Effective Use of Land and Buildings, and sets out that to ensure the best use of land and buildings, proposals should encourage the efficient use of previously developed land in sustainable locations provided that it is not of high environmental value; encourage the reuse or adaptation of vacant or underused properties; give priority to despoiled, degraded, derelict and contaminated land provided that it is not of high environmental value; and allow for access to adjoining undeveloped land so it may subsequently be developed.
- 6.31 Policy LPI3 in relation to Town Centre Uses denotes that, in terms of the provision of a Sequential Test that proposals which come forward for main town centre uses, which are located outside of the defined centre boundaries, will require the submission of a Sequential Test. For retail proposals the boundary shall form the Primary Shopping Area; for all other main town centre uses this shall be the extent of the centre boundary. Main town centre uses shall be first located in the defined centres, then edge of centre locations, and only if there are no suitable sites shall out of centre locations be considered.
- 6.32 For offices and small-scale proposals in non-urban areas*, the sequential approach will not be required for proposals of 150 square metres and under. The scope and content of any Sequential Test shall be agreed with the council and shall be reflective of the scale, role and function of the proposal. Proposals which fail to pass the sequential test will not be supported.
- 6.33 An Impact Assessment will be necessary for proposals (including the formation of mezzanine floors) for/or which include retail, leisure and office developments which are not located within a defined centre where:
- The proposal provides a floorspace greater than 500 sq.m gross; or
 - The proposal is located within 800 metres of the boundary of a Town Centre or District Centre and is greater than 300 sq.m gross; or



- The proposal is located within 800 metres of the boundary of a Local Centre and is greater than 200 sq.m gross.
- 6.34 The scope and content of any Impact Assessment shall be agreed with the Council and shall be reflective of the scale, role and function of the proposal.
- 6.35 Policy LP16 in terms of Food and Drinks Uses (and the Evening Economy) states that proposals for food and drink uses located outside of defined centres will be subject to criteria b to g set out below and also require the submission of a Sequential Test and Impact Assessment.
- b. The impacts of noise, general disturbance, fumes, smells, litter and late-night activity, including those impacts arising from the use of external areas;*
- c. The potential for anti-social behaviour to arise from the development, having regard to the effectiveness of available measures to manage potential harm through the use of planning conditions and / or obligations;*
- d. The availability of public transport, parking and servicing;*
- e. Highway safety;*
- f. The provision of refuse storage and collection; and g. the appearance of any associated extensions, flues and installations.*
- 6.36 Policy LP21 provides guidance on Highways and Access, denoting that proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users. New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of development are not severe. Proposals shall demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals shall also consider any impacts on the Strategic Road Network.
- 6.37 Policy LP24 in relation to Design sets out that good design should be central to all development proposals from the outset and supported by early consultation and guided by tools such as development briefs, design codes and masterplans to achieve high-quality, sustainable, inclusive and safe outcomes.
- 6.38 Proposals must respect and enhance local character, heritage and landscape while delivering strong amenity standards for current and future users, including appropriate spacing, buffering and well-designed extensions. Development should prioritise sustainability through reusing buildings, encouraging walking and cycling, using innovative and resource-efficient construction, integrating



green infrastructure, renewable energy and electric vehicle facilities, and providing effective waste management.

- 6.39 Designs must also ensure resilience to climate risks, adaptability over time, and safety through crime prevention measures, while being accessible and inclusive for all users. Additionally, schemes should incorporate accessible open spaces, protect and enhance biodiversity and green networks, retain and plant trees, and include public art where appropriate.
- 6.40 Policy LP25 in regard to Advertisements and Shopfronts denotes that The development of new or replacement shop front units and display of advertisements will only be permitted if they satisfy the following criteria:
- a. The design is consistent with the character of the existing building in terms of scale, quality and use of materials;*
 - b. Proposals respect the character of the locality and any features of historic, architectural, cultural or other special interest;*
 - c. The shop fascia is designed to be in scale, in its depth and width, with the façade and street scene of which it forms part.*
- 6.41 Policy LP30 regarding Biodiversity and Geodiversity sets out that Development proposals will be required to result in no significant loss or harm to biodiversity in Kirklees through avoidance, adequate mitigation or, as a last resort, compensatory measures secured through the establishment of a legally binding agreement.

Emerging Kirklees Local Plan

- 6.42 Work on the Kirklees Local Plan update commenced in November 2023, and based on the most recent Local Plan Timetable published in March 2026, which sets out that limited to no work has been completed at this time, with a view to adopting the new Local Plan in April 2029.

Supplementary Planning Guidance

- 6.43 Supplementary Planning Documents (SPDs) provide guidance to support the implementation of development plan policies such as those in the Kirklees Local Plan.
- 6.44 These SPDs aim to provide clarity and deliver a higher standard of design in developments within Kirklees as part of the Council's aspiration to promote the delivery of high-quality places. The detailed guidance is to be used early in the design, layout and planning of new developments.
- 6.45 Those of most relevance to this proposal are set out below:

Kirklees Highway Design Guide SPD

- 6.46 The document sets out that good highway design is underpinned by a series of overarching place making principles that permeate through each and every aspect of highway design. These include priority; inclusivity; legibility; connectivity; permeability; functionality; safety; durability; adaptability and sustainability.



SECTION 7: PLANNING ISSUES

7.1 This Section of the Planning Statement sets out the general planning matters, which should form part of the consideration and determination of this application. Design and Access matters are covered within the following Section. Accordingly, the following general planning matters are considered below:

- Principle of Development;
- Benefits of Electric Vehicle Charging;
- Retail Impact Assessment & Sequential Test Assessment;
- Heritage Matters; Residential Amenity;
- Ecology, Arboriculture and Biodiversity Net Gain; and
- Impact on Highway.

Principle of Development

- 7.2 The proposed development will support the wider use of the Site, meeting the needs of motorists and also people living and working in the immediate wider area. The proposed development will allow an existing business to expand and diversify their offer. The proposed development is therefore in keeping with Paragraph 81 of the NPPF which states planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt.
- 7.3 Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and where there are opportunities for development. The updated sales building will create an improved shopping environment and a 'food to go' element and better facilities for existing customers.
- 7.4 It is considered that the proposed development is in keeping with Policy LP4 of the Local Plan which seeks to bring forward the necessary and proportionate, essential and desirable infrastructure that is required in order to deliver the spatial strategy. Furthermore, Policy LP7 denotes that it will ensure the best use of land and buildings, with proposals being encouraged to use previously developed land in an efficient manner.
- 7.5 Sales buildings are an important part of petrol stations, and 'food to go' offers are commonly found as part of service stations, meeting the needs of users of the Site providing refreshment and a break from driving. The proposal will bring significant enhancement to an existing service station, ideally positioned to serve both the motorist as well as local workers.
- 7.6 Outside of the above, upon review of the Officer's Report associated with Ref. 2023/62/91393/W, the Case Officer set out in their judgement of the application that:



“... there is significant planning history on the Site which provides a precedent as to how the Council has dealt with the issue ... Taking the above into consideration, and that the Site is and will be still operating as a petrol filling station with ancillary shop / sales building in this location, and that the building is not to be significantly larger than existing, Officers have no concerns in regard to this element of the scheme as this would support the ongoing operation of an existing business which is located not far from Salendine Nook Local Centre”.

- 7.7 In line with previous decisions at the Site, the principle of development on the Site should be accepted given that the Site is an existing, long established service station which provides an important facility for motorists, contributing to local employment.
- 7.8 The facility is in need of upgrade in order to meet customers' needs and bring it up to modern day standards. The continued use of this service station site with further upgrades should therefore be embraced as it makes the best use of an existing developed site and bucks the general trend in the decline of service stations countrywide.
- 7.9 The sales buildings and ancillary facilities are an important part of petrol stations meeting the needs of road users. The proposal seeks to upgrade the existing facility, with an uplift in floorspace including the provision of a 'food to go' store to meet customer needs. Whilst much of the offer will continue to operate broadly as existing, the internal environment will be significantly improved and enhanced in line with customer requirements.
- 7.10 The proposal will reuse the existing service station site, which is considered previously developed land. The proposed development therefore complies with Paragraph 85 of the NPPF which supports development that makes efficient use of land, taking into account the availability and capacity of infrastructure and services.
- 7.11 Overall, the proposed development will support the wider use of the Site, meeting the needs of motorists and also people living and working in the immediate area. The proposal allows an existing business to expand and diversify its offer. It is therefore in keeping with Paragraph 81 of the NPPF, which states planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt.
- 7.12 Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and opportunities for development. The proposed extension to the sales building will create an improved shopping environment, a food-to-go element, and better facilities for customers.



Benefits Of Electric Vehicle Charging

- 7.13 There are around one billion cars on the world's roads. Of these around two to three million are pure battery electric and plug-in hybrid electric vehicles, according to the International Energy Agency (IEA). The IEA anticipates there may be three hundred to four hundred million electric vehicles (EVs) on the road out of approximately two billion vehicles by 2040.
- 7.14 The UK Government's Electric Vehicle (EV) Infrastructure Strategy, outlined in the *"Taking Charge"* report from March 2022, aims to accelerate EV adoption. With the goal of ending sales of petrol and diesel cars by 2030, the report highlights the need for robust charging infrastructure. The Government envisions a minimum of 300,000 public charge points by 2030, focusing on high-powered chargers on the strategic road network and local parking areas. The strategy emphasises providing sufficient and accessible charge points, fair pricing, market-led rollout, smart integration, and continuous innovation. It acknowledges challenges like slow infrastructure rollout and underscores the importance of local engagement.
- 7.15 The *"Net Zero Strategy: Build Back Greener"* (October 2021) supports the transition to zero emissions by 2050. It emphasises reducing emissions through global actions, including the end of coal power and the retirement of petrol and diesel engines. The strategy promotes new investments in vehicle grants, EV infrastructure, and public charge points, allocating £280 million for greener vehicles. The *"Electric Vehicle Revolution"* announced in November 2021 details the vision for infrastructure rollout and the roles of public and private sectors.
- 7.16 The *"State of Switch Report"* by New Automotive (October 2021 and December 2022) projects a need for 230,000-280,000 public charge points by 2035. While EV sales have surged, the report emphasizes policy commitment to electrification and overcoming challenges, including the popularity of hybrids. By the end of 2022, the UK had 37,261 public chargers, a 31% increase since 2021, with hopes for continued growth in 2023.
- 7.17 The *"Energy White Paper"* from December 2020 expands on the green industrial revolution plan, setting out steps to cut emissions. The paper supports the end of petrol and diesel car sales by 2030, and outlines plans for a comprehensive EV network, with £1.3 billion funding to accelerate charge point rollout and future-proof grid capacity. The Government therefore recognises the importance of a robust EV network at the highest level to assist the transition to net zero..

Retail Impact Assessment & Sequential Test

- 7.18 In this instance, Policy LPI3 of the Local Plan is triggered due to the provision of a new sales building being sought at the existing petrol filling station, which in



turn, is considered to be a main town centre use. The application site is located just outside of the Salendine Nook Local Centre, and as such, in line with LPI3, it states that:

'Proposals which come forward for main town centre uses, which are located outside of the defined centre boundaries, will require the submission of a Sequential Test'.

- 7.19 However, in this instance, there is significant planning history for the Site which provides a strong precedent as to how the Council has previously dealt with the sequential test issue. Planning Application Ref. 2017/62/93278/W, which sought permission for the demolition of the existing petrol filling station and redevelopment to provide a new petrol filling station facility with forecourt shop/sales building, customer car parking and associated facilities, had a proposed sales building with a GIA of 345 sqm.
- 7.20 Officers decided that the convenience store, although larger than the one it was replacing, would still be ancillary to the main use of the Site as a petrol filling station, and that even if alternative premises could be found within the existing Local Centres, they would not be practical for the applicant's purpose as they would involve separating a Class E(a) use from a petrol filling station use, which in turn would defeat the purpose of the application.
- 7.21 Taking the above into consideration in line with the current proposal, which seeks a 77sqm extension to the existing building, and would be smaller in nature than what was proposed in 2017, the Case Officer confirmed in their Report that they:

'Have no concerns in regard to this element of the scheme as this would support the ongoing operation of an existing business which is located not far from the Salendine Nook Local Centre'.

- 7.22 As such, it is proposed that a similar approach can be taken in relation to this proposal, given the Site's location 10 metres away from the Local Centre. In addition to which, it is proposed that it is not reasonable nor necessary on this occasion to provide a Retail Impact Assessment, given the proximity of the Site to the Local Centre.
- 7.23 For the above reasons, it is considered that the application proposal is considered acceptable from a principle of development perspective.

Heritage Matters

- 7.24 This section constitutes as our Heritage Statement. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out that, when considering development affecting a listed building or its setting, to have special regard to the desirability of preserving the building, its setting, and any features of special architectural or historic interest that it possesses.



- 7.25 This statutory duty is reflected in Policy LP35 of the Kirklees Local Plan and within Chapter 16 of the National Planning Policy Framework (NPPF). Policy LP35 states that development proposals affecting designated heritage assets should preserve or enhance their significance. Where proposals are likely to result in substantial harm or loss, permission will only be granted where it can be demonstrated that the proposals would deliver substantial public benefits that clearly outweigh that harm.
- 7.26 Similarly, Paragraph 199 of the NPPF requires that great weight be given to the conservation of designated heritage assets when assessing the impact of development proposals. Paragraph 202 further advises that where less than substantial harm is identified, this harm should be weighed against the public benefits of the proposal.
- 7.27 In this case, the Site lies immediately to the south of a Grade II listed guidepost. However, the proposals comprise the comprehensive enhancement of the existing service station with a comparable form of development. As such, it is not considered that the scheme would detract from, or result in harm to, the setting or significance of the adjacent heritage asset.
- 7.28 Accordingly, it is concluded that the proposed development would preserve the significance and setting of the nearby listed structure and therefore accords with Policies LP24 and LP35 of the Kirklees Local Plan, as well as Chapters 12 and 16 of the NPPF.

Residential Amenity

- 7.29 Within Local Plan Policy LP24, it sets out that proposals must respect and enhance local character, heritage and landscape while delivering strong amenity standards for current and future users, including appropriate spacing, buffering and well-designed extensions.
- 7.30 Development should prioritise sustainability through reusing buildings, encouraging walking and cycling, using innovative and resource-efficient construction, integrating green infrastructure, renewable energy and electric vehicle facilities, and providing effective waste management.
- 7.31 In line with the information contained with the Officer's Report associated with 2024/70/92396/W, it is considered that the proposed redevelopment of the Site has the potential to impact four property areas. Further information on each is set out below.
- 7.32 **No. 385 New Hey Road** – This neighbouring property is located to the south of the application site, approximately 1.5 metres away from its southern boundary. This dwelling is most likely to be impacted by a combination of the proposed extension to the sales building, as well as the 5 proposed EVC parking bays. As part of the previous approval at the Site, the Council's Environmental Health officer assessed the proposals and raised no concerns.



- 7.33 Whilst it is acknowledged that the EV Charging provision is located along the southern boundary of the Site, Officers raised no concerns with this, nor does the supporting Noise Impact Assessment consider that any impact will be generated by their proposed location.
- 7.34 **No. 387 New Hey Road** – This property is located approximately 5.5 metres to the west of the application site and is most likely to be impacted by the proposed extension to the sales building, as well the proposed bin storage and locker hub, all of which are in close proximity to the western Site boundary.
- 7.35 The proposed extension to the existing sales building has been designed with a flat roof to ensure limited visual impact is generated by the proposal, and as such, is lower in height than the existing sales building currently in situ. In addition, no rear windows are proposed, ensuring that no concerns are generated in terms of overlooking or loss of privacy. The proposed bin storage is also enclosed, ensuring limited impact is generated from an odour perspective.
- 7.36 **Nos. 2 to 14 Celandine Avenue** – These neighbouring properties are located to the east / south-east of the Site, approximately 9 metres away.
- 7.37 In respect of the jetwashes, two of which are enclosed and finished in glazed panels and will appear as lightweight structures that will not be overly dominant and will not overshadow the neighbouring properties. The jetwashes are to remain at 3.1m in height and 14 plus metres in length.
- 7.38 In terms of the substation, the proposed structure is small in both size and scale, as well as being single storey in height and includes no windows.
- 7.39 In line with the Officer's previous recommendation, it is not considered that these elements of the scheme will be overbearing in nature, or cause any unacceptable adverse impacts in terms of overshadowing or overlooking.
- 7.40 **Flats 1 to 6 and 7 to 13 Laund Road (Moor Hill Court)** – These neighbouring properties are located to the north of the Site, and are approximately 30 metres away. Given the large separation distances and that the amended proposals seek minor amendments to an already existing petrol filling station, it is not considered that this scheme will raise any concerns in respect of overlooking, overshadowing, or the proposed amendments appearing overbearing in nature.
- 7.41 Based on the information detailed above, it is considered that the proposed development will not generate any impacts to the neighbouring residential properties and accords with the requirements of LP24 of the Local Plan.



Noise

- 7.42 Within the NPPF, Paragraph 124 sets out that decisions should promote an effective use of land in meeting the needs for both homes and other uses, whilst also safeguarding and improving the environment, ensuring safe and healthy living conditions are provided.
- 7.43 Policy LP24 of the Local Plan in relation to Design sets out that proposals must respect and enhance local character, whilst also achieving high quality, sustainable, inclusive and safe outcomes.
- 7.44 The proposal for the Site is supported by a Noise Impact Assessment, prepared by Environmental Equipment Corporation Ltd ('EEC') and should be read in conjunction with this section of the Statement.
- 7.45 Their assessment includes details of an ambient noise survey to measure the existing noise climate around the site; and the prediction of noise impacts at the most affected noise sensitive receptors for two distinct scenarios, those being the jet wash and air/water vacuum stations being available for use between 07:00 and 22:00, Monday to Sunday and the EV charging stations being available for use 24 hours a day.
- 7.46 The closest noise sensitive receptors to the Site are as follows:
- The two storey dwellings to the east of the Site along Celandine Avenue;
 - The two storey dwelling of 387 New Hey Road to the west of the Site;
 - The two storey dwelling of 385 New Hey Road to the south of the Site; and
 - The dwellings of Moor Hill Court to the north of the MFG site on the opposite side of New Hey Road.
- 7.47 Their assessment, conducted in line with national planning guidance and relevant British Standards, is based on an environmental noise survey carried out over a weekend and evaluates the potential worst-case noise impacts of the proposed operations and equipment.
- 7.48 The findings indicate that the overall noise impact from the full operation of the new service station facilities and plant would be low across all periods. During night-time, when certain elements such as the jet wash, air/water and vacuum stations, and HVAC plant are expected to be closed, leaving primarily the EV charging bays and fuel forecourt operational, the associated noise impact remains low.
- 7.49 Consequently, the assessment concludes that noise is not a significant constraint to granting planning permission for the Site's redevelopment, in line with the relevant National and Local policies.



Highway Matters

- 7.50 Within the NPPF, Paragraph 116 sets out that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.
- 7.51 From a Local Plan perspective, Policy LP21 provides guidance on Highways and Access, denoting that proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users. New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of development are not severe. Proposals shall demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals shall also consider any impacts on the Strategic Road Network.
- 7.52 Upon review of the Officer's Report associated with LPA Ref. 2024/70/92396/W, the information provided in relation to Highway Safety set out the following, with additional emphasis added:

*"Highways Officers stated that the footprint of the Site is to remain as existing with the internal configuration of the layout to accommodate the proposed new layout. **Given the principle of a petrol station is well established being an existing facility, the additional traffic is considered to be negligible in this instance.** In addition, this application is of similar proposals to previous application (2023/19393) of which Highways Officers had no concerns with the following provision of required information on swept paths. **Overall, the proposal is considered acceptable from a highways perspective, and no highway specific conditions are considered necessary**".*

- 7.53 The proposed nature of this scheme is akin to those which have previously been approved insofar that it includes a proposed extension to the existing sales building, and provision of additional, ancillary services in and around the existing Site.
- 7.54 The EV Charging provision in this location has previously been supported by Officers as part of various, previous submissions at the Site, and as such, its provision as part of this proposal is deemed acceptable on this basis.
- 7.55 As such, it is proposed that the scheme would not represent any additional harm in terms of highway safety and therefore complies with Local Plan Policies LP21 and 22, as well as the relevant paragraphs within Chapter 9 of the NPPF.



Ecology, Arboriculture and Biodiversity Net Gain (BNG)

- 7.56 Policy LP30 regarding Biodiversity and Geodiversity sets out that Development proposals will be required to result in no significant loss or harm to biodiversity in Kirklees through avoidance, adequate mitigation or, as a last resort, compensatory measures secured through the establishment of a legally binding agreement.

Ecology

- 7.57 In respect of ecological matters, the Site is not subject to any ecological constraints. The application proposal consists of an extension to the existing sales building as well as a number of amendments to the wider petrol filling station site, including the provision of EV Charging facilities and improved jet-washing provision. As such, it is not considered that the application proposal will have any impact from an ecological perspective

Arboriculture

- 7.58 On the southern boundary of the Site, there is an existing hedgerow and tree belt which provides screening between the existing development and the residential development to the south, as demonstrated by **Figure 1** above. As shown on the proposed drawings, the intention is for this to be retained to ensure the existing level of screening is maintained between the Site and the neighbouring residential property.
- 7.59 In addition to which, the proposal seeks to provide additional tree and hedge planting to further supplement the soft landscaping provision that the Site provides.

BNG

- 7.60 Paragraph 187 of the NPPF sets out that planning decisions should contribute to and enhance the natural and local environment, with Paragraph 193 denoting that Local Planning Authorities should seek to improve biodiversity in and around developments, and should be integrated as part of the design, especially where this can secure measurable net gains for biodiversity purposes.
- 7.61 Biodiversity Net Gain (BNG) is an approach to development that makes sure habitats for wildlife are left in a measurably better state than they were before the development. BNG is a mandatory measure under Schedule 7A of the Town and Country Planning Act 1990, as inserted by Schedule 14 of the Environment Act 2021.



- 7.62 Developers must deliver a BNG of 10%, ensuring that any new development will result in better quality natural habitat than there was before development. This is replicated within Policy LP30 of the Local Plan.
- 7.63 In support of the proposal, a BNG Metric Calculation Metric has been prepared and should be read in conjunction with this section of the Statement. The document confirms that the Site is able to provide the required 10% net gain for both habitat and hedgerow units respectively, and as such, accords with the relevant National and Local policies associated with BNG.

Other Matters

- 7.64 In terms of Climate Change, it is acknowledged that the Council have previously adopted a target for achieving 'net zero' carbon emissions by 2038. The NPPF includes a requirement to promote carbon reduction and enhance resilience to climate change through the planning system.
- 7.65 It is proposed that the development will be subject to and designed to meet the current building regulations at the detailed design stage, ensuring that it will accord with the standards required at that time for the reduction of energy demand, air pollution, carbon dioxide, and any potential impacts from flooding and water stress. In addition to the above, the proposal will seek to utilise renewable and low carbon energy sources where feasible.
- 7.66 Regarding Contaminated Land, both the NPPF at Paragraphs 174, 183 and 184 as well as Policy LP53 of the Local Plan seek to ensure land quality is maintained as part of new development.
- 7.67 It is acknowledged that the Site has previously been identified by the Council's Environmental Health Team as being potentially contaminated land due to its current use as a petrol filling station. As such, they considered that the necessary contaminated land conditions would need to be required as part of any positive determination. Their implementation as part of any positive determination at the Site is acceptable.



SECTION 8: DESIGN AND ACCESS STATEMENT

- 8.1 This Planning, Design and Access Statement has been prepared by JMS Planning on behalf of the Motor Fuel Group ('MFG') ('the Applicant') in support of proposals for an extension to an existing sales building, installation of a food to go offer and associated works at Salendine Service Station, New Hey Road, Huddersfield, West Yorkshire, HD3 3UZ ('the Site').
- 8.2 The Design and Access Statement requirements of the Site have evolved from an appraisal of the site's context, against the background of its location and proximity to the highway network and the developed nature of the Site.
- 8.3 In accordance with the requirements to formally state how design and access issues have been considered (under Section 61 of the Planning and Compulsory Purchase Act 2014) this document addresses the design principles and concepts that have been applied to development in relation to location, use, layout, scale, appearance and landscaping in relation to the site's context.
- 8.4 The Design and Access Statement should be read in context with the planning application's supporting reports, drawings and accompanying material.

Site Evaluation

- 8.5 There are a number of key issues which have informed the design solution for the Site's development. Effectively, it balances the Site's opportunities and constraints arising from the assessment of the Site to deliver a development that achieves high quality design, is sustainable, economically viable and enhances the established locality.
- 8.6 The principal considerations can be identified as:
- The need to provide a modest extension to the existing sales building to improve facilities;
 - The Site's excellent location in terms of visibility and accessibility for motorists travelling along New Hey Road; and
 - The opportunity to improve facilities for users of the Site and motorists alike.

Design Considerations

Use

- 8.7 The proposed development is for an extension to an existing sales building, installation of a food to go offer and associated works. The existing use on-site is considered to be a Sui Generis use class in relation to the existing sales building and petrol filling station and is well-established in this location.



Layout

- 8.8 The proposed layout of the scheme is shown on the accompanying planning application drawings – particularly the ‘Proposed Site Plan’.
- 8.9 The proposal comprises a modest extension to the existing sales building, which is located towards the southern and western boundary of the Site. The existing building will be retained, with the extension providing additional retail floorspace.
- 8.10 A number of other amendments are proposed to the wider ancillary uses associated with the service station, which are deemed acceptable in line with the previous approvals associated with the Site.

Scale

- 8.11 The extended sales building seeks to provide an extension measuring 77 sqm in size, which is deemed modest in comparison to the existing sales building located on-site.

Appearance

- 8.12 The design of the extended sales building will reflect that of a modern sales building which will be of a modern appearance, along with a glazed shopfront, ensuring that it will not generate any impact on the neighbouring, residential properties.

Materials

- 8.13 The proposed materials are shown on the Proposed Building Elevations and reflect a modern service station building.

Community Safety

- 8.14 The proposal does not introduce any new public realm, albeit amendments are sought for the wider service station layout. The extended sales building will continue to overlook the forecourt and parking area, maintaining natural surveillance and ensuring the safety of users of the Site. The existing arrangement already provides a safe and well managed environment, which will remain unchanged.

Landscaping

- 8.15 The Site is an existing developed site, with all existing landscaping on the Site to be retained. Additional soft landscaping is proposed on the southern and



western boundary to aid in reducing any impact the proposals generate to the neighbouring properties in close proximity to the Site.

Refuse Management

- 8.16 Waste from the new bin store will be collected by a private contractor as per the existing arrangement. The development proposals include a new, dedicated refuse store.

Accessibility

- 8.17 The Applicant is committed to a policy of equality, inclusion and accessibility for those who visit the Site and has strived to exceed all required standards and achieve a development which promotes inclusion and accessibility.
- 8.18 The provision of an accessible and inclusive environment has been an integral theme throughout the design process, from its initial conception to its current form. The concept of inclusive design seeks to remove barriers which create undue effort, separation or special treatment which enables everyone to participate equally regardless of gender, disability or age.
- 8.19 The use of the Site for roadside facilities is well-established, as demonstrated by the Site's planning history. The current access arrangements are also well-established. The access to the main highway network has been predetermined by the existing petrol filling station development upon the Site and remains unchanged.

Inclusive Access

- 8.20 In respect to inclusive access, all of the petrol filling station operators agree that it is not merely physical barriers that can cause difficulties for customers. Employees of all the major national chains will receive Disability Awareness Sessions as part of their basic training, to understand the challenges customers with disabilities may face, and to ensure that their needs are met.
- 8.21 For operational and design reasons, the Site will remain level, with sufficient access provided to the facilities. Services are therefore provided with access that meets the needs of those who are less able bodied, as well as those with pushchairs.



Conclusion

- 8.22 The proposal responds positively to the Site's opportunities and constraints, and consideration has been given to layout, scale, appearance and landscaping.
- 8.23 Access to and within the Site has been carefully reviewed. It is considered that, based on the above, an appropriate and Site sensitive design solution has been found.



SECTION 9: CONCLUSIONS

- 9.1 This Planning, Design and Access Statement has been prepared on behalf of MFG in support of proposals for a modest extension to the existing sales building, installation of a food-to-go offer and associated works at Salendine Service Station, New Hey Road, Huddersfield, West Yorkshire, HD3 3UZ.
- 9.2 The site is a long-established petrol filling station with associated sales building and forecourt facilities.
- 9.3 A previous application Ref. 2023/62/91393/W at the Site sought the demolition of existing sales building and erection of new sales building, installation of 3 new jet wash bays, electrical vehicle charging bays with associated infrastructure, de-link of existing forecourt canopy, and associated forecourt works, and was approved in October 2023. A subsequent Variation of Condition Application (Ref. 2024/70/92396/W) was approved in October 2024 and represents a fallback position.
- 9.4 The NPPF identifies the need for planning positively for sustainable development through the modernisation of existing facilities, contributing towards meeting the needs of motorists, as well as delivering economic benefits and creating jobs. It also highlights the importance of community facilities and roadside services that support the safety and welfare of road users.
- 9.5 Petrol filling stations are a vital necessity and provide an important role in ensuring that motorists travel safely, especially as the number of vehicles on the roads continues to increase and the number of petrol stations decreases, thereby increasing demand on existing facilities.
- 9.6 The application proposal will enhance the Site's offer, being complementary to the main petrol filling station use and utilising the existing, associated space. It will provide an upgraded product range, including a new 'food-to-go' offer, to meet the expectations of the modern motorist. The proposal is in line with national and local planning policies which recognise that businesses need to be flexible and adaptable, particularly in these uncertain times.
- 9.7 On this basis, it is respectfully requested that planning permission is forthcoming for this proposal. It offers social, economic and environmental benefits to the area, representing sustainable development in line with national and local policy, meeting an identified need of motorists while also improving facilities for nearby residents and workers.