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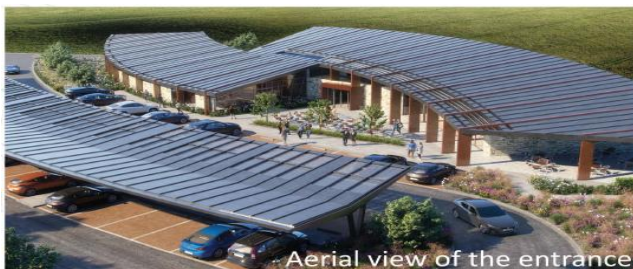
27th November 2025
Project ref. LWP0038_005

Sent by email to developmentmanagement@wiltshire.gov.uk

Dear Georgina,

Chicklade Service Centre – Discharge of Condition 14

Lone Wolf Planning has pleasure in being instructed by InstaVolt to begin the process of discharging the planning conditions attached to the recent approval of the new Chicklade (EV) Service Station, on the A303, Wiltshire.

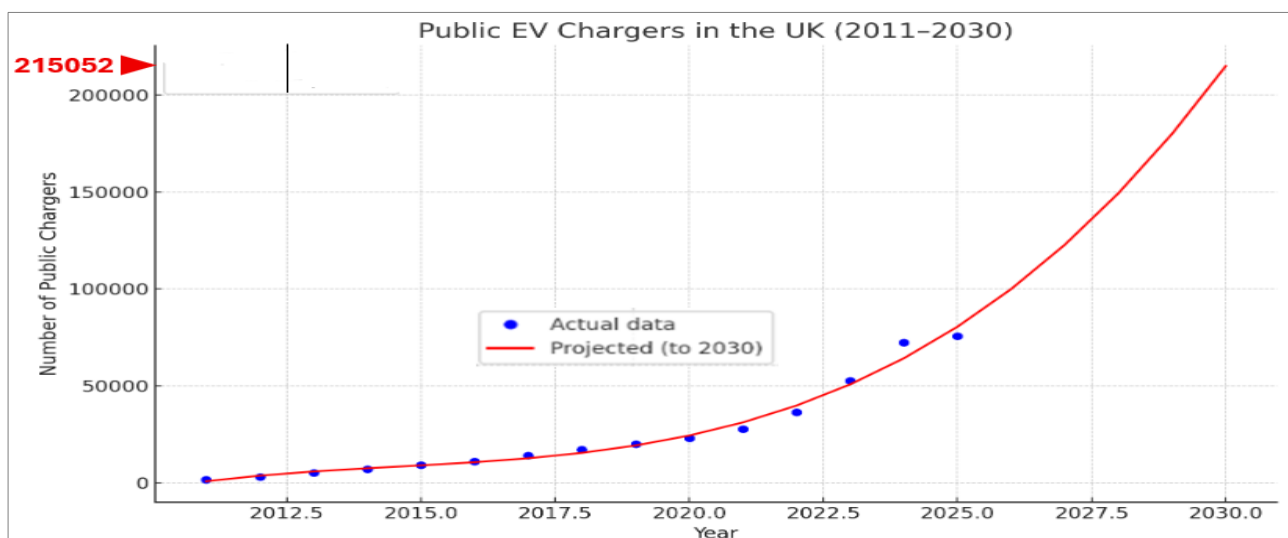


According to several online sources, the Chicklade Service Centre has existed since the late 1960s and has been witness to significant changes in the nature and extent of road transport over the decades. The recent planning permission for the new electric vehicle service station is naturally the next chapter in this site's history, but it is an important change that will see the new service station helping to fulfil the Government's targets for decarbonising transport in the UK.

Transport decarbonization is a Government priority in relation to climate change and net zero prerogatives. By 2030, a ban on the sale of new internal combustion engine vehicles (ICE) will come into effect and will have been preceded by moves in that direction by auto-manufacturers.

Predictions vary, but by 2030, the number of EV vehicles on UK roads may have increased from the 1.3 million on the roads in early 2020⁵, to between 6 to 8 million¹ and 16 million² by 2030; between a five and twelve-fold increase.

As of early 2025 there are around 75,000 public EV chargers installed across the UK; installed between 2011 and 2025. The Government has set a minimum target of 300,000 public EV chargers to be installed by 2030, based on current performance, the fact that 'easier' sites might already be developed, and future projections, society will fall short of this minimum figure by around 85,000 chargers:



Graph showing the number of public EV chargers in the UK from 2011 to 2025, with a projection through to 2030 based on a fitted polynomial trend (sourced from the National Chargepoint Registry 2011 to Dec 2024)

The Government's Electric Vehicle Charging Infrastructure Strategy is clear that:

- ☛ *"The UK Government has committed to net zero emissions by 2050. It is **essential** for the vehicles on the UK's roads to be emission-free at the tailpipe".*
- ☛ *"Transport is the UK's largest emitting domestic sector and 91% of UK transport emissions come from road transport. If the UK economy is to achieve net zero emissions by 2050, it **has to decarbonise road transport**. The recent rapid increase in both the supply of, and the demand for, EVs means that **charging infrastructure now stands as the single biggest challenge to that decarbonisation**".*
- ☛ *"The pace of rollout is too slow – even the recent surge in chargepoint deployment is not at a pace consistent with what is needed for a wholly zero emission new car fleet in 2035".*

¹ [Government sets out path to zero emission vehicles by 2035 - GOV.UK](#)

² [Electric vehicle charging market study: final report \(Competition and Markets Authority\)](#)

InstaVolt is the UK's largest, fastest growing and most reliable rapid charge point operator, with over 2000 public rapid chargers across the UK.

InstaVolt is committed to the expansion of the UK's public charging infrastructure to support the Government's ambitions to ban the sale of new fossil fuel cars from 2030. To achieve this goal, substantial investment is required by the private sector into new, high quality charging infrastructure for EV drivers to charge in public. InstaVolt expects to invest over £350m up to 2030 to expand its network to 10,000 charge points in the UK alone. Historically, the network has focused on retrofitting small numbers of chargers on existing sites (such as drive-to food and coffee outlets. However, as demand for public charging relentlessly grows, networks such as InstaVolt must commit to building larger hubs that provide greater capacity, particularly along the strategic road network.

This project will see the approved EV hub developed, **at pace**, and the Chairman of InstaVolt is very clear that *"InstaVolt, the largest Rapid EV Network in the UK, have agreed with the Fonthill Estate to develop the site and build one of the largest EV Hubs in the UK, this is very exciting for the UK but especially EV drivers in the area and passing on holiday"*.

InstaVolt's pedigree in this arena is on record with the development of the Winchester Superhub, the UK's largest ultra-rapid EV charging station, which since its opening earlier this year has received numerous industry plaudits and was shortlisted for the 2025 Royal Town Planning Institute's Planning Awards for [Best Project](#) in the south east.





InstaVolt are continuing the process of implementing the recent planning permission by discharging condition 14 for the Remediation Strategy. Very soon to follow will be applications to discharge other pre-commencement planning conditions, in order to meet both InstaVolt's ambitious target for opening the hub but also supporting Government's ambitions.

Please find enclosed the Remediation Strategy required to discharge planning condition 14, plus Phase 1 and 2 site investigations reports, as referred to in the table below:

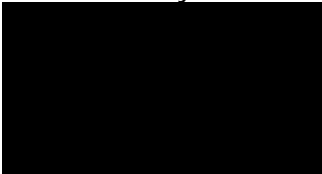
C14	
<i>No development hereby approved shall commence on site until a remediation strategy to deal with the risks associated with contamination of the site has been submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:</i>	Where in the RS is the information (Section, paragraph ref etc.)
<i>1. A preliminary risk assessment which has identified:</i> <i>a) all previous uses;</i> <i>b) potential contaminants associated with those uses;</i> <i>c) a conceptual model of the site indicating sources, pathways and receptors; and</i> <i>d) potentially unacceptable risks arising from contamination at the site.</i>	This information is in Section 6 of the Phase I Desk Study Report Ref.: GWPR6571/DS/November 2025 v2.01
<i>2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.</i>	This information is in Section 7 of the Phase I Desk Study Report Ref.: GWPR6571/DS/November 2025 v2.01
<i>3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.</i>	This information is in Section 7 of the Phase II Ground Investigation Report Ref.: GWPR6571/SIR/November 2025 v2.01
<i>4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.</i>	This information is in Section 8 of the Phase II Ground Investigation Report Ref.: GWPR6571/SIR/November 2025 v2.01





Lone Wolf Planning understands that Ministers are keen to see rapid progress with this key EV development. Therefore, if we can be of any assistance in expediting matters then please do not hesitate to let us know at your earliest convenience.

Your sincerely,



Steven Bainbridge MRTPI
Lone Wolf Planning Ltd.

c.c. Georgina Wright, Senior Planning Officer

Encl.

-  Remediation Method Statement Report
-  Phase I Desk Study
-  Phase II Site Investigation Report