

## **Application reference: 25/0764/FUL**

**Proposal:** Demolition of the existing Glenfield Social Club and the erection of a single storey extension to the existing PFS, including a Greggs food to go area, a new bin store, creation of an EV charging zone with EV canopy.

**Site address:** Glenfield Social Centre and Club, Station Road, Glenfield, Leicester LE3 8BQ

**Case officer:** Feargal McEvoy, Development Services Team Leader

**Recommendation:** Approve the application in line with conditions and reasons outlined in the report.

### **Planning Conditions**

1. Statutory three-year commencement period
2. Approved plans and documents
3. Submission of materials
4. Hours restriction (06:00 – 23:00) on approved facilities
5. Submission of soft landscaping planting plan within one month of the commencement of works
6. Approved landscaping scheme (condition 5) to be carried out within one year from the completion of the development
7. Submission of a Construction and Traffic Management Plan prior to commencement of development
8. No part of the development shall be brought into use until the approved access arrangements have been implemented in full.
9. The development shall not be commenced until such time as a scheme to dispose of (i) foul and surface water and (ii) the installation of oil and petrol separators petrol have been submitted to/approved by the District Planning Authority (DPA).
10. The development shall not commence until such time as a scheme to submit the underground tanks have been submitted to/approved by the DPA.
11. The development shall not commence until such time as matters relating to land contamination/remediation have been submitted to/approved by the DPA.
12. No occupation of any part of the development shall take place until a verification report demonstrating completion of works in the approved remediation strategy shall be submitted to and approved, in writing by the DPA.
13. Submission/approval of a strategy for dealing with unsuspected contaminants on site.

14. No development (other than demolition) shall commence until a Written Scheme of Investigation (WSI) has been submitted to and approved by the DPA.
15. Submission of details relating to CCTV and external lighting.
16. Submission of a Biodiversity Enhancement Strategy.

## **1. The site**

- 1.1 The application site is located to the rear within the settlement boundary of Glenfield, adjacent to the Glenfield Conservation Area to the southwest and fronts Station Road. The Petrol Filling Station (PFS) forms part of the Morrisons superstore and the store is located behind the PFS and the site of the former Station and Glenfield Social Club. During the course of the assessment of this application, the former Glenfield Social Club which was previously vacant was demolished and following a recent site visit (16<sup>th</sup> July 2026) it was noted that the site has been enclosed by construction fencing and building works has commenced on site.
- 1.3 The site is located adjacent and to the west of the existing PFS with a public footpath separating both. Access to the site is taken from a private road via a mini-roundabout at the southern corner of the site, while vehicles exit through a priority junction onto Station Road at the north-eastern corner of the site. Both the entry and exit points are shared by the PFS and the Morrisons superstore. The existing PFS comprises eight fuel pumps and a sales building. An additional access point, located between the mini-roundabout and the exit-only junction, is reserved solely for tanker deliveries
- 1.3 The application site is bounded to the southwest by a public house, The Nags Head (where the Glenfield Conservation area begins), hot food takeaways to the northeast and Station Road and public footpath to the east. At present, the site of the social club is enclosed by construction fencing, with the Petrol Station being enclosed by a small wooden fence and grassed verge.

## **2. The Proposal**

- 2.1 The application, as originally submitted, proposed the demolition of the existing Glenfield Social Club and the erection of a single storey extension to the existing Petrol Filling Station sales building, including a Greggs food to go area, a new bin store, creation of an EV charging zone with EV canopy, installation of four jet wash bays, plant room, substation enclosure, Low Voltage (LV) panel and meter cabinet and two new air/water and vacuum units. The works include new hard and soft landscaping and associated highway works, together with 2.4 metre high hit & miss wooden fencing which would screen the plant equipment.
- 2.2 Planning application Ref: 22/0537/FUL was submitted by Wm Morrison

Supermarkets Ltd in May 2022, proposing the demolition of the former Glenfield Social Club and the redevelopment of the site to deliver an extended and enhanced Petrol Filling Station (PFS). The approved scheme included upgrades to the existing access and egress routes; a new PFS kiosk with dedicated customer parking, two additional fuel pumps; air and vacuum and car wash facilities and associated hard landscaping. The application was approved under delegated powers in October 2022.

- 2.3 In September 2024, a Section 73 application (Ref: 24/0786/VAR) was submitted to amend the approved scheme. The revisions comprised a reconfigured site layout, the introduction of six Electric Vehicle (EV) charging bays with associated infrastructure, an increase in jet wash bays from two to three, and an expansion of the PFS kiosk from 225 sqm GEA to 350 sqm GEA. Planning permission for the amended scheme was granted on 3<sup>rd</sup> February 2025 under delegated powers.
- 2.4 The current application proposes an extension to the existing PFS kiosk (rather than a knock and rebuild) of 166sqm other than that the application is very similar to the previously consented scheme of 24/0786/VAR.
- 2.5 It is proposed that access to the site will continue to operate as per the existing arrangement, via the mini-roundabout for entry and the exit-only junction onto Station Road. The dedicated tanker access will also be retained.
- 2.6 The application has been accompanied by the following plans and supporting documents;

### **Plans**

14570-2656-LP Location Plan

14570-2656-BP Block Plan

14570-2656-200A Existing Site Plan

14570-2656-202B Proposed Site Plan

14570-2656-204 Existing Sales Building Floorplan & Elevations

14570-2656-205B Proposed Sales Building Floorplan & Elevations

14570-2656-205-1 Proposed HVAC (Heating, Ventilation and Air Conditioning) Plan

14570-2656-207 EV Canopy Details

14570-2656-208 Substation Details

14570-2656-209 LV Details

14570-2656-210 Meter Cabinet Details

14570-2656-211 Jet Wash Details

14570-2656-212 AW Elevations

14314-2656-213 Plant Room Details

### **Documents**

Heritage Impact Assessment

Transport Statement

Flood Risk Assessment

Site Investigation Report

Noise Impact Assessment

### **3. Relevant Site History**

| Reference    | Description                                                                                                                                                                                                                                  | Decision | Date       |
|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|------------|
| 01/0260/1/PX | Demolition of existing sales kiosk and erection of new petrol sales building and forecourt improvements.                                                                                                                                     | Approved |            |
| 22/0537/FUL  | Demolition of the existing Glenfield Social Club to facilitate Petrol Filling Station extension. Works to include 2 additional fuel pumps; New air, vac and jet wash facilities; New hard and soft landscaping and associated highways work. | Approved | 18/10/2025 |
| 24/0786/VAR  | Variation of condition 2 (approved plans) attached to planning permission 22/0537/FUL to amend previously approved design                                                                                                                    | Approved | 03/02/2025 |

### **4. Consultation Responses**

Full copies of the representations received are available to view at <https://pa.blaby.gov.uk/online-applications/>.

The consultation responses comments are précised if conditions are proposed these are included within the conditions at the end of the report unless stated otherwise.

The numbers in brackets signifies the amount of times they have responded to the application and what paragraph these comments have been considered.

#### **4.1 Blaby District Council Consultees**

##### **4.1.1 Environmental Services (1) (7.4 and 7.6)**

Make the following comments in relation to (i) land contamination, (ii) flooding, (iii) drainage, (iii) noise and disturbance, (iv) air quality, (v) lighting and (vi) impact of construction.

**Land Contamination** – Land contamination was considered as part of the two recent planning applications on the site and the reports submitted are applicable to this application. Condition 11 is a pre-commencement condition and the previously submitted Site Investigation Scheme (July 2024) suggested that asbestos containing materials (ACM's) were to be found within the existing structure and the roof of the club may have comprised of corrugated asbestos sheeting. Since the social club has now been demolished it is possible that the proposed site investigation had not been conducted prior to the demolition and therefore ACM's may have been found within the former footprint.

It is therefore recommended that the site investigation scheme be revised to include additional soil sampling and testing within the area of the former social club allowing for assessment of any increased risk as a result of the demolition.

**Flooding** – A small area of the application site is located within Flood Zones 2 and 3 and it is noted that the adjacent Morrisons car park is prone to flooding and the Environment Agency are better placed to comment on these technical matters.

**Drainage** – Consider that the Environment Agency and Severn Trent Water are better placed to comment on these technical matters.

**Air Quality** – Whilst there are proposals for six additional parking spaces this is considered to be minimal and the proposal includes the provision of EV charging bays which may act to reduce road traffic emission associated with the development.

**Lighting** – A condition is required which requires full details of an external lighting scheme and the potential impact on nearby receptors. (Condition 15 applies).

**Impact of Construction** – The site is located in close proximity to residential properties which may suffer a loss of amenity due to excess dust, noise and vibration during the construction process and the submission of a Construction Method Statement will be required.

#### **4.1.2 Principal Planning and Conservation Officer (1) (7.2)**

It was considered that the original approval on this site (22/0537/FUL) did not necessarily preserve or enhanced the setting of Glenfield Conservation Area/adjacent NDHA's (Methodist Church and Nags Head PH) as it failed to respect the site's location as a gateway into the Conservation Area due to the clustering of the EV charging points, jet wash bays, plant room, enclosures and various postal lockers immediately adjacent to the site boundary. In relation to the current application, it is considered that there has been a substantial re-organisation of structures, uses and layout, including a reduction in the number of EV charging points and jet wash bays. A much larger landscaping area has been afforded to the site's southern/south-western edge, which is welcomed, along with the proposed hedgerow planting along the boundary of the car park and trees to enclose the postal lockers.

It is considered that with a few more trees along the south-western edge (conditions 5 and 6) this would soften the area further and sufficient mitigation will have been provided to give the site a fair face on the edge of the Conservation Area.

#### **4.2 Leicestershire County Council Consultees**

##### **4.2.1 Local Highway Authority (2) (7.4)**

Raised a number of concerns in relation to the original application and the proposed site layout. This has now been addressed during the consultation process. They now have no objection subject to the imposition of conditions (nos. 7-10).

##### **4.2.2 Historic & Natural Environment Team (1) (7.2)**

Raise no objections subject to the imposition of a condition relating to a Written Scheme of Investigation (condition 14).

##### **4.2.3 Ecology (1) (7.7)**

Raise no objection subject to the imposition of a condition requiring the submission of a Bat Preliminary Roost Assessment (condition 16).

#### **4.3 Others**

##### **4.3.1 Glenfield Parish Council**

Raise the following concerns in relation to the application;

- There are already existing constraints to the site access from station road with congestion at varying times of the day,
- At weekends and other peak periods, traffic regularly queues within the site and backs up towards the entrance due to congestion around the petrol filling station forecourt and exit arrangements. This problem will be exacerbated as a result of the proposed development,
- The existing entrance and exit arrangements do not appear capable of safely accommodating the anticipated increase in traffic generated by the varying uses proposed,
- Whilst the scheme proposes 13 parking spaces, no dedicated parking provision has been identified specifically for customers using the proposed Greggs facility. This is likely to result in vehicles circulating within the site searching for parking spaces, adding to congestion around the fuel pumps and EV charging area,
- The proposed Greggs operation is likely to require regular servicing and deliveries. There is concern that delivery vehicles could obstruct internal circulation routes, leading to conflict between customers, service vehicles and pedestrians,
- The submitted plans indicate that the proposed pedestrian walkway will divert users away from the existing pedestrian crossing desire line. This may encourage pedestrians to take more direct routes across vehicle circulation areas rather than using designated crossing points, and
- The proposal introduces a greater concentration of vehicle movements within the site, including vehicles accessing fuel pumps, EV chargers, jet wash facilities and parking bays. Further information should be provided demonstrating how pedestrian safety will be maintained, particularly given the increased footfall expected from the Greggs facility.
- The Parish Council consider that a detailed traffic assessment and operational management plan should be provided to demonstrate that the development can operate safely and efficiently without adversely affecting highway safety or neighbouring road users

#### **4.3.2 Ward Councillors**

Cllr Chapman raises concerns in relation to highway safety, traffic generation and pedestrian movements. These concerns are similar to those raised by Glenfield Parish Council (see above).

Cllr Denney states that cars using the Nags Head regularly park down the side of on the access road and has requested that pedestrian protection points should be placed along the roadside of that footway to restrict vehicle parking and ensure pedestrian safety.

#### **4.3.3 Environment Agency (1) (7.6)**

The site is underlain by Secondary A and B aquifers with a culverted drain along the western boundary and the Rothley Brook nearby (approximately 100metres) which are potential receptors for contamination. The site's longstanding fuel use and presence of single-skin steel underground storage tanks present a residual hydrocarbon risk to groundwater.

They are generally satisfied with the detailed site investigation scheme. The investigation should now be implemented in full, with soil, groundwater, and soil leachability samples analysed for contaminants of concern associated with the site's historic and current fuel-related use (including hydrocarbons, BTEX, MTBE, PAHs, and metals).

The presence and condition of any redundant or historic fuel infrastructure, including former pipework or decommissioned tank systems, should be confirmed through available records and during intrusive works. In addition, the locations and condition of the culverted drain along the western site boundary should be investigated to confirm whether it could act as a preferential pathway for contaminant migration. They raise no objections to the application subject to the imposition of conditions (11 and 12) relating to a pollutant investigation and remediation strategy.

#### **4.3.4 Severn Trent Water (1) (7.6)**

Raise no objections to the application but recommend that a condition is attached (no.9) in relation to foul and surface water drainage plans.

### **5. Additional Representations**

5.1 As part of the consultation process adjacent residents were notified.

5.2 11 objections, and one neutral comment, have been received which raised the following concerns;

- The proposal will exacerbate the existing traffic issues in Glenfield,
- There appears to be issues of pedestrian safety in relation to the proposed layout of the car park,
- Without highway modifications, the existing traffic issues when exiting the site will only worsen,
- The development reinforces the current car dominance in Glenfield,
- The scale of development is wholly inappropriate for a small village,
- There is also no greening of the site. A wider footway with a row of trees down it would both separate vehicle from pedestrians more, making it a much more pleasant environment,
- The installation of multiple jet wash bays and air/water units, in addition to increased vehicle traffic, will raise noise levels considerably,
- Currently, any run-off from the single jet wash area of the petrol station runs into the Fall Brook. It's unclear how the inevitable increase in both surface and foul



water (increased tarmac, additional toilets for the Morrison's petrol station staff and Gregg's staff) will affect the water in the stream, have an increasingly adverse impact on wildlife both locally and downstream as well as increasing the risk of flooding to residential properties.

## **6. Planning Policies and Material Considerations**

### **6.1 Development Plan**

Section 38 of the Planning and Compulsory Purchase Act 2004 requires planning applications to be considered in accordance with the Development Plan, unless material considerations indicate otherwise.

The Development Plan in relation to this proposal consists of:

- Blaby District Local Plan (Core Strategy) Development Plan Document adopted 2013
- Blaby District Local Plan (Delivery) Development Plan Document adopted 2019

#### **6.1.1 Blaby District Local Plan (Core Strategy) Development Plan Document (2013)**

Policy CS1 Strategy for locating new development

Policy CS2 Design of New Development

Policy CS10 Transport infrastructure

Policy CS11 Infrastructure, Services and Facilities to support growth

Policy CS20 Historic environment and culture

Policy CS21 Climate change

Policy CS24 Presumption in favour of sustainable development

#### **6.1.2 Blaby District Local Plan (Delivery) Development Plan Document (2019)**

Policy DM1 Development within the settlement boundaries

Policy DM8 Local Parking and Highway Design Standards

Policy DM12 Designated and Non-designated Heritage Assets

#### **6.1.3 Glenfield Neighbourhood Plan (Emerging)**

Policy H1 Settlement Boundary

Policy H5 Design Principles

Policy ENV9 Local Heritage Assets

Policy CC1 Flood Risk Resilience

Policy CF1 Retention of Community Facilities and Amenities

Policy CF5 Retail Outlets

## **6.2 Material Considerations**

The National Planning Policy Framework (NPPF)

The National Planning Policy Guidance

Leicestershire Highways Design Guide (2024)

## **7. Consideration of Application**

The main considerations in the determination of this application are; the principle of the development, the impact on character and appearance of the conservation area, the character and appearance of the wider street scene; impacts on residential amenity; highways safety and drainage/flooding.

### **7.1 The Principle of the Development**

7.1.1 Policy CS1 seeks to focus new development in the most sustainable locations in the district, primarily within and adjoining the Principal Urban Area (PUA) of Leicester (Glenfield, Kirby Muxloe, Leicester Forest East, Braunstone Town and Glen Parva). The application site is within the settlement boundary of Glenfield which is within the PUA and as such is considered to be in a sustainable location and compliant with Policy CS1. Policy DM1 sets the principle for development within the settlement boundary provided it has a satisfactory relationship with nearby uses and would not be significantly detrimental to the amenities enjoyed by existing and nearby residents.

7.1.2 Glenfield Social Club is not protected as a community asset and as such, the demolition of this building is not against policy. Furthermore, the Social Club ceased operation and remained vacant for a number of years, therefore, the demolition of the building is not considered a detrimental loss within the community and the principle of demolition had previously been accepted as part of planning permission 22/0537/FUL

7.1.3 Given the Petrol Station is already located within this area, the use of the site has already been established and as such it is not considered to be contrary to policy, subject to its impacts in terms of residential amenities and the character of the area.

7.1.4 As part of this application, 6no. EV charging bays are proposed. The UK has committed to reducing greenhouse gas emissions by 28% by 2035 and moving to Net Zero by 2050. As part of the Net Zero strategy (October 2021), the UK Government have placed a new emphasis on electric vehicle charging

infrastructure in the UK. As part of this drive, it is essential that there is a comprehensive and competitive EV charging network in place. The Department for Transport published 'Taking Charge: The electric vehicle infrastructure strategy'<sup>1</sup>, which notes that *"We expect around 300,000 public chargers as a minimum by 2030."*

7.1.5 Para 157 of the NPPF states; The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

7.1.6 The application site is primarily located within Flood Zone, with a small part of the site on the northern perimeter, partially located within Flood Zones 2 and 3 and a detailed Flood Risk Assessment (FRA) was submitted as part of the application package. The Environment Agency have commented on the application (see para 4.3.3 of this report) and are satisfied with the latest revision of the FRA and as such, do not have any objections to the application, providing that the mitigation measures outlined within the FRA are followed within the construction of the build, which are covered as part of condition 9 attached to this recommendation.

## 7.2 Impact on the character and appearance of the Glenfield Conservation Area

7.2.1 Core Strategy Policy CS20 and Policy DM12, seeks to preserve and enhance the cultural heritage of the District, recognising its contribution to local distinctiveness. These policies seek to ensure that heritage assets are suitably considered and where necessary, protected when affected by a development proposal.

7.2.2 Under these policies designated heritage assets and their settings (including Listed Buildings, Scheduled Monuments and Conservation Areas) will be given the highest level of protection to ensure that they are conserved and enhanced in a manner appropriate to their significance and contribution to the historic environment.

7.2.3 The Glenfield Conservation Area is located adjacent to the application site to the southwest and there are also two NDHA's also in close proximity to the site (Methodist Church and The Nags Head Public House. The Principal Planning and Conservation Officer has concluded that whilst he did not object to the overall development, amendments should be obtained to soften the edge of the development (south edge of the application site boundary) to ensure a favourable transition between the application site and Glenfield Conservation Area. As such, the applicant submitted an indicative landscaping plan to ensure a soft edge to the southern boundary of the development site. A full landscaping

schedule is to be submitted before development commences on site, which will be conditioned as part of this application (conditions 5 and 6). As such, this overcomes harm caused by the expansion of the petrol station and allows for a soft transition between the site and Conservation Area.

- 7.2.4 Additionally, whilst it is acknowledged that Glenfield Conservation Area is adjacent to the site, weight is given to the public benefit as a result of the development. Whilst the demolition of the Glenfield Social Club is somewhat regrettable, given the fact the building has been vacant for some time and now is enclosed by construction fencing, the loss of this building on balance is considered a betterment to improve the transition to the Glenfield Conservation Area.
- 7.2.5 A Heritage Impact Assessment (HIA) has been prepared to provide an assessment of the revised proposals. The HIA indicates that archaeological and historical evidence suggests potential for prehistoric, Roman, or medieval remains within the site. However, historic maps and aerial photographs show that the area was developed with residential buildings in the 19th century, followed by the construction of a social club in the 1960s and the addition of a petrol station in the late 20th century.
- 7.2.6 The HIA further advises that a watching brief conducted in June 2025 did not uncover any archaeological features. It is therefore likely that any earlier remains were removed during previous phases of development. The potential for surviving archaeological remains is considered low, and any that do exist are likely associated with 19th-century residential properties which would be considered to be of low importance due to their prevalence in the archaeological record. Whilst development has commenced on site, the Historic & Natural Environment Team of LCC have recommended that a condition requiring the submission of a Written Scheme of Investigation (WSI) be attached to the recommendation and condition 4 applies.
- 7.3 Impact of the development on the character and appearance of the area (streetscene)
  - 7.3.1 Policies DM1 and CS2 seek to ensure that new development within the district is in keeping with the character and appearance of the area. The application site is located in a prominent location fronting Station Road, a main street running through Glenfield. The PFS is already located fronting this street, as such the expansion to the application site as decided under the previous application, the inclusion of further facilities is not considered to be out of keeping with the character and appearance of the area, given a precedent of this type of development within this location has already been established.

7.3.2 Additionally, the design of the proposed kiosk and additional petrol pumps are in keeping with the existing design of the site. Furthermore, the new air, vac and jet wash facilities are to be located to the rear of the site. Whilst these additions can be viewed from the main public vantage points, given the overall scale and use of the site, it is not considered they would be out of keeping with the development patterns of the area.

#### 7.4 The impact of the development on residential amenity

7.4.1 Policy CS2 seeks to improve design quality in all new developments within the District. Policy DM2 also seeks to ensure new development as a satisfactory relationship with nearby occupiers.

7.4.2 A noise impact assessment has been undertaken in support of the revised proposals for the site. This involved an automated noise survey conducted between 8th and 11th August 2025. The noise impact assessment, undertaken in accordance with BS 4142, shows that noise rating levels of the proposed new items of plant to the nearest noise-sensitive receptor are predicted to be significantly lower than to the representative background noise level at all times, indicating a low impact under typical operating conditions.

7.4.3 The residential amenity of neighbouring occupiers has been considered. Whilst the site is not directly bounded by residential dwellings, dwellings are located within close proximity of the application site. Previously the expansion of the site has been considered by BDC Environmental Services in terms of noise of disturbance and they concluded that they had no objections to make with regard to noise or disturbance subject to the imposition of a condition restricting the use of the approved facilities to between the hours of 07:00 – 23:00 (condition 4) which accords with the existing operational hours of the PFS.

7.4.4 Given the residential dwellings are located further away than the Nags Head, it is considered expansion would not give rise to noise or disturbance whilst in use to those residing in properties within close proximity to the site. Whilst concerns have been raised regarding the increase of traffic to the site as a result of the works. It is not considered that the addition of EV charging facilities together with a fast-food outlet and other associated facilities would give rise to an excessive increase in traffic that would cause a nuisance to residents. Additionally, given the locality of the dwellings compared to the application site, it is not considered the scheme would have many material impacts on residents in terms of loss of light or privacy or have an overbearing impact.

#### 7.5 The impact of the development on the surrounding highway network

7.5.1 LCC Highways (the Local Highway Authority–the LHA) have reviewed and commented on the application in terms of (i) site access, (ii) highway safety, (iii) trip generation and (iv) internal layout.

- 7.5.2 **Site Access:** No changes are proposed to the existing access arrangements with access to the PFS continuing to be taken from a private road that leads from a mini roundabout, on Station Road, into the Morrisons site. The PFS is then reached directly from the Morrisons car park. Whilst the private road is two-way the vast majority of vehicles exiting the supermarket/PFS do so via the northern egress adjacent to the PFS on to Station Road. Exclusive access for tankers will continue to be taken directly from Station Road. On this basis the LHA is satisfied that the existing access arrangements are suitable to serve the proposed development.
- 7.5.3 **Highway Safety:** There has been six recorded Personal Injury Collisions (PICs) within 500 metres of the site in the previous five years (data currently available up until the end of July 2025). All of the PICs resulted in injuries classified as being 'slight' in severity. In October 2023 a PIC occurred at the junction of Station Road and the private road serving Morrisons/ the proposed development. The PIC involved a vehicle turning into the private road colliding with a crossing pedestrian. Three further PICs have occurred to the northeast of the access on Station Road however these were not in the vicinity of the proposed development. Two PICs occurred on Stamford Street with one located at the junction of Stamford Close and the other at the junction with Ashleigh Road.
- 7.5.4 The application as originally submitted proposed is the installation of tactile paving on either side of the private road very close to the roundabout where the private road converges with Station Road. The LHA advised that the proposed location is not suitable as the driver to pedestrian visibility splay on the southern side of the private road passes over third party land in the form of the car park serving the Nags Head public house. Should vehicles park in these splays, drivers heading north on Station Road would be unaware of crossing pedestrians until they enter the roundabout. As detailed above a PIC has occurred at this location where a vehicle struck a crossing pedestrian. Whilst it is not possible to confirm that this PIC occurred due to a lack of driver to pedestrian visibility, by adding tactile paving it would encourage pedestrians to cross at a point that is potentially unsafe. On this basis the applicant deleted this element from the scheme.
- 7.5.5 **Trip Generation:** A Transport Statement (TS) has been prepared in support of the revised proposals for the site. This explains that the development proposals would lead to a negligible difference in vehicle movements to the site when compared to the site former use. This is on the basis that majority of these movements are expected to be associated with trips already being made by customers who are utilising the petrol station or other services available on the site. Rather than generating additional, standalone visits, these movements will largely form part of multi-purpose trips, where the food takeaway and other

facilities are a secondary activity combined with fuel purchase or use of other facilities at the PFS.

7.5.6 The LHA have confirmed that they are satisfied that the majority of trips generated by the proposed development will be linked trips to the supermarket or pass by trips that are already on the highway network. The LHA is satisfied that the proposed development will not generate in excess of 30 new two-way trips during the highway network peak hours.

7.5.7 **Internal Layout:** The submitted application (Drawing No. 14570-2656-202 Rev B) shows the provision of six, 5.0m by 2.50m customer parking bays, four jet wash bays, two valet bays and eight EV charging spaces. The LHA have confirmed that they are satisfied that the proposed customer parking provision is suitable to serve the proposed extension and will allow vehicles to wait, if required, to use the jet wash, valet or EV facilities. Any additional queuing that may occur will be contained within the site and is unlikely to impact the public highway.

7.5.8 The LHA have also requested that a number of changes be made to the proposed layout which are summarised as follows;

- The submitted drawing shows surface markings (zebra lines, give-way signage) where departing vehicles pass over the existing walkway. The LHA requested that similar markings/ signage is added where arriving vehicles cross the existing walkway,
- A walkway is proposed around the perimeter of the site. The LHA requested confirmation that this would connect into the existing walkway (at the rear of the site) as it appears to terminate a few metres away from the existing walkway. The LHA also request that the Applicant considers setting the jet wash further back to allow users to stand away from the bays whilst operating the high pressure hoses, which would reduce the risk of users conflicting with passing vehicles,
- As part of application 22/0537/FUL it was proposed to increase the radii of the private access road where it joins the public highway, introduce a priority give way system on the private access road, widen the footway adjacent to the Social Club to 2.0m and provide an uncontrolled crossing point to improve access for pedestrians. The LHA considered that these measures should be introduced as part of this application as it would enhance pedestrian safety and improve the operation of the roundabout, which is currently difficult to navigate when entering the Morrisons site from either direction.

7.5.9 The applicant has incorporated all these aforementioned requests into an updated site layout plan and the LHA have confirmed that their concerns have been addressed. On this basis it is considered that the proposed development would accord with Policy DM8 and national policy and guidelines.

## 7.6 Drainage and Flooding

- 7.6.1 Whilst parts of the northern perimeter of the site, and all of the adjoining Morrisons Foodstore lie within Flood Zones 2 and 3, all of the proposed built form as part of this application are within Flood Zone 1. A Flood Risk Assessment (FRA) accompanies the application.
- 7.6.2 The Department for Environment, Food & Rural Affairs (DEFRA) Risk of flooding from surface water map and associated data shows that there is a Very Low to Low surface water flood risk at the site and when accounting for future climate change. The majority of the proposed development will be set across Very Low risk areas however, the proposed substation and LV enclosure would be located across Very Low to Low risk areas. The climate change depth data indicates that the depth would be <0.2m. The substation and LV enclosure will be set on a kerb which will be set at least 0.2m high and therefore above the flood depth.
- 7.6.3 The Environment Agency have provided detailed comments on this application which are summarised in para 4.3.3 of this report. They have raised no objections to the application subject to the imposition of conditions (11 and 12) relating to a pollutant investigation and verification strategy.

## 7.7 Ecology/Biodiversity Net Gain Issues

- 7.7.1 The former social club is located in proximity to a vegetated boundary bordering Rothley Brook which provides important foraging and commuting habitat for bats. The site has good connectivity to valuable habitats in the wider area which increases the likelihood that bats may have been using the site. The Ecology Team of Leicestershire County Council (LCC) commented on the application originally at the time of submission (October 2025) and requested that a Preliminary Roost Assessment (PRA) would be required on the existing building structures on site including the social club and the petrol station building which would be impacted by the proposed development. However at this stage the former derelict social club had been demolished and therefore no longer presents any bat roosting opportunities. In these circumstances, a bat survey is no longer necessary. Nevertheless, paragraph 187(d) of the NPPF requires planning decisions to contribute to and enhance the natural environment, including by providing net gains for biodiversity and incorporating features which support species such as bats. It is therefore considered reasonable and necessary to secure a Biodiversity Enhancement Strategy by condition (no.16) to ensure appropriate ecological enhancements are delivered as part of the development. Such enhancements may include bat boxes and bird nesting features amongst others.



- 7.7.2 With regard to mandatory biodiversity net gains, application are required to deliver a mandatory 10% measurable biodiversity net gain, unless exempt under paragraph 17 of Schedule 7A of the Town and Country Planning Act 1990 and the Biodiversity Gain Requirements (Exemptions) Regulations 2024. In this particular instance the development meets the de-minimis exemption and as such is exempt from the statutory requirement of mandatory biodiversity net gains.

## **8. Overall Planning Balance and Conclusion**

- 8.1 The application seeks planning permission for the expansion and enhancement of the existing petrol filling station through the provision of additional customer facilities, including EV charging infrastructure, jet wash and valet facilities, a food takeaway use and associated works. The site is located within the settlement boundary of Glenfield, within the Principal Urban Area, where the principle of development is supported by Policies CS1 and DM1 of the Development Plan.
- 8.2 The proposal has been assessed against the relevant provisions of the Development Plan and the National Planning Policy Framework. In principle, the development represents an appropriate enhancement of an existing commercial use in a sustainable location, for which planning permission has been granted previously on two separate occasions for similar works. The provision of electric vehicle charging infrastructure will support the transition towards low-carbon transport and contributes positively towards national objectives relating to climate change mitigation and sustainable development.
- 8.3 In heritage terms, whilst the site lies adjacent to the Glenfield Conservation Area and in proximity to non-designated heritage assets, it is considered that the proposed development, subject to the implementation of an appropriate landscaping scheme and archaeological mitigation measures, would preserve the character and appearance of the conservation area. Any limited harm arising from the redevelopment of the former social club site is outweighed by the wider public benefits associated with bringing the vacant land back into productive use and improving the appearance and functionality of the site.
- 8.4 With regard to residential amenity, technical evidence submitted in support of the application demonstrates that noise impacts arising from the development would be limited and capable of being satisfactorily controlled through planning conditions. The proposal would not result in unacceptable impacts

upon neighbouring occupiers through noise, disturbance, overlooking, loss of light or overbearing development.

- 8.5 The LHA has carefully considered the proposal and raises no objection since amendments have been made to the scheme which address their initial comments. The development would not prejudice highway safety, would provide suitable internal circulation and parking arrangements, and is not expected to generate a level of traffic that would adversely affect the surrounding highway network.
- 8.6 In relation to flooding, drainage, contamination and ecological matters, no objections have been raised by the relevant statutory consultees subject to the imposition of appropriate planning conditions. The proposal incorporates suitable mitigation measures and is considered acceptable in these respects.
- 8.7 Accordingly, it is recommended that planning permission be granted subject to the conditions set out below.