



JMS PLANNING & DEVELOPMENT

PLANNING STATEMENT

IN SUPPORT OF
PLANNING APPLICATION
BY MOTOR FUEL GROUP

AT

BUXTON SERVICE STATION
BAKEWELL ROAD
BUXTON
DERBYSHIRE
SK17 9TB



Client: Motor Fuel Group
Project: Tank Replacement and New Canopy
Date: November 2025

JMS Planning & Development Ltd

T: 01986 785038

E: julian@jmsplanning.com

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SECTION 1: INTRODUCTION

- 1.1 This Planning Statement has been prepared on behalf of Motor Fuel Group in support of the application for full planning permission for *'Replacement forecourt canopy, installation of 2no. 75,000L underground fuel tanks, widening of egress, relocation of vent stacks and associated works'* at Buxton Service Station, Bakewell Road, Buxton, SK17 9TB.
- 1.2 Information from the Fuel Market Review of June 2025 suggests that there are 8,349 operational petrol stations and those under development. The number of operational petrol stations and those in construction has fallen by 36% since 2000. 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 a recognised local need should be embraced.
- 1.3 This Planning Statement is to be read in conjunction with the following plans and documents:
 - I. 14612/2321/LP - Location Plan
 - II. 14612/2321/BP - Block Plan
 - III. 14612/2321/200 - Existing Site Plan
 - IV. 14612/2321/200-1 - Existing Sections and Elevations
 - V. 14612/2321/201 - Proposed Site Plan
 - VI. 14612/2321/202 - Proposed Sections and Elevations
 - VII. Phase I Environmental Site Assessment (427.010073.00001, 21 October 2025) (seven parts); and,
 - VIII. Flood Risk Assessment (3939/RE/11-25/01, November 2025).
- 1.4 This Report continues in Section 2 by providing an overview of Motor Fuel Group. Section 3 provides a summary of the site and its surrounding area, while Section 4 offers a brief overview of the site's planning history. Section 5 sets out the full details of the proposal. Section 6 provides a detailed summary of the planning policy at the national and local levels. Section 7 outlines the justification for the proposal in the context of national requirements, local needs, and the policy position. Conclusions on all matters are drawn in Section 8.



SECTION 2: MOTOR FUEL GROUP

- 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 an MFG forecourt as pleasurable as possible. They aim to provide customers with high levels of service, high-quality, competitively priced fuels and charging, and a convenient, 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 meet every need of motorists.

SECTION 3: SITE AND SURROUNDINGS

Site Description

- 3.1 The application site comprises an existing Morrisons' petrol filling station associated with the Morrisons' store at Buxton. The petrol filling station site is located on the eastern side of Bakewell Road, bounded by vegetation beyond the site boundary to the north and south, with the River Wye to the east. Beyond the River Wye is the car park associated with the existing Morrisons' store.
- 3.2 The ingress to and egress from the application site are respectively located approximately 60 m and 30 m to the north of the roundabout located between Bakewell Road and Dale Road (B5059) and Morrisons Store.
- 3.3 The petrol station itself comprises an existing canopy, forecourt in a four-square arrangement with four pump islands comprising eight refuelling positions and a Morrisons' branded sales building. To the rear of the forecourt is a dwarf wall and a hit-and-miss timber fence. There is no landscaping on site, and adjacent vegetation north and south is not proximate to the work proposed in this application.
- 3.4 The existing canopy is prominent, with Morrisons' signage on it and is tiled to form a pitched covering for the petrol station. The canopy is tired and in need of an upgrade. This is illustrated by Figure 1 below, and the applicant welcomes a site visit by the LPA to show this. The Figure also demonstrates that the site is next to a paved footpath, with a buffer provided within the site by cobbled paving, which currently infringes on the ability of vehicles to exit the site.



Figure 1. Buxton Service Station (Google Imagery).



Site Designations

- 3.5 The site, according to the Policies Map for the High Peak Local Plan (2016), is subject to the following policy designations:
- Built-up Area Boundary (Policies H1, E1, S2)
 - Buxton Groundwater Source Protection Zone (Policy S7)
 - Buxton Local Plan Sub Area Boundary (Policy S7)
- 3.6 The site in part falls within Flood Zone 3a for fluvial flood risk, albeit the proposals fall within Flood Zone 1. The site is not subject to surface water flood risk, falling within the 'Very Low' surface water flood risk category. The site is within a Source Protection Zone (SPZ1 as per the Environment Agency and the Water in Buxton SPD 2021); however, it is not within a Core Protection Area or Extended Protection Area. The site is not within the SPZ1c area.
- 3.7 The site is adjacent to a Protected Major Park, which is to the north of the site and will not be adversely affected by the proposed development.
- 3.8 While proximate to the River Wye, the site does not fall within the catchments of the River Wye SAC nor is the development proposed one that falls under Annex C Table 1 of the Natural England 2022 letter on Nutrient Neutrality.

SECTION 4: PLANNING HISTORY

- 4.1 The site is currently owned and occupied by Motor Fuel Group. The site has a long history of roadside use, meeting the needs of motorists in this strategic location, and has evolved over time to meet the changing needs of motorists.
- 4.2 A review of the site's planning history of the application site has been undertaken using the Council's online search system. The application site has an extensive planning history, and the applicant notes its ongoing application for a Certificate of Lawfulness for Proposed Use in relation to 24-hour operation of the site (HPK/2025/0385). With respect to determined applications, the most relevant decisions are set out below:

Reference	Description	Decision
HPK/2020/0446	Proposed 3no sets of letters, Flat panel, 1no Totem, 1no PFS Canopy, 1no PFS Kiosk	Granted - 11/12/2020
HPK/2010/0664	Extension of existing foodstore & amendment to car parking & associated facilities	Granted - 18/04/2013
HPK/2004/0385	Various Signage	Granted - 04/06/2004
HPK/0003/9876	Sign attached to canopy	Granted - 03/05/2001
HPK/0003/1770	Shop and car park signage	Granted - 01/09/1992
HPK/0003/0926	Construction of Petrol Filling Station	Granted - 01/06/1992
HPK/0003/0486	Retail store for Safeway plc	Granted - 23/07/1991
HPK/0002/3401	Extension of existing distribution warehouse. materials: reconstituted limestone & plastic coated steel	Granted - 22/07/1985
HPK/0000/9274	Building for warehousing, storage, and inspection of raw materials and finished goods in connection with manufacture of thermostats and/or manufacture of same	Granted - Date not listed

- 4.3 The applicant also draws the attention of the Council to the findings of the Planning Inspector for the allowed appeal at The Fickle Mermaid (HPK/2021/0173 and APP/H1033/W/22/3295495). While this appeal pertained to the demolition and reconstruction of a petrol filling station, along with a new convenience store and drive-thru unit, the Inspector's findings regarding policies relevant to this application are pertinent, including those related to character and appearance, and the environment.



SECTION 5: THE PROPOSAL

- 5.1 The application proposal seeks full planning permission for *“Replacement forecourt canopy. Installation of 2no. 75,000L underground fuel tanks, widening of egress, relocation of vent stacks and associated works”* at Buxton Service Station, Bakewell Road, Buxton, SK17 9TB.
- 5.2 The application proposal seeks the replacement of the existing dated underground tanks on site with a new tank farm meeting all of the latest safety standards. Accordingly, the existing tanks on site will be made redundant and foam-filled, and two new 75,000L fuel tanks will also be installed on the site. Due to the redundancy of the existing tank farm, it is necessary to relocate the existing vent stacks. The existing tarmac of the forecourt would be made good where the tanks are installed.
- 5.3 In addition, a new, more slimline canopy is proposed fronting Bakewell Road.
- 5.4 Equally, the applicant is taking the opportunity to widen the egress from the site, which currently often experiences vehicles driving over the kerb when exiting the site, which is obviously detrimental and a risk to pedestrian safety. No other works are proposed to be undertaken on the sales building.



SECTION 6: PLANNING POLICY

- 6.1 This Section of the supporting Statement sets out relevant planning policy pertinent to the application proposal.

Development Plan

- 6.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 sets out that the determination of planning applications must be made against the Development Plan unless material considerations indicate otherwise.
- 6.3 For the determination of this application, the Development Plan consists of the High Peak Local Plan (2016), which covers the plan period of 2011 to 2031.
- 6.4 While the Derby and Derbyshire Minerals (2000, revised 2002) and Derby and Derbyshire Waste Plan (2005), the site is not part of a mineral safeguarding area, and there are no other applicable policies. There is no Neighbourhood Development Plan for the area in which the site is located.
- 6.5 The following documents do not form part of the Development Plan but are material considerations with respect to Section 38(6) above:
- Water in Buxton SPD (2021)
 - High Peak Design Guide SPD (2018).
- 6.6 JMS Planning respectfully contends that The Buxton Design & Place Making Strategy (2009) SPD is not of direct relevance given its focus on Buxton Town Centre whereas the site lies beyond the Town Centre.

High Peak Local Plan (2016)

- 6.7 The High Peak Local Plan (2016) contains a number of policies relevant to the proposed development, including:
- Policy S 1 (Sustainable Development Principles) ensures that the Borough Council will expect that all new development makes a positive contribution towards the sustainability of communities and to protecting, and where possible enhancing, the environment; and mitigating the process of climate change, within the Plan Area. The policy sets out 15 criteria that inform sustainable development.
 - Policy S 2 (Settlement Hierarchy) directs development to sustainable locations with respect to the settlement hierarchy. In this case, the site is located within the settlement of Buxton, a Tier 1 Market Town.



- Policy S 7 (Buxton Sub-Area Strategy) sets out that Buxton is to be established as England's leading spa town and is the principal service centre for the Peak District. The policy contains four parts, including:
 1. Protecting the character of the settlement in terms of heritage, townscape and natural environment;
 2. Providing housing needs;
 3. Encouraging growth of local employment opportunities, including diversification and growth of the local economy; and
 4. Supporting enhancement to key community services, infrastructure and connectivity.
- Policy EQ 1 (Climate Change) ensures that the Council will adopt strategies to mitigate and adapt to climate change. In addressing the move to a low-carbon future for High Peak, the Council will plan for new development in locations and ways that reduce greenhouse gas emissions and adopt the principles set out in the energy hierarchy. The Council intends to meet part of its future energy needs through renewable or low-carbon energy sources and will therefore encourage and support the provision of renewable and low-carbon technologies, including both stand-alone installations and micro-renewables integrated within new or existing development.
- Policy EQ 6 (Design and Placemaking) states that all development should be well designed and of a high quality that responds positively to both its environment and the challenge of climate change, whilst also contributing to local distinctiveness and sense of place. The policy sets out a range of criteria, including:
 1. Respecting character identity and context of the townscapes and landscapes
 2. Edge of settlements to be of high-quality design
 3. Requiring development to contribute positively to an area's character, history, and identity.
 4. Requiring a satisfactory relationship between development and adjacent development and avoiding unacceptable effects by reason of visual intrusion, overlooking, shadowing, overbearing, noise, light, or other impacts on character and amenity.
- Policy EQ 10 (Pollution Control and Unstable Land) sets out its criteria to protect from unsafe, unhealthy and polluted environments. This includes avoiding individual or cumulative adverse effects across:
 1. Air
 2. Watercourses
 3. Noise/vibration
 4. Light
 5. Land contamination

6. Other nuisance.

- Policy EQ 11 (Flood Risk Management), which states that the Council will support development proposals that avoid areas of current or future flood risk, and which do not increase the risk of flooding elsewhere, where this is viable and compatible with other policies aimed at achieving a sustainable pattern of development. When considering planning applications, the Council will also have regard to all relevant Catchment Flood Management Plans and the Local Flood Risk Management Strategy.

National Planning Policy

- 6.8 The National Planning Policy Framework (NPPF) was updated in December 2024 and constitutes guidance for local planning authorities and decision-takers. It is a material consideration in the determination of planning applications (paragraph 2).
- 6.9 The purpose of the planning system is to contribute to the achievement of sustainable development (paragraph 7). 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.
- 6.10 At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 10).

- 6.11 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, taking into account 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 (paragraph 81).
- 6.12 Planning policies and decisions should recognise and address the specific locational requirements of different sectors (paragraph 87), including expansion and modernisation (paragraph 87c).
- 6.13 Planning policies and decisions should aim to achieve healthy, inclusive and safe places and beautiful buildings which promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other; are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion; and enable and support healthy lifestyles, especially where this would address identified local health and well-being needs (paragraph 96).
- 6.14 Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses whilst safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs in a way that makes as much use as possible of previously developed or brownfield land (paragraph 124).
- 6.15 Paragraphs 196-200 set out the responsibilities of the decision-taker and developer/applicant with respect to avoiding, investigating and mitigating against pollution.

Water in Buxton SPD (2021)

- 6.16 The approach set out within this SPD will ensure that water quality and resources within Buxton are considered through all stages of the development process in line with the policies of the Local Plan. This SPD should therefore be used by:
- Developers and individuals considering new development, including changes of use for land, or engineering proposals;
 - Developers and individuals considering alterations or changes of use to existing sites/buildings; and
 - Design and engineering teams when preparing surface water drainage schemes.
- 6.17 The SPD seeks to support the interpretation of Policy S 7 and EQ 1, and in this instance requires consideration of potentially polluting activities that may impact the SPZI designation.

High Peak Design Guide SPD (2018)

- 6.18 The Design Guide sets out a range of criteria for consideration that are relevant to this site and have been considered by the architect. This includes considering existing context, contemporary or traditional designs, and the development's sustainability. Relevant parts include:
- Considering views into and out of the site
 - In towns and villages, be guided by the existing context, pattern and grain of development and building heights
 - Respect the existing roofscape in terms of pitch, materials and details
 - New development should be guided by the existing character and context, considering both contemporary and traditional forms that are high-quality and functional
 - Reflect the proportions of neighbouring buildings
 - Aim for zero carbon emissions.
- 6.19 It is noted that paragraph 7.22 states that the predominant roofing material is stone slates; however, given the modern context of the petrol station and its purpose, it is considered by the applicant that the use of higher quality modern materials to result in a slimline canopy for the filling station is appropriate (as per 7.24 and the 'points to remember on page 36). The canopy would also blend more effectively with the site surroundings by virtue of its reduced massing and bulk.

Legislative Requirements: Biodiversity Net Gain

- 6.20 The Environment Act 2021 sets out the requirement for all developments to provide a minimum biodiversity net gain of ten per cent. Given that there is no green infrastructure on site and no impact on neighbouring green infrastructure, the *de minimis* exemption applies. In this instance, the applicant is not required to provide a net gain.



SECTION 7: PLANNING ISSUES

7.1 This Section of the Planning Statement sets out the general planning matters which require consideration in the assessment of the proposed development. Accordingly, the following general planning matters are considered below:

- The Principle of Development on the Site: Existing Use and Need;
- Character and appearance;
- Contamination; and
- Flood Risk.

The Principle of Development on the Site

- 7.2 The principle of development of the site for roadside facilities is established by the authorised use of the site and the planning history associated with it. The site is a long-standing roadside service facility dating back to at least the 1990s.
- 7.3 The proposal seeks to enhance the existing canopy on site and provide for replacement underground fuel tanks to ensure the continued operation of the petrol filling stations. In principle, JMS Planning contends that the continued use of the site for motorists is supported by its authorised use and general planning policy, which supports the expansion and adaptation of existing businesses to meet recognised needs.
- 7.4 It is important that adequate facilities are provided for roadside users to ensure that their basic needs are met, enabling them to comfortably and safely continue their journeys. The provision of enhanced facilities will better meet the needs of those travelling on the surrounding road network and provide them with facilities they would expect from a modern roadside facility.
- 7.5 It is important that adequate facilities are provided for road users to ensure that their basic needs are met and enable them to comfortably and safely continue their journeys. The provision of enhanced canopy, replacement tanks and other associated works, such as the widening of the egress within the site, will better meet the needs of those travelling on the highway network.
- 7.6 In this case, the proposed development aligns with the policy criteria set by the adopted Local Plan policies S 1, S 2 and S7, as well as 87c) of the Framework.

Character and appearance

- 7.7 The applicant has taken care to ensure that the policies set out within the Local Plan and the guidance provided by the High Peak Design Guide have been taken into consideration. To this end, the relevant aspect of the proposal is with regard to the new canopy, given that the replacement tanks are not visible and that the associated features (such as filling pumps) are of similar character to the existing site.

- 7.8 It is the applicant's contention that a new slimline canopy is appropriate at the site and constitutes one of the 'appropriate' circumstances in which deviation from the slate roof tiles and pitched roof that the 2018 Design Guide sets out. In this instance, a like-for-like replacement would not be practical, given the sector's requirement for more modern, sustainably produced materials. The deviation would allow for the continued operation of the petrol station and accord with paragraph 87 of the NPPF, as established.
- 7.9 The applicant is of the view that the slimline canopy complements the surrounding character: namely, the view of the surrounding green infrastructure, including to the east of the River Wye, is more prominent. In essence, the bulk and prominence of the petrol filling station is reduced.
- 7.10 The applicant is of the view that the development accords with Policy EQ 6 of the Local Plan and with the wording of the Design Guide.

Contamination

- 7.11 The applicant recognises that protection of the environment is embedded within multiple policies covering High Peak, but also specific to Buxton. In this instance, this includes S1 (Sustainable Development), S7 (Buxton Sub-Area Strategy), EQ1 (Climate Change), and EQ10 (Pollution Control and Unstable Land). The applicant notes the requirement to consider the impacts of the development on potable groundwater, given the site location in SPZ1.
- 7.12 To demonstrate accordance with the Development Plan Policies and address paragraphs of the NPPF, the applicant commissioned a Phase 1 Environmental Site Assessment by SLR. SLR has not identified any potentially complete linkages based on the current potential for ground or groundwater contamination, but notes future potential. Despite this, the applicant accepts that it would be appropriate for the LPA to attach conditions requiring further investigation at relevant stages of development to ensure acceptability with the Development Plan policies.
- 7.13 For the purposes of the application, it is considered that the submitted Phase 1 ESA is proportionate for the stage of the development life cycle and therefore that the application complies with Policy EQ10 (and other related environment policies, as above), subject to imposition of conditions.

Flood Risk

- 7.14 Policy EQ11 sets out the Council's approach to development deemed to fall subject to flood risk, whether by rivers/sea, surface water or groundwater. The applicant commissioned Evans Rivers and Coastal to undertake a Flood Risk Assessment to investigate the flood risk posed to the site and with respect to the development proposals.

- 7.15 The FRA establishes that the proposed development is not subject to flood risk, with the datasets provided by DEFRA differing from the online flood map for planning services.
- 7.16 The proposed development accords with Policy EQ 11 and the requirements with respect to flood risk as per the NPPF and PPG.



SECTION 8: CONCLUSION

- 10.1 The principle of the reprovision of a new petrol station canopy, replacement tanks and other associated works is acceptable for the reasons set out above. The proposal represents a proportionate enhancement of an established roadside facility, providing customers with an improved forecourt experience.
- 10.2 The applicant has considered other relevant policies within the Development Plan, SPDs and also national policies. In particular, the site does not give rise to any pollutant linkages as per the Phase 1 ESA, albeit it is expected that conditions are to be attached by the LPA in order to demonstrate this through the development lifecycle. The development is not subject to flood risk, with the FRA demonstrating that the proposals fall outside of flood risk zones as established by updated DEFRA datasets.
- 10.3 The design of the scheme has been considered carefully, in order to balance the need for an upgraded petrol station, especially with regard to the new canopy. In this instance, the applicant contends that the use of more modern materials is appropriate for the reasons given in this Statement.
- 10.4 The principle of the proposal accords with both the Development Plan and national policy, while the proposed development does not give rise to any adverse loading or contamination impacts. The proposal represents a sustainable, proportionate form of development that responds to the area's existing character in its design. In light of the above, it is respectfully requested that the application be granted without delay.