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| <b>To:</b> | Georgina Wright | <b>From:</b> | Drainage (Barney Taylor) |
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| <b>Planning App Ref:</b> | PL/2025/10006 |
| <b>Service Ref:</b>      | Drainage      |
| <b>Date:</b>             | 27/01/2026    |

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## PROPOSAL

*[Discharge of condition 10 (construction traffic management plan) and partial discharge of condition 20 (Demolition and Construction Environmental Management Plan) of PL/2022/06298.*

## SITE LOCATION

*CHICKLADE SERVICE STATION, CHICKLADE, SALISBURY, SP3 5ST*

## APPLICATION DOCUMENTS REVIEWED

- *Application Form*
- *Cover Letter*
- *Demolition and Construction Environmental Management Plan*
- *PL/2022/06298 Location Plan*
- *PL/2022/06298 Decision Notice*

## ASSESSMENT OF THE PROPOSAL

### *Context*

In 2025 The LLFA had the following conditions for which information was required before these could be discharged

10. No development hereby approved shall commence on site until a construction traffic management plan has been submitted to and approved in writing by the local planning authority. The plan shall include the following:

- Confirm the anticipated number, frequency and size of construction vehicles per day.
- Confirm the construction operation hours.
- Confirm the construction vehicular routes to and from site.
- Confirm the construction delivery hours.
- Provide full details of the on-site construction vehicle parking and turning areas.
- Provide full details of the on-site storage for construction materials and plant.
- Identify measures for wheel washing and road sweeping. The development hereby approved shall be constructed in accordance with the approved construction traffic management plan for the duration of the works.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, in the interest of the safe and efficient operation of the A303 trunk road

20. No development hereby approved shall commence on site until a Demolition and Construction Environmental Management Plan has been submitted to and approved in writing by the local planning authority. The DCEMP shall include details of the following measures:

- a) An introduction consisting of demolition and construction phase environmental management plans, definitions and abbreviations and project description and location.
- b) A description of management responsibilities.
- c) A description of the demolition and construction programme.
- d) A named person and telephone number for residents and Local Planning Authority to contact.
- e) Detailed Site logistics arrangements.
- f) Details regarding parking, deliveries, and storage.
- g) Details regarding dust and noise mitigation.
- h) Details of drainage arrangements during the construction phase
- i) Details of the hours of works and other measures to mitigate the impact of demolition and construction on the amenity of the area and safety of the highway network; and
- j) Communication procedures with the Local Planning Authority and local community regarding key demolition and construction issues – crusher durations, newsletter, fliers etc.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure that appropriate levels of amenity are achieved; and to ensure that the site can be adequately drained during construction

### *Assessment*

## RECOMMENDATION

Following a review of the information provided, Condition 10 & 20 can now be discharged from a drainage & flood risk perspective.

The applicant has provided details regarding surface water drainage and pollution mitigation within section 4.12 of the Demolition and Construction Environmental Management Plan.

## **INFORMATIVES**

The applicant must manage material siting, excavations and temporary works to ensure that overland flows do not cause an increase in flood risk elsewhere.

Prior to any works commencing on the upstream drainage network, the approved outfall structure and flow control device shall be fully constructed, tested, and commissioned. No discharge to the receiving system (including watercourses, waterbodies, sewers, or drains) shall occur until these measures are operational to ensure compliance with agreed discharge rates and prevent an increase in flood risk elsewhere.