

APPLICATION FOR FULL PLANNING PERMISSION CASE OFFICER REPORT

APPLICATION REFERENCE:	PL/2026/00406
APPLICATION TYPE:	Full Planning Permission
SITE ADDRESS:	101, Pickwick Road, Corsham, SN13 9DA
DEVELOPMENT DESCRIPTION:	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.
RECOMMENDATION:	That Planning Permission be GRANTED

PROPOSAL

The application seeks permission for demolition works and erection of a new retail building along with ancillary facilities and associated infrastructure. No change of use is proposed, and no new vehicular access is required; however, it is intended for the vehicular access to be widened slightly by removing a small section of the low-level dry stone wall.

The replacement building is proposed to have the following materials finish:

- Stonework walls to principal elevations and facing brick to rear.
- PPC shopfront finished in anthracite grey (RAL 7016)
- Aluminium windows and doors (grey)
- Concrete roof tiles (grey)

Hardstanding is proposed to remain as tarmac, and new timber boundary treatment is proposed to border planting. External lighting is proposed and has been expressed as proposed to have an illumination level of 20 lux.

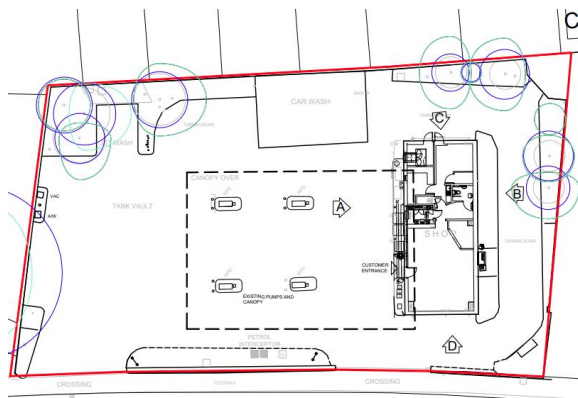


Figure 1: partial extract of existing block plan

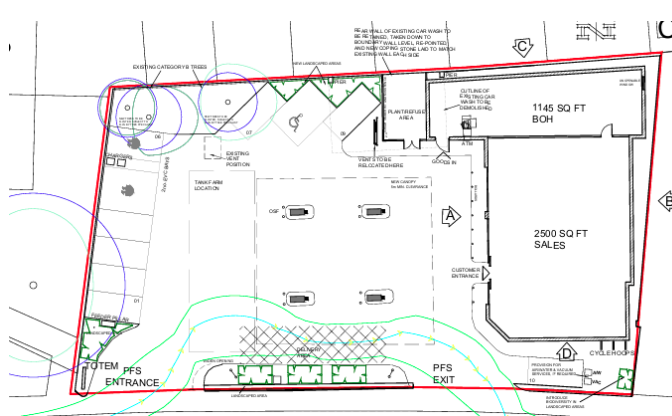
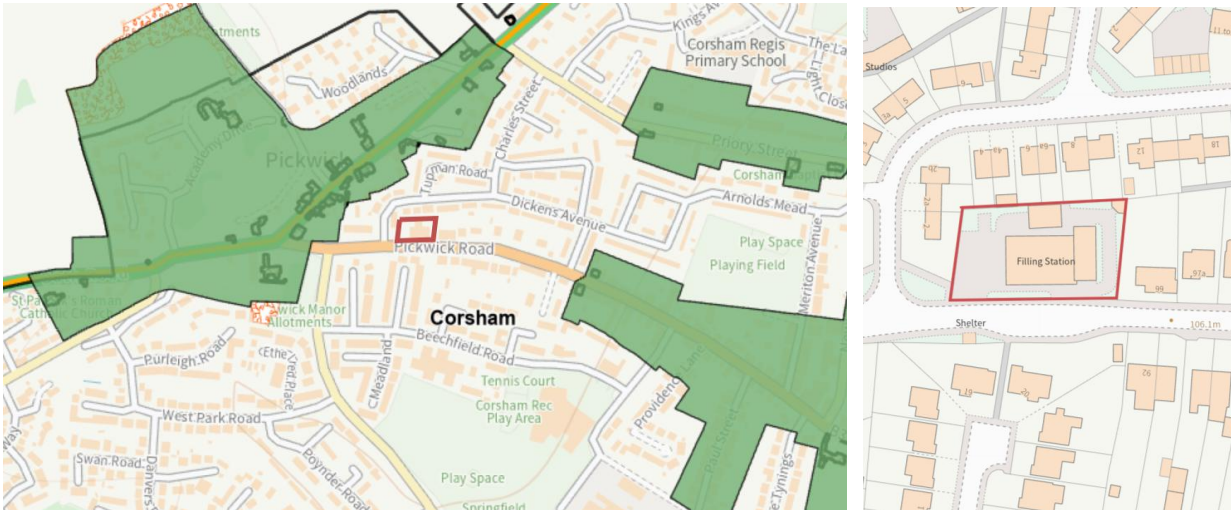


Figure 2: partial extract of proposed block plan

During the course of the application revised and new plans were requested, received and accepted; these provided amendments and further information relating to hazard zones and vents in response to concerns raised during the consultation period.

SITE DESCRIPTION

The application site is an existing filling station, accessed via classified B-road 'Pickwick Road' in Corsham, a Market town which benefits from a made neighbourhood development plan (NDP) and framework boundary. The site is within the development framework boundary for Corsham, and near (less than 60m east of) Pickwick Conservation Area (CA) and listed buildings within the CA setting. The CA benefits from a made (October 2022) CA appraisal.



Figures 3 & 4: map view of site (red) in context with the wider Corsham setting, CA (green) and listed buildings (black hatched)

There are dwellings near all sides of the site, and a bus stop directly opposite - to the other side of Pickwick Road. The existing shop and carwash building at the site have reconstituted stone walls in a colour that is characteristic of buildings in the wider area.



Figure 5: aerial view (2024) of site (red)



Figure 6: Street view (Google, 2024) of site from Pickwick road

RELEVANT PLANNING HISTORY

Recent planning history affecting the site (inter alia):

- N/01/00450/FUL approved planning permission for *petrol storage tanks* on 24.05.2001
- N/06/01033/FUL approved planning permission for *redevelopment of existing petrol fill station [...]* on 31.10.2006
- 20/03036/FUL approved planning permission for *demolition of existing retail kiosk and erection of replacement [...]* on 13.08.2020

RELEVANT LEGISLATION, POLICIES AND GUIDANCE

Though considered as a whole, applicable Development Plan policies are listed below along with relevant legislation and guidance.

Wiltshire Core Strategy (WCS)

- CP1: Settlement Strategy
- CP2: Delivery Strategy
- CP11: Spatial Strategy for the Corsham Community Area
- CP38: Retail and Leisure
- CP41: Sustainable Construction and Low-Carbon Energy
- CP50: Biodiversity and Geodiversity
- CP51: Landscape
- CP56: Contaminated Land
- CP57: Ensuring High Quality Design and Place Shaping
- CP58: Ensuring the Conservation of the Historic Environment
- CP61: Transport and Development
- CP67: Flood Risks

Saved Policies of the North Wiltshire Local Plan (NWLP)

- NE14: Trees and the Control of New Development
- NE18: Noise and Pollution

Corsham Neighbourhood Development Plan (NDP)

- BE1: Employment Related Development
- E1: Conserve and Enhance Biodiversity
- E2: Sustainable Development
- HE1: Good Quality Design

Wiltshire Local Transport Plan (LTP4)

Wiltshire Design Guide (WDG)

Corsham Design Guide (CDG)

National Planning Policy Framework (NPPF)

Planning Policy Guidance (PPG)

ISSUES

The main issues in the consideration of this application are:

- Principle / Sustainable Development
- Retail Impacts
- Heritage Impacts
- Design / Visual Impact and Neighbouring Amenity
- Flood Risk / Drainage / Contamination
- Ecology / Biodiversity
- Highways Safety / Access and

CONSULTATION

Corsham Town Council: Comment

Resolved: that, whilst the Town Council had no objection to the proposal in principle, it had concerns about the impact that the proposed changes would have on the residential properties that are adjacent to the site. The concerns were:

- i) The trees on the site boundary provided natural screening, and removal of the trees would have an adverse effect on residents' privacy*
- ii) It is unknown whether the height of the proposed new forecourt canopy is the same or different to the existing canopy*

The Town Council recommended that solar panels be installed on the forecourt canopy.

Councils Arboricultural Team: No Objection Subject to Condition

There is no arboricultural objection to the proposal.

Please can you add a soft landscaping plan as a pre-commencement condition, as this will need to be considered and approved prior to construction.

Councils Ecology Team: No Objection Subject to Condition

The site comprises an existing petrol station with two buildings, proposed for demolition and replacement with a retail unit, broadly following lapsed permission 20/03036/FUL. The site is in a relatively urban setting, surrounded by buildings in all directions.

Bath and Bradford-on-Avon Bats Special Area for Conservation (SAC)

The site lies within a core roost buffer and parcel roost buffer for Greater Horseshoe bats associated with the Bath and Bradford-on-Avon Bats SAC. It therefore may have the potential to result in significant adverse impact on the special features of that site.

Appropriate Assessment (AA) under Section 63 of the Habitats Regulations must be

carried out by the relevant Competent Authority (the LPA) to determine the potential significant effects and the suitability of any measures proposed to avoid or mitigate those effects.

A test of likely significance has been carried out by the relevant Competent Authority (Wiltshire Council) as required by Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended). This concluded that given the scale and nature of the currently proposed development (which does not propose removal of any bat habitat or roosts) as well as current level of lighting compared to the proposed, there is no mechanism for adverse impact on the Conservation Objectives of the SAC, and the proposal can be screened out of Appropriate Assessment.

Bats

Both buildings were single-storey with shallow pitched and hipped roofs, with no gaps suitable for use by roosting bats. No evidence of bats was observed internally. Overall, the buildings were assessed as having negligible bat roosting potential, and no further survey is required. The trees on site are small and we also considered unsuitable for use by bats. The site possesses negligible foraging habitat for bats (very small areas of amenity grassland, small trees and introduced shrub on the roadside). The site is heavily illuminated and experiences a high level of disturbance from vehicles and people. The submitted lighting documents show that new lighting will be most intense at the centre of the site, with light spill at the boundaries reaching measurements between 0.3-1 lux. These boundaries do not connect to bat habitat that would be of significant value to Annex II species, and, as per the ecology report, the level of lighting proposed is unlikely to exceed that of the existing scenario. Therefore, no significant ecological impacts from lighting are anticipated based on the absence of suitable bat habitat as well as existing level of lighting and disturbance.

Other species

The ecology report makes a number of recommendations of precautionary measures for nesting birds, reptiles, hedgehogs and cotoneaster (invasive non-native species). These recommendations should be adhered to, as secured via a condition.

In line with NPPF and with CP50, gains for biodiversity, relevant to local habitats and wildlife populations, should form part of the proposed development. The ecology report recommends the consideration of bat and swift boxes, as well as new native tree and shrub plantings. The locations and specifications of biodiversity enhancements should be shown on a plan, to be secured via a condition.

Biodiversity Net Gain

[...] Confirmation of how the development will achieve BNG is a post-determination matter, however, consideration should be given to how any proposed BNG will be secured.

The submitted metric indicates 0.25 biodiversity units or less will be required to meet the 10% BNG requirement and that on-site BNG is not achievable. In these circumstances, statutory credits can be bought without providing evidence that insufficient off-site options are available in England. For further information, please refer to guidance on Statutory Biodiversity Credits on the GOV.UK website (<https://www.gov.uk/guidance/statutory-biodiversity-credits>) under 'How to prove statutory credits are needed'.

Councils Highways Team: No Objection Subject to Condition

The emerging parking standards to be ratified in the recent LTP4 create optimum standards for no-residential development rather than relying on former maximum standards. For the size of retail unit, the parking indicated is seen as adequate. To encourage staff and visitors to utilise car free travel when undertaking trips to the proposed shop cycle parking should be provided to LTN 1/20 standard and shower facilities with lockers for staff to securely store cycle equipment should be included in the plan.

The three cycle parking spaces should be Sheffield stands securely fastened with a minimum distance from the wall of 1.2m.

I raise no objection subject to [CMS and cycle storage] conditions.

Councils Public Protection Team: No Objection Subject to Condition

[...] This application is essentially a resubmission of lapsed application 20/03036/FUL with some minor changes. Our Petroleum Officer will also provide a separate response regarding replacement of the fuel storage tanks.

I reviewed the Noise report completed by Hann Tucker Associates. Plant for the development site has yet to be selected but is likely to include external condensers for refrigeration and Air Conditioning units which will be located within the plant/ refuse store area on the northern boundary of the development site; EV charging on the western boundary and the Vac and air/ water facilities on the south east corner of the development site. A background noise assessment was carried out and determined the background level as 29dB LA90 daytime (7am – 11pm) and 26dB LA90 night time 11pm-7am). Based on this, the report concludes a criteria for all plant operating simultaneously, should be set at 10dB below the LOAEL (lowest observed adverse effect level) i.e. 35dB LAeq daytime, 30dB LAeq night time. These selected levels are above the background sound level and do not comply with our criteria as set out in the Planning Consultation Guidance Note Noise and Vibration which should be designed to achieve a rating level of 5dB LAeq below the typical background level at the nearest noise sensitive location. I therefore recommend the same condition we previously recommended for 20/03036/FUL is applied to any approval of this application [...]

I also recommend the [lighting] condition is carried forward from 20/03036/FUL and applied to any approval of this application [...]

The application does not outline proposed operating hours, however the operating hours of the garage are advertised as 6am to 11pm daily. I therefore also recommend a condition is applied to any approval to restrict the operating hours to those advertised.

Finally, I recommend [a DEMP and CEMP] condition is applied in relation to the demolition and construction phase of the development. [...]

Councils Petroleum Officer: Comment

I have had a look over the plans and I have a few comments to make in relation to the proposal. Fundamentally I have no objection to the update of this petrol station, shop, and forecourt, However, I note that the vent pipes are going to be moved closer to the boundary rear wall of the property. Will this not have a detrimental impact to residential occupiers and the use of their back gardens? In terms of this point also, I note that the new vent pipes will be very close to the new/existing trees. Consideration must be given that the vents are free from vegetation constraints and adhere to the limits as outlined in the APEA/Blue book. Regular maintenance of the trees near the vents will need to be considered, I am not sure how this will have an impact in terms of visual obstruction of the vent pipes to the residential properties that are situated in this area?

From the plans, I note the "delivery area" is located near to the main road, does this mean that the station will have offset fills? The EV charging point must be clear of any hazardous zones in relation to the forecourt/tanks farms and consideration must be given with this regard at fuel delivery times.

The forecourt and any relating matters must follow the guidelines as set out in the APEA blue book: Guidance for Design, Construction, Modification, Maintenance and Decommissioning of Filling Stations.

Environment Agency: No Objection Subject to Condition

We have no objection subject to the inclusion of the following conditions and informative without these conditions we would object to the proposed development in line with Paragraph 187 of the NPPF.

The previous use of the proposed development site as a fuel filling station presents a high risk of contamination that could be mobilised during site works and construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is within source protection zone 2 and located upon a secondary aquifer A.

The application's Phase One Environmental Assessment (Subadra Consulting Ltd November 2025) demonstrates that it will be possible to manage the risks posed to controlled waters by this development. Further detailed information is however required before built development is undertaken.

In light of the above, the proposed development will be acceptable, if a planning condition is included requiring the submission of a detailed land contamination management strategy. This should be carried out by a competent person in line with paragraph 196 of the NPPF.

Without the following conditions we would object to the proposed development in line with paragraph 187 of the NPPF because it cannot be guaranteed that the development will contribute to and enhance the natural and local environment by remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate or will

not be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution.

Health and Safety Executive: Comment

[...] from the information you have provided for this planning application it does not appear to fall under the remit of planning gateway one because the purpose of a relevant building is not met. [...]

REPRESENTATIONS

At the time of writing, 1 public representation of objection and 2 neutral comments have been received, raising the following summarised points:

- Existing operation of the petrol station currently impacts amenity of neighbouring occupants – particularly relating to vehicle movements early in the morning and late at night
- Existing concerns regarding boundary management and maintenance of the site – including removing rubbish
- Concerns that redevelopment will result in intensification of the use and increase in the level of noise disturbance and traffic movements
- Concerns regarding noise impacts during construction
- Request for a landscape buffer to the boundary of nearby dwellings
- Request for noise assessments
- Supportive of the local economic and service benefits that the scheme represents
- Concerns regarding the removal of boundary trees
- Concerns regarding light spillage in the evening
- Request for assurance that the fuelling service will not be 24hour

ASSESSMENT

Principle / Sustainable development

Policies CP1 and CP2 of the WCS relate to the spatial strategy for Wiltshire, setting the policy foundations for sustainable development within the county.

CP11 of the WCS expresses that development in the Corsham Community Area should be in accordance with the Settlement Strategy set out in CP1.

The scheme proposes alterations and improvements to an existing fuelling station, following a previous permission granted (but not implemented) under application 20/03036/FUL; development to facilitate an existing use of the site, following previous approval for a similar scheme in 2020 is broadly acceptable in principle.

Retail Impacts

CP38 of the WCS requires all proposals for retail or leisure uses on sites not within a town centre in excess of 200m², including extension of existing units, to be accompanied by an impact assessment demonstrating that the proposal will not harm the vitality or viability of any nearby centres. CP38 also requires such proposals to comply with the sequential approach to ensure that development is on the most central site available.

NDP policy BE1 supports employment related development in sustainable locations, and it is noted that Corsham Town Council raises no objection to the scheme in principle.

Regarding an increase in tradeable area, application 20/03036/FUL approved 239m² net additional gross internal floorspace; this application proposes the same increase. As with the 2020 application, this scheme includes a retail impact assessment (prepared by Crossman Planning Consultancy, dated 18.01.2026) which considers the incremental uplift in the convenience floorspace and applies a proportionate methodology which is consistent with national guidance. The assessment considers both sequential and impact tests, provides modelling relating to other nearby convenience provision under both a realistic scenario and a worst-case scenario; the modelling indicates that, even if the worst case, diversion from Corsham town centre would be limited and would not result in a significant adverse impact on town centre vitality or viability.

Taking the above into account, the settlement-wide impacts of the scheme would be modest and, in the absence of any contradictory evidence, the retail impact assessments conclusion is agreed with; the proposal for redevelopment of an existing petrol filling station with convenience store is acceptable against retail policy subject to a condition ensuring that there will be no more than 339m² (total) retail floorspace provided.

Heritage Impacts

CP58 of the WCS requires development to protect, conserve and (where possible) enhance the historic environment.

The site is not listed or within a conservation area; however, the Pickwick CA is in close proximity and development in this location has the potential to impact the CA setting as well as the setting of listed buildings within the CA boundary, should the development be visible from within the setting of those assets.

On this occasion, the replacement structures will remain single storey and, notwithstanding that the forecourt canopy will increase in height by approximately 0.5m, the existing built form which separates the application site from heritage assets will remain at a higher level providing a degree of separation which ensures that there will be no harm to the setting of listed buildings or the CA.

Design / Visual Impacts and Neighbouring Amenity

Policy CP41 of the WCS relates to sustainable construction and low-carbon energy and encourages development including building conversions to incorporate design measures to

reduce energy demand. Policy CP57 of the WCS requires high quality design and place shaping for all new development including extensions, alterations and changes of use. NDP policies E2 and HE1 mirror these aims, and the WDG and CDG provide design guidance which establish overall design requirements and aspirations for development proposals.

Consultation with the Councils Arboriculture and Public Protection teams, subject to conditions and informatives being included with any permission granted.

The CDG outlines that the site is within 'Character Area 13 – Pickwick Road' and expresses that Pickwick Road is *the main approach from the west/A4* but that *there is little sense of arrival in Corsham*. The 'petrol station' is identified as a 'detracting feature' within Character Area 13 but indicates that, more generally, *the main building material is local limestone*, and that *most planting along the street is provided by vegetation in front gardens*.

The Town Council have requested that solar panels be installed on the forecourt canopy. New clean energy generation at the site would be considered a benefit meeting the aims of CP41 of the WCS and E2 of the NDP; however, given the scale and type of development being proposed and that the development positively includes the provision of new EV charging points, that solar panels are not included as part of the scheme does not make the development unacceptable; consequently, on this occasion, requesting the addition of solar panels would not be a proportionate or necessary imposition. An informative will, however, be included with any permission granted directing the applicant to their permitted development rights, should they wish to install solar panels in the future.

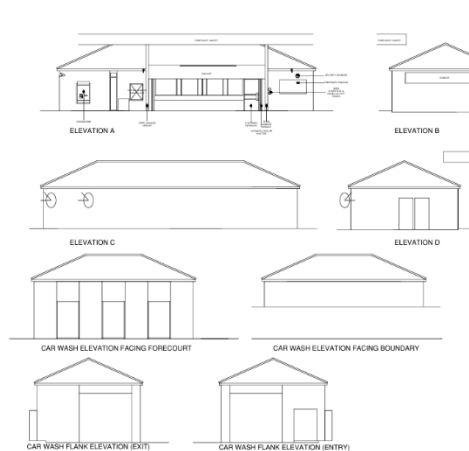


Figure 7: existing elevations

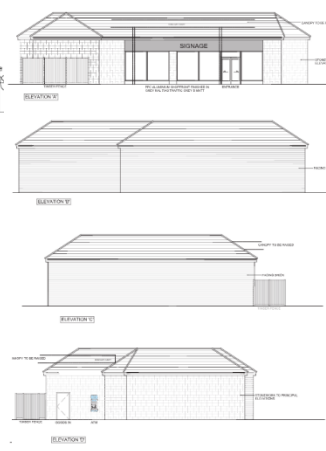


Figure 8: elevations approved in 2020

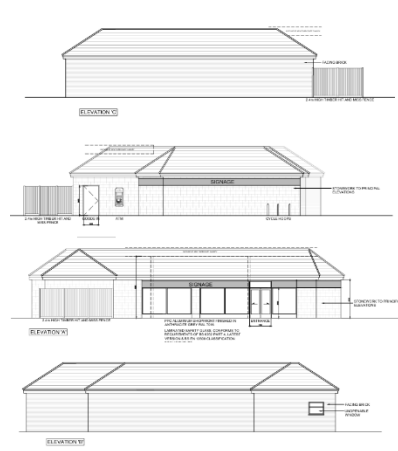


Figure 9: proposed elevations

As indicated on the existing and proposed site plans (partially extracted as figures 1 and 2 earlier in this report) and the existing and proposed elevations (partially extracted as figures 7 and 9 above) whilst there will be a rearrangement of built form and increase in footprint, the overall increase will be modest and the design of the building will not be significantly different from that which can be seen at the site currently. Moreover, notwithstanding that the 2020 permission has expired, it is noted that the 2020 approved elevations (partially extracted as figure 8 above) are of a similar form and massing to the current proposal; therefore, taking into account that the local plan context (including the CDG which the 2020 application was assessed against) in 2020 was

the same as the local plan context that applies at the time of assessing this revised proposal, support for such similar design is maintained.

Regarding amenity, concerns have been raised relating to potential impacts associated with noise, light spill, vehicle activity, EV charging, delivery movements, tree removal and construction impacts. The proposal has been carefully assessed having regard to the existing baseline conditions, the submitted technical reports, consultee responses and the scope for mitigation through conditions.

The Council's Public Protection team has identified that the noise criteria set out in the provided noise report does not fully align with the Council's adopted guidance on noise and vibration but raised no objection subject to a suitably worded condition requiring development to be installed and operated to achieve a rating level at least 5db below the prevailing background noise. With such a condition, the development would not likely result in an unacceptable harm to occupants of nearby residential units.

Consultation with the Council's Arboricultural team has been carried out which result in no objection on amenity grounds, subject to a landscaping condition being included, public concern has however been raised regarding the loss of boundary trees in respect of a change to privacy and noise. New trees will be planted and, whilst the original site plan suggested that vents would be relocated closer to residential dwellings than the existing vent location, revised plans propose an area adjacent to the plant/refuse area which is more suitably similar to the existing site situation. This revised plan will be included as part of an approved plans condition. Further conditions are necessary in the interest of neighbouring amenity including a restriction on customer hours, restriction on lighting, restriction on construction hours, requirement for DEMP and CEMP approval and adherence, and approval of noise mitigation measures.

Flood Risk / Drainage / Contamination

Policy CP56 of the WCS requires development proposals which are likely to be on or adjacent to land which may have been subject to contamination to demonstrate that measures can be taken to effectively mitigate the impacts of land contamination on public health, environmental quality, the built environment and amenity. Saved Policy NE18 of the NWLP requires development to not generate (or itself be subject to) harm upon public health or cause pollution to the environment.

Policy CP67 relates to flood risk and provides direction for development proposed in flood zones 2 and 3 and includes the requirement for development to reduce the rate of rainwater run-off and to improve rainwater infiltration to soil and ground, unless site or environmental conditions make these measures unsuitable.

The application site is an existing filling station and therefore represents a location where land contamination risks may arise during demolition and construction phases as a result of historic and ongoing fuel storage and handling. The site is on land in flood zone 1, at the lowest risk of flooding from rivers and seas, and it not at high risk of flooding from groundwater or surface water sources. The site is, however, within source protection zone 2, indicating that controlled waters are particularly sensitive.

A Phase One Environmental Assessment has been submitted with the application which identifies the potential contamination risks and concludes that, subject to further investigation and remediation, the site can be made suitable for the proposed development. Consultation with the Councils petroleum officer and the EA resulted in no objections subject to conditions.

The EA's representation advises that further detailed assessment and mitigation will be required by condition, indicating that risks to controlled waters, public health and the wider environment can be mitigated inline with the aims of CP56. Furthermore, the EA has confirmed that safeguards can be secured by condition to prevent pollution during both construction and operation phases.

The Councils petroleum officer provided specific guidance on design, construction, modification, maintenance and decommissioning of filling stations. In addition to their formal representations, informal guidance has been sought to clarify whether conditions would be necessary; it was concluded that an informative directing the applicant to their responsibilities around separate legislation would be sufficient.

Regarding flood risk, taking into account the site location and that development will not result in a significant change to the level of impermeable surfaces at the site, there is no indication that the development would pose an unacceptable risk of flooding. The proposed replacement drainage infrastructure will provide an opportunity to secure improved surface water management compared to the existing arrangement and conditions requiring this can be imposed.

Biodiversity, Geodiversity

Biodiversity net gain (BNG) is a way of creating and improving natural habitats and ensures that development has a measurably positive impact on biodiversity, compared to what was there before development.

Policy CP50 of the WCS outlines that Wiltshire's natural environment is one of its greatest assets and identifies protection measures necessary for consideration when assessing the impact of development on biodiversity and geodiversity.

Criteria (ii) of Policy CP57 of the WCS encourages development to include:

- (ii) the retention and enhancement of existing important landscaping and natural features (e.g. trees, hedges, banks and watercourses), to take opportunities to enhance biodiversity, create wildlife and recreational corridors, effectively integrate the development into its setting and to justify and mitigate against any losses that may occur through the development.

The CDG indicates that there *are no known features of importance for Bechstein's or horseshoe bat species in this area.*

The application has been submitted with an ecological assessment report (prepared by avian ecology, dated 01.07.2025) and arboricultural assessment (prepared by Barton Hyett Associates, dated 11.03.2025). Consultation with the Councils ecology and arboriculture teams has been duly carried out to allow for specialist review of the report and survey.

The Councils ecology team's representation confirms that the site lies within the consultation buffer of the Bath and Bradford-on-Avon Bats SAC and confirmed that the site has been screened under Habitats Regulation. The screening concluded that, given the scale and nature of the development, the absence of bat roost or significant foraging habitat, and the proposed lighting regime, the development can be screened out of Appropriate Assessment and would not result in adverse impacts on the SAC. Recommended precautionary measures outlined within the provided ecological assessment are agreed with and should be secured by condition.

Whilst there will be some removal of trees and vegetation, these are considered to low-value; higher-value trees will be retained, and replacement planting can be secured by condition. The development requires BNG and detail provided indicates that the baseline habitat value of the site is 0.30 habitat units. The ecology team confirm that further BNG assessment can be a post-decision matter, indicating their acceptance of the provided pre-development habitat value; an informative will be included directing the applicant to their BNG responsibilities.

Highways Safety / Access

Policy CP61 of the WCS requires new development to be served by safe access to the highway network. Policy CP64 of the WCS relates to demand management measures which includes car parking management and standards.

The scheme will result in a change to the position of parking spaces at the site, and a minor improvement to the existing vehicular access point. Consultation with the councils highways team has been carried out and resulted in no objection subject to a condition requiring the cycle parking to be implemented and the separate submission and approval of a CMS.

SUMMARY AND PLANNING BALANCE

The scheme proposes redevelopment and modernisation of an existing filling station and convenience store. The principle of development is acceptable, and detail provided demonstrates that, subject to appropriate mitigation, granting permission would not result in unacceptable retail impacts, harm to heritage assets, adverse impacts on residential amenity, drainage, contamination or biodiversity. The applicant has agreed to necessary pre-commencement conditions being included on 25.03.2026.

RECOMMENDATIONS:

That planning permission be GRANTED subject to the following conditions:

- 1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

- 2) The development hereby permitted shall be carried out in accordance with the following approved plans and documents:

Received 21.01.2026:

Block and Location Plan; 3989-01
Proposed Elevations A+B; 3989-05a
Proposed Elevations C+D; 3989-06a
New Tree Planting Positions Plan; 5837 Rev A
Proposed External Lighting; PJJ-25-0006-EX L 63-0001 Rev A
Typical Tank Details; 251073-PL-01
Typical Separator Tank Details; 251073-PL-02
Proposed Underground Ductwork; PJJ-25-0006-DU-001
Proposed Openreach Utility Services; PJJ-25-0006 – OP 64-0001
Proposed Electricity Utility Services; PJJ-25.0006-EL 61-0001

Received 25.03.2026:

Proposed Plan; 3989-04e
Hazardous Zone Plan; 3989-07a

REASON: For the avoidance of doubt and in the interests of proper planning.

- 3) The development will be carried out in strict accordance with the following documents:

Section 5 of the Preliminary Ecological Appraisal, LHB Ecology, December 2025
Biodiversity Net Gain Assessment, LHB Ecology, December 2025
External Lighting, PJJ Technical Services, January 2026

REASON: For the avoidance of doubt and for the protection, mitigation and enhancement of biodiversity.

- 4) a) Prior to the commencement of any works, including vegetation removal and demolition, details of the number, design and locations of ecological enhancements – such as bird boxes and wildlife friendly plantings – shall be submitted to the local authority for approval.
b) The approved details shall be implemented before occupation of the final works.

REASON: To provide mitigation/enhancement for biodiversity.

- 5) a) Prior to each phase of development approved by this planning permission no development shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the LPA.
This strategy will include the following components:
i. Up to date Preliminary Risk Assessment (PRA) and conceptual model based on the Phase One Environmental Assessment (Subadra Consulting Ltd November 2025)
ii. A detailed site investigation scheme, based on the results from (1) to provide information for a detailed risk assessment to all receptors that may be affected, including those off-site.

- iii. A tiered risk assessment using the results of the site investigation referred to in (ii).
- iv. An options appraisal including sustainability and treatability studies of the remediation measures required and how they are to be undertaken.
- v. A remediation strategy and verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, mitigation, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the LPA.

b) The scheme shall be implemented as approved.

REASON: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 187 of the NPPF and to ensure the development will contribute to and enhance the natural and local environment by remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate in line with paragraph 187 of the NPPF.

- 6) Prior to commencement an assessment of the acoustic impact arising from the operation of all mechanical equipment including building services plant, EV charging and vacuum/ air/ water facilities shall be undertaken in accordance with BS 4142: 2019. The assessment shall be submitted to the Local Planning Authority together with a scheme of attenuation measures to demonstrate the rated level of noise shall be -5dB below background and protective of local amenity.

Background levels are to be taken as a 15 minute LA90 at the boundary of the nearest residential noise-sensitive receptors.

The scheme shall be submitted to and approved in writing by the Local Planning Authority. A post installation noise assessment shall be carried out within 3 months of completion of the development to confirm compliance with the noise criteria and additional steps required to achieve compliance shall be taken, as necessary. The details as approved shall be implemented prior to occupation of the development and thereafter be permanently retained.

REASON: Core policy 57, Ensuring high design and place shaping such that appropriate levels of amenity are achievable.

- 7) a) The development hereby approved shall not commence until a Demolition Environment Management Plan and Construction Environmental Management Plan (DEMP and CEMP) have been submitted to and approved in writing by the local planning authority. The plans shall include details of the following relevant measures:
- i. An introduction consisting of demolition and construction phase environmental management plan, definitions and abbreviations and project description and location;
 - ii. A description of management responsibilities;
 - iii. A description of the demolition and construction programme;
 - iv. Site working hours and a named person for residents to contact;

- v. Detailed Site logistics arrangements;
- vi. Details regarding parking, deliveries, and storage;
- vii. Details regarding dust and noise mitigation;
- viii. Details of the hours of works and other measures to mitigate the impact of demolition on the amenity of the area and safety of the highway network; and
- ix. Communication procedures with the LPA and local community regarding key demolition issues – crusher durations etc..

b) development shall be carried out in accordance with the approved DEMP and CEMP

REASON: Core policy 57, Ensuring high design and place shaping such that appropriate levels of amenity are achievable.

- 8) a) Prior to the commencement of the development, a construction management statement (CMS) shall be submitted to and approved in writing by the Local Planning Authority. The CMS shall include details in regards to:
- i. working times,
 - ii. types of vehicles,
 - iii. construction staff parking requirements, management of debris/mud from the site and a program of works.
 - iii. Pedestrian and cyclist protection

b) development shall be carried out in accordance with the approved CMS

REASON: In the interests of safe operation of the highway in the lead into the construction phase of the development.

- 9) Demolition and construction hours shall be limited to 0800 to 1800 hrs Monday to Friday, 0800 to 1300 hrs Saturday and no working on Sundays or Bank Holidays.

Stone crushing shall be limited to 10.30hr to 15.30hrs Monday to Friday with no crushing at weekends or bank holidays. Where possible this shall take place away from sensitive noise receptors; and where located nears residential dwellings acoustic screening must be used to minimise potential impact.

REASON: Core policy 57, Ensuring high design and place shaping such that appropriate levels of amenity are achievable.

- 10) a) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the LPA) shall be carried out until further investigation and a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the LPA.
- b) The remediation strategy shall be implemented as approved.

REASON: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site.

- 11) Prior to any part of the permitted development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the LPA. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

REASON: To ensure that the site does not pose any further risk to the land and water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete.

- 12) Before the first use of the lighting scheme hereby approved, the applicant shall appoint a suitably qualified member of the institute of lighting professionals (ILP) to validate that the lighting scheme as installed conforms to the recommendations for environmental zone E2 or better in the ILP document "Guidance Notes for the Reduction of Obtrusive Light GN01:2011. A letter written by a suitably qualified member of the ILP confirming this shall be submitted to the Local Planning Authority. The scheme shall thereafter be permanently retained in accordance with the details submitted.

REASON: Core policy 57, Ensuring high design and place shaping such that appropriate levels of amenity are achievable.

- 13) a) Prior to any part of the permitted development being brought into use, means/works to provide secure cycle parking shall be implemented.
b) the cycle parking provisions shall thereafter be kept free of obstruction and be available for the parking of cycles only for the lifetime of the development.

REASON: To ensure the provision and availability of adequate and accessible cycle parking and associated showering/changing/storage facilities for future staff use.

- 14) The total retail floorspace hereby approved shall not exceed 339m² at any time. No additional retail floorspace, including by way of internal reconfiguration, shall be created without the approval on the local planning authority.

REASON: To ensure that the scale of retail development remains acceptable in sequential and retail impact terms, to safeguard the vitality and viability of nearby centres in accordance with Core Policy 38.

- 15) There shall be no customers/members of the public on the site outside the hours of 6am to 11pm daily.

REASON: To ensure the creation/retention of an environment free from intrusive levels of noise and activity in the interests of the amenity of the area.

INFORMATIVES TO APPLICANT:

- The Government has published a Clean Power 2030 Action Plan which includes observations around how 'new standards will be introduced next year which will amend the energy efficiency standards in the Building Regulations in England'. Whilst this scheme does not include renewable energy solutions, there has been no removal of permitted development rights for 'renewable energy' development provisioned under Schedule 2, Part 14 of the GPDO.

Further information on the Action Plan can be found online at:

assets.publishing.service.gov.uk/media/677bc80399c93b7286a396d6/clean-power-2030-action-plan-main-report.pdf and further information on permitted development rights for renewable energy can be found online at:

<https://www.legislation.gov.uk/ukxi/2015/596/schedule/2/part/14>

- Safeguards should be implemented during the construction phase to minimise the risks of pollution from the development. Such safeguards should cover:
 - a scheme to treat and remove suspended solids from surface water run-off during construction
 - wheel washing facilities and appropriate disposal of effluent
 - the use and routing of heavy plant, vehicles and machinery
 - oils/chemicals and materials storage including refueling
 - the location and pollution prevention for storage areas and compounds
 - the control, storage and removal of spoil and waste.
- A permit to discharge (Environmental Permit) will be required if the construction period is greater than 3 months and the discharge is to surface waters. Any discharge will be governed by strict limits on suspended solids, pH, and if flocculants are used, an iron or aluminium limit.
- The applicant is advised that separate legislation, outside of planning control, applies to development at this site and that works involving the alteration, removal or installation of fuel tanks, pipework etc must comply the Councils Public Protection Team requirements.

The developer is advised to contact the Councils Petroleum Officer via email at Jane.Chaplin@wiltshire.gov.uk or tradingstandards@wiltshire.gov.uk a minimum of 7 days prior to the commencement of any works associated with the development hereby permitted to discuss the Public Protection Teams Requirements. Please note, that these requirements include the necessity for the Petroleum Officer to be present on site at specific times to carry out regulatory inspections.

- The forecourt and any relating matters must follow the guidelines as set out in the APEA blue book: Guidance for Design, Construction, Modification, Maintenance and Decommissioning of Filling Stations.

- The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition “(the biodiversity gain condition)” that development may not begin unless:

a Biodiversity Gain Plan has been submitted to the planning authority, and the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Wiltshire Council. There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. For further information on exempt developments please refer to:

<https://www.gov.uk/guidance/biodiversity-net-gain-exempt-developments>

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements are considered to apply. If the onsite habitat includes irreplaceable habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements for the content and approval of Biodiversity Gain Plans.

The Biodiversity Gain Plan must include, in addition to information about steps taken or to be taken to minimise any adverse effect of the development on the habitat, information on arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat.

The planning authority can only approve a Biodiversity Gain Plan if satisfied that the adverse effect of the development on the biodiversity of the irreplaceable habitat is minimised and appropriate arrangements have been made for the purpose of compensating for any impact which do not include the use of biodiversity credits.