



Planning, Design and Access Statement

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Contents

1 Introduction 1

2 Site Location and Context 3

3 Planning History 3

4 The Proposed Development..... 4

5 Legal and Policy Context 6

6 Other Material Considerations..... 8

7 Planning Considerations..... 13

8 Conclusions 21

Appendices

1 Introduction

- 1.1 Crossman Planning Consultants (CPC) have instructed Cliffe Property Investments Limited to submit a planning application for the redevelopment of the existing petrol filling station (PFS) site. Full planning permission is sought for the:

‘Demolition of existing petrol filling station shop and car wash and construction of replacement retail building, together with relocation of vac and air facilities, introduction of EV charging points and replacement of underground fuel storage tanks, pipework, forecourt drainage, interceptor, utilities infrastructure and associated works.’

- 1.2 The purpose of this planning, design and access statement is to describe the application proposals, set out the planning merits and to demonstrate the application’s compliance with planning policy requirements and other material considerations.
- 1.3 The proposals broadly follow those of the lapsed permission 20/03036/FUL which has set the precedent for the erection of the replacement retail kiosk, expansion of floorspace to create additional storage, removal of the existing car wash and reconfiguration of the car parking layout and installation and replacement plant.
- 1.4 In addition to this statement, the planning application is supported by the following technical information:

- Planning application and CIL form.
- Architectural Drawing Pack, including:
 - 3989-01 Block and Location Plan.
 - 3989-02 Existing Site Plan.
 - 3989-03 Existing Elevations.
 - 3989-04d Proposed Site Plan.
 - 3989-05a Proposed Elevations A and B.
 - 3989-06a Proposed Elevations C and D.

- 3989-07 Hazardous Zone Plan.
- Air Quality Assessment.
- Arboricultural Report.
- Tree Constraints and New Tree Planting Positions – Rev A.
- Drainage Strategy Report.
- Preliminary Ecological Appraisal.
- Biodiversity Net Gain Assessment including The Statutory Metric.
- Plant Noise Assessment Report.
- Phase One Environmental Assessment Report including:
 - Re-inspection of Petrol Filling Stations.
 - Records Information Request for Petroleum Officers.
- Retail Impact Assessment.
- Specialist Fuel Design comprising:
 - 251073 – PL – 02 Typical Separator Tank Details.
 - 251073 – PL – 01 Typical Tank Details.
- 13016-195_DRA(1) Topographical and Drainage Survey.
- Transport Statement.
- Utilities and Light Spill information including:
 - PJJ – 25-0006 – EL 61-0001 Proposed Electricity Utility Services.
 - PJJ – 25-0006 – DU-001 Proposed Underground Ductwork.
 - PJJ – 25-0006 – EX L 63-001 Proposed External Lighting.

- PJI-25-0006 – OP 64-0001 Proposed Openreach Utility Services.
- PJI-25-0006 – WA 53-0001 Proposed Water Utility Services.
- External Lighting Report.

2 Site Location and Context

- 2.1 The application site relates to a PFS at 101 Pickwick Road, Corsham, Wiltshire. The current PFS benefits from an associated convenience shop. The PFS is located on the busy Pickwick Road that leads to Corsham Town Centre, and it remains the only PFS within the town. The buildings, canopy and associated features are of a modern appearance, being primarily made of reconstituted stone construction. The application site is surrounded on all sides by residential properties including Dickens Road to the west which wraps around the site to the south. To the east, the site bounds residential properties fronting Pickwick Road (B3353).
- 2.2 The application site contains no high value category A trees. Most trees are low value birches, with only four moderate value specimens which are to be retained for amenity reasons. As detailed further in this statement, mitigation planting is recommended but the arboricultural constraints of the site are low.
- 2.3 Moreover, there are no specific planning policy constraints covering the application site and it lies outside of the conservation area. The site is also located within flood zone 1 (lowest risk of surface water flooding).

3 Planning History

- 3.1 The previous planning application most relevant to the determination of this application is 20/03036/FUL which was for the:

‘Demolition of existing retail kiosk and erection of replacement retail kiosk (Class A1); removal of associated car wash, reconfiguration of car parking layout and installation of replacement plant’.

- 3.2 This application was approved on 13th August 2020 and has now expired. Therefore, as there is no longer a specific mechanism to ‘extend the life’ of a planning permission, this new application has been submitted to effectively renew the permission with minor changes to the layout to now include EV charging. It is important to note that overall, the Council were supportive in

their assessment of the previous application given they acknowledged that the site remains the only petrol filling station serving Corsham town.

4 The Proposed Development

4.1 The proposed development seeks full planning permission for the demolition of an existing retail kiosk and the erection of a replacement retail kiosk which also provides additional floorspace for both storage purposes and back of house (BoH). As part of the improvement works associated with the site, the existing car wash will be removed alongside a reconfiguration of the car parking layout and installation of replacement plant.

4.2 The proposed description of development is:

‘Demolition of existing petrol filling station shop and car wash and construction of replacement retail building, together with relocation of vac and air facilities, introduction of EV charging points and replacement of underground fuel storage tanks, pipework, forecourt drainage, interceptor, utilities infrastructure and associated works.’

4.3 A new forecourt canopy, reconfigured pumps and modernised tanks are proposed together with upgraded drainage and utilities (further explained below). Additional measures include new bollards, cycle parking hoops, a defined delivery bay and retention and refurbishment of the rear boundary wall which will be reduced to boundary height, repointed and capped with new coping stones to match the existing material. The existing petrol pumps will be retained, and the canopy will be raised in line with what consented in 2020 and either updated or fully replaced.

4.4 The current layout proposes the same boundary treatments and an updated light spill diagram that were accepted during the course of planning application 20/03036/FUL. However, in addition to the 2020 planning permission, this planning application also includes additional information pursuant to the following:

- EV Charging in light of the Wiltshire Council’s EV charging strategy which aims to significantly enhance electric vehicle infrastructure to support the growing demand for EVs. As such the development provides new electricity infrastructure to support dedicated EV charging, ensuring long term resilience of the site and compliance with contemporary retail forecast standards.

- The mandatory requirement for assessing Biodiversity Net Gain (BNG).
 - Replacement of underground fuel tanks and drainage and utilities designs. The existing underground fuel storage tanks pipework, petrol interceptor and drainage arrangements will be replaced. The proposed underground works are necessary replacements of existing infrastructure which has reached the end of its operational life. As such the works are essential for health, safety, and environmental compliance, and are standard modernisation measures for petrol filling stations.
- 4.5 The underground works listed above will not alter the external appearance of the site and are a like-for-like renewal in terms of function and location, with no material intensification beyond the capacity required for normal petrol station operation.

Hazardous Zones

- 4.6 A hazardous zone plan has been prepared in accordance with recognised industry guidance for petrol filling stations, identifying zones 1 and 2 around the proposed pumps/filling points, vents, new tanks and interceptor. The layout has been designed to ensure that these zones are fully contained within the operational forecourt and service areas, with appropriate separation from buildings, boundaries and sensitive receptors. Although detailed specifications for the replacement underground tanks and interceptors will be finalised at the detailed design stage, their locations and associated access, maintenance and safety zones have been allowed for at this stage to ensure that installation, operation and future servicing can be undertaken safely and in compliance with health and environmental protection requirements. These are clearly shown on drawing number 3989-07 that has been submitted with the application plans.

Improved Retail Floor space and Back of House (BOH)

- 4.7 The proposed scheme introduces a new, larger format convenience store with an improved BOH area and enhanced customer offering. The proposed retail store which will create a new improved store with a gross floorspace of circa 339sqm. The net sales area will be increased from circa 57sqm to 232sqm. The back of house area at the new store will be 106sqm.

Access and Parking

- 4.8 The proposed servicing of the expanded retail store will take place to the west of it and will require the northern pumps to be coned off whilst servicing takes place. The existing ingress

and egress points of the site will remain in the same location as currently operating and agreed under the 2020 permission.

Replacement Trees

- 4.9 The accompanying tree survey report identifies the removal of several low-category silver birch trees (T1–T6 and T10) to facilitate the redevelopment, while key boundary trees (T7–T9) are retained due to their higher amenity value. These retained trees will undergo only modest lifting of their canopies as has been recommended in the arboricultural assessment.
- 4.10 In order to mitigate the loss of onsite tree cover and to avoid the reliance on offsite payments, the scheme incorporates meaningful replacement tree planting which comprises the following:
- 5 native Yew trees positioned around the bases of the retained trees T8 and T9 which have been selected for shade and drop tolerance; and
 - 3 Field Maple planted beneath retained tree T7, providing seasonal interest and long-term protection of the canopy.
- 4.11 Overall, the development proposals represent a reconfiguration of the existing site to create a modern, more efficient PFS with high quality retail floorspace proposed.

5 Legal and Policy Context

Legislation

- 5.1 In relation to the determination of planning applications, section 38(6) of the Planning and Compulsory Purchase Act 2004 states that:

‘If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the development plan unless material considerations indicate otherwise.’

Development Plan

- 5.2 The current development plan for Wiltshire comprises:
- The Wiltshire Core Strategy (adopted in 2015).
 - The Corsham Neighbourhood Plan (adopted 2019).

5.3 Other than the publication of the Framework in 2024, there have been no changes to planning policy since the grant of the previous permission. Therefore, the key policies that were relevant to the consideration of planning permission 20/03036/FUL and now this revised proposal are:

- **Core Strategy Policy CP38 (Retail and Leisure)** – this policy states that *‘all proposals for retail or leisure uses on sites not within a town centre in excess of 200 sqm gross floorspace, including extension of existing units, must be accompanied by an impact assessment which meets the requirements of national guidance and established best practice, and demonstrates that the proposal will not harm the vitality or viability of nearby centres. All such proposals must also comply with the sequential approach as set out in national guidance, to ensure that development is on the most central site available;’*
- **Core Strategy Policy CP56 (Contaminated Land)** – This policy requires that all new development, which either because of its nature or location, may be on or adjacent to land or water affected by historic contamination overcomes this barrier to development by demonstrating the measures that will be taken to help mitigate these impacts.
- **Core Strategy Policy CP57 (Ensuring high quality design and place shaping)** – This policy requires development to respect Wiltshire’s local character, protect heritage and biodiversity, use land efficiently, safeguard amenity, ensure sustainability and safety, and deliver high quality design through materials, landscaping and master planning where appropriate;
- **Core Policy 58 (Ensuring the conservation of the historic environment)** – states that development should protect, conserve and where possible enhance the historic environment.
- **Core Strategy Policy CP61 (Transport and New Development)** – requires new development to minimise reliance on private cars and promote sustainable transport. Proposals must demonstrate, through a transport assessment, that:
 - The needs of all users are considered in order of priority: disabled people, pedestrians, cyclists, public transport, goods vehicles, powered two-wheelers, and lastly private cars.

- Safe and suitable access to the highway network is provided.
- Adequate loading/unloading facilities are included where needed.

Where relevant, contributions to sustainable transport and travel plans will also be required.

- **Corsham Neighbourhood Plan Policy HE1-** This policy states that all new development must demonstrate good quality design by;
 - Respecting the scale, character, and historic fabric of surrounding buildings.
 - Following the established street pattern, plot arrangements, and boundary features (gardens, railings, walls, and hedges).
 - Reinforcing key gateways into the town (Cross Keys, Pickwick, Pound Pill) to strengthen identity and visitor experience.
 - Using high quality materials that complement Corsham's historic vernacular.
 - Protecting and respecting key views identified in the plan.

Development that underlines these principles or fails to improve the area will not be supported.

- **Corsham Neighbourhood Plan Policy BE4-** This policy supports employment development that revitalises Corsham Town Centre, enhances facilities, improves connectivity, and ensures no net loss of parking or business space, in line with the town's masterplan.

6 Other Material Considerations

- 6.1 Other material considerations relevant to the determination of the planning application are set out below.

National Planning Policy Framework

Ensuring the vitality of town centres

- 6.2 Paragraph 94 of the Framework states that:

‘When assessing applications for retail and leisure development outside town centres, which are not in accordance with an up to date plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500m² of gross floorspace). This should include assessment of:

- The impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposals; and*
- The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and the wider retail catchment (as applicable to the scale and nature of the scheme).’*

Sustainable Development

6.3 The Framework seeks to facilitate sustainable development having regard to the following three objectives:

‘An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types 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 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 well-being, and;

An environmental objective – to protect and enhance our natural, built, and historic environment, including making effective 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 Given the above, the Framework established a presumption in favour of sustainable development. The Framework at paragraph 11 states:

'For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Highways and Transportation

6.5 With respect to highway and transportation considerations, the Framework at paragraphs 114 and 115 state that:

'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location.

b) safe and suitable access to the site can be achieved for all users.

c) the design of streets, parking areas, other transport elements, and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

Development should only be prevented or refused on highways grounds if there would be a 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.'

Application of Framework Policy

- 6.6 Paragraphs 231 and 225 set out how Framework policy should be applied, and weight afforded in the determination of applications:

'The policies in this Framework are material considerations which should be taken into account in dealing with applications from the day of its publication. Plans may also need to be revised to reflect policy changes which this Framework has made.'

- 6.7 However, existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

Wiltshire New Local Plan

- 6.8 Wiltshire Council submitted the Wiltshire Local Plan to the Secretary of State for Housing Communities and Local Government for independent examination on 28th November 2024. The first stage of hearings in relation to the Duty to Cooperate were held on 24th June 2025 and the stage 2 hearings are due to commence in November this year albeit there is no further clarity on the Council's website as to whether these have commenced in line with the Local Development Scheme. Stage 3 hearings are then programmed for early 2026. As the LPR is under examination, the existing adopted Core Strategy remains the key development plan document for decision making until new plan is adopted.

- 6.9 Whilst the examination process may result in modifications to the submitted plan before adoption, the emerging policies are treated as material considerations but with limited weight at this stage. A summary of the emerging policies is listed below:

- **Policy 1 (Settlement Strategy)** – This policy is a general test that development is consistent with the settlement's role and scale.

- **Policy 4 (Addressing climate change)** – This policy requires layouts and building design that reduce carbon emissions, support EV infrastructure, SuDs, green/blue infrastructure, and BNG and minimise air pollution.
- **Policy 65 (Existing Employment Land)** – This policy protects and supports the intensification / redevelopment of existing employment sites, provided the employment function is retained and amenity and access impacts are acceptable.
- **Policy 67 (Sequential Test and Retail Impact Assessment)** – This policy controls new or expanded main town centre uses (including retail) outside centres, setting when sequential and impact tests are needed.
- **Policy 68 (Managing town centres)** – This policy sets the retail hierarchy and expectations for town centre uses, provides the context for assessing any out of centre retail floorspace at the PFS.
- **Policy 69 (Local centres and rural facilities)** – This policy seeks to retain and enhance local shops and service facilities, explicitly including small-scale facilities serving local communities.
- **Policy 70 (Sustainable transport)** – This requires development to support active travel and public transport and to reduce reliance on the private car, including provision of infrastructure for ultra-low emission vehicles.
- **Policy 71 (Transport and new development)** – This policy ensures safe and suitable access, appropriate layout, and that traffic impacts are acceptable, including the need for transport assessments / travel plans at the right scale.
- **Policy 72 (Development impacts on the primary and major road networks)** – This policy is relevant if the site sits on/near a primary or major road – these deals with capacity and safety impacts on strategic links/junctions.
- **Policy 73 (Transport: demand management)** – This policy covers parking, servicing and demand-management measures which are applicable to forecourt car parking etc.

- **Policy 91 (Conserving and enhancing Wiltshire's landscapes)** - Ensures development respects local landscape character and key views; useful if there are any wider visual effects from canopy/building.
- **Policy 93 (Green and blue infrastructure)** – This policy seeks retention and enhancement of the GI network, including tree planting and SuDS features as part of redevelopment.
- **Policy 96 (Water resources)** – This policy seeks to protect groundwater and requires assessment/mitigation where development is within source protection areas or could affect water quality.
- **Policy 97 (Contaminated land)** – This policy requires investigation, risk assessment, and remediation for sites with historic contaminative uses.
- **Policy 98 (Ensuring high quality design and place shaping)** – This is the main design which requires context-responsive layout and built form, good public realm, legible access, and safe, attractive forecourt/parking design. Also expects established planting and trees to be retained where possible.
- **Policy 99 (Ensuring the conservation and enhancement of the historic environment)** – This policy aims to ensure that Wiltshire's monuments, sites and landscapes, and areas of historic and built heritage significance are protected and enhanced in order that they continue to make an important contribution to Wiltshire's environment and quality of life.

6.10 Having undertaken a review of the emerging policies, whilst they are afforded limited weight, they provide a strong policy basis supporting the upgrade, modernisation, and environmental enhancement of an existing forecourt facility on previously developed land.

7 Planning Considerations

Principle of development

7.1 The proposed development is located within the settlement boundary of Corsham and relates to the reconfiguration of an existing, well established PFS site. As such, the principle of the proposed development is established as being acceptable and the changes proposed broadly

follow those that were approved as part of the lapsed planning permission in 2020. Therefore, a precedent has been set for this planning application. The proposals therefore accord with Core Strategy Policy CP38 and Policy 1 and 67 of the emerging Wiltshire Local Plan.

Retail Impacts

- 7.2 In their assessment of planning application 20/03036/FUL, the Council concluded that the retail expansion was policy compliant, ancillary, not harmful to the town centre.
- 7.3 An updated retail impact assessment has been submitted with this application. Moreover, it is not considered that the proposal will result in a level of trade diversion from a range of shops in Corsham and will not be of a sufficient scale to result in unacceptable harm to the vitality and viability of the town centre. Therefore, the proposal complies with the requirements of Policy CP38 of the Core Strategy, emerging Policy 67 and 68 of the emerging New Local Plan, the Framework and would not conflict with the objectives of Policy BE4 to the Corsham neighbourhood Plan.

Scale and Design

- 7.4 The development proposals will result in changes to the built form of the PFS in the following ways:
- The existing retail floorspace and associated BOH will be enlarged when compared to the existing building. The existing retail store at the site has a gross internal floor area of 94sqm. Moreover, the proposed retail store which will be erected at the site will create new gross floorspace of circa 339sqm. The net sales area will be increased from 57sqm to 232sqm. The BOH area at the new store will be 106sqm. This part of the premises will be used for storage for the main shop and to enable more stock to be put out on the shop floor.
 - The existing canopy will cover the same area of the forecourt but will be increased in height by 0.5m and either replaced or renovated.
 - The plant room/enclosure will be installed adjacent to the BOH building and this will be used to house the associated plant used in the running of the site.

- 7.5 The general design and appearance of the kiosk building do not alter from the existing situation, and with a larger building it is not considered that this element of the proposed development would be unacceptable in that context.
- 7.6 The proposed materials used in the construction of the new retail building will be similar to those currently used and as detailed in the application form. The proportion and use of materials proposed is considered to be acceptable as they are materials which are typically found on buildings of this nature and appropriate to the surrounding context.
- 7.7 It is considered that the raising of the canopy over the pumps is acceptable for the site as it will not be visually intrusive in the context of an existing canopy of similar scale and design. This position was accepted by the Council in the assessment of planning application 20/03036/FUL. Moreover, the siting of the canopy central to the site is unaltered. The materials used in the construction of the canopy are again typical of those usually used in the construction of PFS forecourt canopies. The same materials were considered acceptable in the assessment of planning application 20/03036/FUL.
- 7.8 The plant enclosure will be constructed from timber, and its size is considered to be acceptable in terms of scale and appropriate with the materials evident in the local area. When considering the totality of the built form proposed and the changes to the PFS layout including the removal of the car wash, cumulatively there is a reduction.
- 7.9 When viewed from the road and other public vantage points, the site remains unchanged in its form, retaining a typical PFS appearance. As such the proposals are considered to be acceptable in terms of scale and design in relation to Core Strategy Policy 57 and Policy HE1 of the Corsham Neighbourhood Plan.

Amenity (overbearing, privacy, noise, air quality, and lighting impacts)

Overbearing and privacy

- 7.10 In the assessment of planning application 20/03036/FUL, the Council found there to be no impacts from the proposals in terms of them being overbearing, causing any issues regarding privacy, noise or lighting and air quality. Moreover, whilst the proposed scheme broadly follows the same scheme design and layout of the previous proposals, the above issues have been discussed below in order to demonstrate how the proposals continue to conform to policy.

- 7.11 The rear elevations of the residential properties to the north of the site are approximately 12 metres from the northern boundary and are separated from the site by domestic gardens. The properties surrounding the site are numbers 2 to 12 Dickens Avenue which wraps round the site from its western boundary to southern boundary. The petrol filling station is bounded by 99 Pickwick Road to the east. Moreover, the existing car wash will be removed as part of the proposals, however the rear wall of the car wash will be maintained as it is integral to the structure of the wall and reduced in size and capped to create a section of wall in keeping with the remainder of the existing wall. This will ensure that the privacy of the gardens to the rear will be retained and there will be no detrimental amenity impacts.
- 7.12 Whilst the redevelopment of the site would result in a larger shop being closer to the eastern boundary (99 Pickwick Road), there would still be a separation distance of approximately 9 metres between the side elevations of the existing property and the expanded shop. On the basis of the sufficient separation distance, there would be no impact in terms of overbearing or overshadowing. Moreover, the Council previously accepted that raising the existing canopy by 0.5m as part of planning application 20/03036/FUL would not result in a detrimental impact upon the amenity of the neighbouring properties in terms of any perceived overbearing impact or loss of light.

Noise

- 7.13 With regard to noise impacts, as the site is currently operating as an existing petrol filling station and there will be no increase in the fuel points proposed, there will be no material impact in terms of noise.
- 7.14 The new plant and apparatus associated with the PFS will be enclosed within a purpose-built enclosure adjacent to the new BOH building. This equipment has been assessed within the submitted Noise Impact Assessment, looking specifically at the nearest noise sensitive receptors. As such mitigation has been recommended within the associated noise assessment and the applicant is happy to secure this via an appropriately worded planning condition which requires the mitigation to be implemented prior to occupation and then monitored via a post installation noise survey to confirm compliance.

Lighting

- 7.15 With regard to assessing any lighting impact, the application follows the same approach that was agreed as part of planning application 20/03036/FUL. Whilst raising the canopy height has the potential to increase light spill, the application is supported by a light spill diagram to demonstrate that any perceived impacts to amenity can be appropriately controlled through an appropriately worded planning condition, i.e. an appropriately qualified member of the Institute of Lighting Professionals to confirm that light is in accordance with the requirements of Environmental Zone E2 or the Institute of Lighting's document 'Guidance Notes for the Reduction of Obtrusive Light GN01:2011.

Air quality

- 7.16 In terms of air quality impacts, the concerns from neighbours and the local councillor were acknowledged previously as part of 20/03036/FUL. In order to address that perceived harm, the Council agreed that an appropriately worded planning condition requiring an AQ screening assessment was required and, if necessary, the completion of an air quality assessment. Whilst the site currently operates as a PFS, and no changes are made to the level of pump provision; the current proposals include two electric vehicle charging spaces. Therefore, reconfiguring the existing PFS to accommodate green technologies will make the site more sustainable, primarily because it helps decarbonise the transport sector and promote the adoption of zero-emission vehicles.
- 7.17 The application is supported by an air quality assessment which has demonstrated that the proposed development is not predicted to result in any new exceedances of the relevant air quality objectives and the impact of the development on local air quality is predicted to be 'negligible' in accordance with guidance. Whilst the proposed development will not significantly impact local air quality once operational, measures are incorporated into the design to further minimise the impact of the development on local air quality. These measures include the provision of electric vehicle charging points as detailed above.
- 7.18 On the basis of the above approach, the development proposals comply with Policy CP57 of the Wiltshire Core Strategy and Policy 98 of the emerging local plan.

Contamination

- 7.19 A phase one environmental assessment has been undertaken to support the planning application, and this identifies that the site is of moderate environmental sensitivity and lies within the Environmental Agency Source Protection Zone II, although underlying Forest Marble Mudstone is expected to limit the potential for vertical migration of any contaminants to the deeper aquifer. The site has operated as a petrol filling station for many years, and previous investigations recorded made ground over bedrock and perched groundwater at shallow depth. Some hydrocarbon impacts were reported in groundwater in 2005 but subsequent monitoring in 2007 found no significant hydrocarbon impact and there is no record of leaks or losses from the fuel system. Whilst the risk to sensitive receptors is considered low, further monitoring is recommended to confirm the current groundwater conditions using the existing and onsite monitoring wells. Additional geotechnical investigation may be required to inform foundation design. Overall, the phase one assessment concludes that the proposed redevelopment is compatible with the site conditions, subject to the recommended verification monitoring being undertaken.

Highways

- 7.20 The accompanying transport statement has considered the traffic and transportation issues relating to the proposals to redevelop the petrol filling station site. The existing pedestrian infrastructure located in the vicinity of the site will enable safe pedestrian movement between the development site and the local services within the surrounding areas of Corsham. Moreover, the development will not result in any material increases in vehicle movements on the local highway network given the minimal increase in floor area and the development can be serviced in a safe and efficient manner.
- 7.21 The parking provision within the site and the surrounding highway network will have sufficient capacity to accommodate the demand generated by the store and the proposals will not result in a severe impact on the operation of the local highway network.
- 7.22 Based on the above, it is concluded that there are no material reasons why the proposed development should not be supported on highways or transportation grounds and it accords with Core Strategy Policy 61, Policies 70, 71, 72 and 73 of the emerging New Local Plan and the Framework.

Other Matters

Trees

- 7.23 The arboricultural report submitted with the application identifies that tree removal is fully mitigated by new planting. The constraints plans shows that five new Yew trees and three Field Maple are proposed which are appropriate species due to their shade tolerance, long term contribution, and alignment with Wiltshire's BNG policy framework. The proposed tree replacement planting will provide enhanced structural landscaping around the site which is otherwise dominated by hardstanding due to the nature of the use.
- 7.24 The latest site layout drawing clearly identifies the trees to be retained and shows the redevelopment designed around them. The retained category B trees are clearly marked on the plan and remain outside the operational core of the forecourt. Moreover, the root protection areas are respected, and the servicing, tank farm and general vehicle movements are located outside of the most sensitive zones.
- 7.25 All works conducted on site will be under BS5837 and BS3998 standards and the proposals accord with Wiltshire's Core Policy 52 (Green Infrastructure) on tree retention, amenity, and biodiversity. Lastly, the arboricultural method statement includes protection measures during construction including barriers, safeguarding works close to RPAs and supervision.

Ecology and BNG

- 7.26 A preliminary ecological appraisal was completed to assess the habitats on site, to establish an ecological baseline and to determine whether ecological receptors such as protected species were likely to be present. The assessment found that no priority habitats are present on site and no evidence of protected species was recorded during the survey. The existing buildings and trees were assessed as having negligible suitability for roosting bats, and the site is considered unsuitable for bat foraging or commuting due to its urban context and existing levels of artificial lighting. Although the site lies within the wider consultation zone of Bath and Bradford on Avon Bats SAC, the proposals are not anticipated to result in any likely significant effects, above what has already been consented and is operating in terms of the existing petrol filling station.

- 7.27 No further ecological surveys are required and standard precautionary measures are recommended in respect of nesting birds, hedgehogs and badgers during construction, alongside tree protection in accordance with BS5837, invasive cotoneaster management, and modest biodiversity enhancements including bat and bird boxes and native planting.
- 7.28 In terms of BNG, no irreplaceable habitat or statutory designated sites are directly impacted by the proposed development and the BNG metric calculation indicates that under the current proposed development, the baseline score of 0.30 habitat units would decrease to 0.20 units, post-intervention. This equates to a post-development loss of 34.08% for habitat units.
- 7.29 The existing site comprises a heavily constrained and previously developed petrol filling station dominated by hardstanding, with only limited areas of low-distinctiveness habitat. Given the urbanised nature of the site and limited scope for any meaningful on-site habitat creation beyond replacement tree planting and minor landscaping, the development is unable to achieve the mandatory 10% net gain on site alone.
- 7.30 Accordingly, in line with the Environment Act 2021, the Framework and the Wiltshire Local Plan Review BNG Topic Paper (November 2024), the identified shortfall of 0.16 habitat units will be addressed through the provision of off-site biodiversity units which can be secured through the template BNG planning condition

Drainage

- 7.31 A drainage strategy report has been submitted in support of the planning application. The drainage strategy will see separate systems discharging from the site. All grey water will be treated via a petrol interceptor and discharged with the rainwater from the roofs into the public sewer in Dickens Avenue. A flow control manhole and hydro brake will be located at the edge of the site, to control the outfall to a rate of 2 l/s. A new connection lateral will then be constructed in the adjacent footpath to discharge the surface water to the public surface water sewer in Dickens Avenue. On site attenuation tanks will be provided to allow for adequate water storage to cater for controlled outflow.
- 7.32 Surface water will no longer be discharged into the public foul sewer, as is the existing arrangement. This is a key benefit to the scheme.

- 7.33 A rainwater harvesting tank is to be provided that will be fed by rainwater from the roof and catering for the potable water demand of the retail premises.
- 7.34 The proposed drainage strategy therefore incorporates attenuation and controlled discharge to deliver a measurable reduction in peak runoff rates from the site, providing appropriate SuDS betterment in line with national and local policy. The strategy follows the SuDS hierarchy and Wiltshire Council's published drainage requirements for brownfield sites.
- 7.35 The foul water drainage will discharge by gravity into the Foul Sewer in Pickwick Road, following the existing connection.

8 Conclusions

- 8.1 This planning, design and access statement has demonstrated that the proposed redevelopment of the existing petrol filling station at 101 Pickwick Road, Corsham is acceptable in principle and fully compliant with the adopted Development Plan, the Framework, and other material considerations.
- 8.2 The proposals represent the redevelopment and modernisation of an established, well located petrol filling station within the settlement boundary of Corsham. The principle of development is firmly established, having regard to the previously approved (but now lapsed) planning permission 20/03036/FUL, which sets a clear precedent for the replacement retail kiosk, forecourt reconfiguration, and associated infrastructure upgrades. The current proposals broadly follow that consented scheme, with modest refinements to reflect contemporary operational, environmental and sustainability requirements, including the provision of EV charging infrastructure. In order to meet the shortfall of 0.16 habitat units, off-site habitat units will need to be purchased.
- 8.3 The development has been carefully designed to respect the character and appearance of the surrounding area. The scale, form and materials of the replacement retail building, canopy and associated plant are appropriate for the site and consistent with the established appearance of the petrol filling station. The proposals will not result in visual harm and will maintain an acceptable relationship with neighbouring residential properties, in accordance with Core Strategy Policy CP57 and Policy HE1 of the Corsham Neighbourhood Plan.
- 8.4 Detailed technical assessments have demonstrated that the proposals will not give rise to unacceptable impacts in terms of residential amenity, including noise, lighting, air quality,

privacy, or overbearing effects. Where necessary, mitigation measures are proposed and can be secured through appropriately worded planning conditions. The removal of the existing car wash and the rationalisation of the site layout further assist in reducing potential amenity impacts.

- 8.5 In retail terms, the proposed increase in floorspace has been robustly assessed and is demonstrated to be ancillary to the primary petrol filling station use. The updated Retail Impact Assessment confirms that the development will not harm the vitality or viability of Corsham town centre. The applicant is willing to accept a condition restricting the maximum retail floorspace, consistent with the approach taken under the previous permission, ensuring full compliance with Core Strategy Policy CP38, emerging Local Plan Policies 67 and 68, and national policy.
- 8.6 The proposals also deliver clear environmental and sustainability benefits, including upgraded drainage infrastructure with SuDS betterment, replacement fuel storage systems to modern standards, on-site tree replacement planting, and the introduction of EV charging facilities. These measures align with both adopted and emerging local plan policies addressing climate change, green infrastructure, contamination, and water management.
- 8.7 Highway and transport impacts have been fully considered and found to be acceptable. The existing access arrangements are retained, servicing can be safely accommodated, and there will be no severe residual impacts on the local highway network. The scheme therefore accords with Core Strategy Policy CP61 and relevant emerging transport policies.
- 8.8 When assessed against the development plan as a whole, the National Planning Policy Framework, and all other material considerations, the proposed development represents sustainable development. It will modernise an essential local facility, improve environmental performance, support local services and employment, and deliver tangible benefits without giving rise to unacceptable impacts.
- 8.9 Accordingly, it is concluded that there are no material planning reasons to withhold planning permission, and the application should be approved without delay.