

Agenda item

PL/2023/09142 - Land at Junction 16 (M4), Swindon

- [Meeting of Strategic Planning Committee, Tuesday 10 February 2026 10.30 am \(Item 9.\)](#)

Outline application (with Access to be determined) for development of a new Motorway Rest Area (MRA) to provide up to 241 car parking spaces; up to 63 Heavy Goods Vehicle (HGV) parking spaces; coach and caravan parking; amenity building; fuel filling station; new roundabout access from B4005; and associated landscaping, infrastructure and ancillary works.

Minutes:

Public Participation

- Anne Hennshaw of CPRE Wiltshire spoke in objection to the application.
- Josie Lewis spoke in objection to the application.
- David Burkey of Moto spoke in support of the application

Gen Collins, Principal Planning Officer, introduced a report which recommended that the Outline application (with Access to be determined) for development of a new Motorway Rest Area (MRA) to provide up to 241 car parking spaces; up to 63 Heavy Goods Vehicle (HGV) parking spaces; coach and caravan parking; amenity building; fuel filling station; new roundabout access from B4005; and associated landscaping, infrastructure and ancillary works be approved, subject to delegation to the head of Development Management for the prior completion of a Section 106 legal agreement to cover the contributions identified in Section 10 of the report, and subject to the planning conditions listed in the report.

The officer noted that the scheme was before the Strategic Planning Committee due to its wider strategic importance. The parish council and both former and current ward members support the application.

Five additional objections were received since publication of the agenda report, raising no new issues except concerns regarding the impact on residents of the Hay Lane Gypsy and Traveller site, including feelings of being “penned in,” and perceived unequal treatment. Members were also informed of highways concerns raised by CPRE.

The officer outlined the site context: a 7.28ha greenfield site adjacent to Junction 16, with no ecological, landscape or heritage designations. The development was classed as (Environmental Impact Assessment) EIA development and accompanied by an Environmental Statement. In total, 66 representations were received (four supporting, 62 objecting).

Key planning issues were summarised by the officer. The proposal lay outside settlement limits and conflicted with Wiltshire Core Strategy (WCS) Core Policy (CP)1 and CP2, but was supported under exception criteria in CP2, CP48, CP65 and CP66, given it would improve access to services and infrastructure, in addition to its strategic role and the demonstrable national and local need for secure high quality HGV parking

and EV charging. Evidence showed significant HGV parking shortfalls and that Wiltshire was among the top 10 most critically utilised regions for HGV rest capacity.

Significant weight was given to the provision of 63 secure HGV spaces, 50 rapid EV charging points, and future-proofing for HGV EV charging. The scheme represented a £30m investment and was expected to create 150 full-time jobs.

Ecology proposals included a 16.6% biodiversity net gain, a 13% uplift in hedgerow units, and off-site ecological enhancement land. Natural England raised no objections subject to mitigation through condition.

Design, landscape, heritage and amenity impacts were assessed as acceptable. Separation distances and the existing noise environment (due to the M4) meant no significant impacts were expected on the Hay Lane Gypsy and Traveller site or other residential receptors. Public Protection Teams from Wiltshire and Swindon raised no objection subject to a post-construction acoustic assessment, which was to be conditioned for.

Drainage and flood risk matters were resolved by conditions, with the site lying entirely within Flood Zone 1.

Highways officers and National Highways raised no objection, subject to mitigation including widening of the westbound off-slip, lane allocation changes, signage, yellow box markings, and improvements to the PRow LTR13, to be secured by s106 alongside a Section 278 agreement.

The officer explained differences between a motorway service area and a Motorway Rest Area (MRA) and confirmed that the MRA falls within the more limited facility category.

In the planning balance, significant benefits were highlighted as HGV parking, EV charging infrastructure, biodiversity enhancements, economic investment, and strategic transport benefits. These were judged to outweigh limited harms such as loss of agricultural land and landscape impacts. Hence the recommendation for approval.

Members of the public then had the opportunity to present their views to the Committee as detailed above.

The unitary division Member, Cllr Andrew Matthews (Royal Wootton Bassett East) then spoke regarding the application. Cllr Matthews declared in the interest of transparency that he worked professionally in road haulage, though the application did not affect his or his employer's interests. Speaking as the local member for Royal Wootton Bassett, he confirmed that he lived close to the site and used Junction 16 daily. He expressed support for the application and outlined his reasons for this.

He emphasised the benefit of approximately 150 new jobs, noting that these would be accessible roles suitable for young people, single parents, school leavers and those

seeking flexible or entry-level employment. With significant housing growth expected locally, he viewed new job creation as important.

He highlighted the acute shortage of secure HGV parking in the area, noting that drivers currently parked in laybys and industrial estate edges without access to basic facilities, generating complaints from residents and posing safety concerns. He referenced Chippenham Truck Stop as an example of an at-capacity facility, underscoring the high demand. He explained the strict regulation of drivers' hours and the importance of safe, secure rest areas for road safety.

Cllr Matthews welcomed the proposal's commitment to EV charging, reflecting increasing uptake of electric vehicles and the growing need for future HGV charging infrastructure.

He suggested that, going forward, opportunities should be explored for cycle infrastructure improvements between Royal Wootton Bassett and Junction 16, acknowledging long-standing local aspirations.

He noted that the application site had previously been used as a compound during the 2016–18 Junction 16 works and had not been actively farmed in recent years.

Cllr Matthews concluded by expressing broad support for the proposal and encouraged the Committee to support the officer recommendation.

The planning officer responded to points raised by the local Member and public. It was confirmed that the proposal already included footway and cycle connectivity between the site, Junction 16 and Royal Wootton Bassett. This would be secured through the Section 106 agreement and planning conditions. The scheme also provided upgrades to Public Right of Way LTR6, ensuring improved pedestrian and cycle links to the wider network.

In response to concerns about consultation, officers clarified that this was the same application submitted in 2023, not a new application. All statutory consultation requirements under the Town and Country Planning (Development Management Procedure) Order 2015 had been correctly followed. Site notices were posted, including one near the Hay Lane Gypsy and Traveller site in late 2025. Legal advice confirmed that a single press notice in a local newspaper satisfies EIA publicity requirements. Officers reiterated that the Council must neither under-consult nor over-consult but comply with legislation and national guidance.

Officers acknowledged the concerns raised regarding the neighbouring Gypsy and Traveller community and confirmed that the Council was working on a new development plan document to support policies in the emerging Local Plan to improve sites within Wiltshire.

Robert Rossiter, Strategic Transport Specialist, addressed highways queries, clarifying that the 14-mile spacing guidance originated from Department for Transport Circular

01/ 2022 governing Motorway Rest Areas, not from drivers' hours regulations. The applicant's transport assessment complied with national guidance, modelling impacts for 2027 and 2033. A more detailed 2038 forecast scenario, incorporating emerging Local Plan growth and other committed developments, was also undertaken. This assessment used Wiltshire Council's strategic highway model, meaning wider county-wide growth, including Royal Wootton Bassett and beyond, was factored into the junction analysis. National Highways and Wiltshire Council officers agreed the modelling approach and raised no objections. Officers confirmed that these matters were fully addressed in the published documentation.

Members of the Committee then had the opportunity to ask technical questions of the officer. Points raised included the following.

A Member queried references to dog-walking through the adjacent allotments and expressed concern about potential conflict between dogs and food-growing plots. Officers clarified that the Public Right of Way (PRoW) already existed and was lawfully accessible to the public. The development did not create new routes through allotments but may increase use of the existing path which shared the allotment access but did not go through the allotment. Improvements to PRoW LTR6 were secured via the Section 106 agreement. Members suggested a dog waste bin to help manage increased use; officers confirmed this could be added to the Section 106 obligations.

Questions were raised about why residents at the Hay Lane Gypsy and Traveller site had not received neighbour notification letters. Officers explained that statutory consultation requires letters only to adjoining properties, and the Traveller site did not physically adjoin the application site. A further constraint was that the site lay within the Swindon Borough Council area, meaning those addresses were not held within Wiltshire Council's system. A site notice was placed near the Traveller site as required, and the applicant previously leafleted the area in 2023. Officers acknowledged Members' concerns and agreed to treat this as a learning point. In response to another Member query, the legal advisor confirmed that the Council could not post statutory site notices outside its jurisdiction.

Members sought clarification on whether the development would cause long queues on local approaches to Junction 16. The Strategic Transport Specialist explained that forecasted congestion reflected background growth and Local Plan development, not the application alone. Detailed 2027, 2033 and 2038 scenarios were modelled using the Council's strategic highway model, incorporating county-wide growth and other committed developments. National Highways was satisfied that, with mitigation, the junction would operate acceptably, and the development would not be the primary cause of queueing.

Officers confirmed that detailed design approval for junction works would occur through a Section 278 Highway Agreement process with National Highways and Wiltshire Council and would not return to committee, though outline plans were already before Members.

Members queried whether elements shown in the Design and Access Statement, such as a green-roofed amenity building, were guaranteed. Officers advised that these were indicative but must be broadly in accordance with the approved parameter plans, reinforced by conditions requiring BREEAM, PV panels and a detailed sustainability strategy. Officers expressed confidence that the applicant intends to deliver a high-quality design.

Cllr Ernie Clark, Chairman, proposed the officer recommendation with the addition of a dog bin to the PRoW and the emptying of it, to the S106 agreement as discussed earlier. This was seconded by Cllr Howard Greenman.

A debate followed where Members thanked public speakers for their contributions and acknowledged the concerns raised regarding the nearby Gypsy and Traveller site. Members also thanked officers for their comprehensive report.

The local Member for Junction 17 explained that this application should also be considered in the wider strategic context of freight movement on the M4 corridor. He described previous issues in his division involving migrants disembarking from HGVs when drivers were forced to stop due to tachograph limits, highlighting how the lack of appropriate stopping facilities along the motorway could create unintended and significant local impacts.

The Member reported that the recently expanded lorry park near Junction 17, providing 64 HGV spaces, reached full capacity almost immediately after opening, demonstrating the acute regional shortage of secure HGV parking. Based on these observations, he stated that the proposed M4 Junction 16 Motorway Rest Area would be heavily used and would likely relieve pressure at Junction 17, even if some highway concerns had been raised in relation to Junction 16.

He concluded that the proposal clearly met an identified need and would provide meaningful benefits for the wider motorway network and local area. He therefore expressed strong support for granting permission.

Following the debate the motion was put to the vote, and it was,

Resolved:

To delegate to the head of Development Management to grant outline planning permission subject to the prior completion of a Section 106 legal agreement to cover the contributions identified in Section 10 of the report, with the addition of securing the provision of a dog waste bin for the PRoW and arrangements for its periodic emptying, and subject to the following planning conditions set out below (as agreed with the applicants):

1. The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years

from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.. No development shall commence on site until details of the following matters (in respect of which approval is expressly reserved) have been submitted to, and approved in writing by, the Local Planning Authority:

- a) The scale of the development.
- b) The layout of the development
- c) The external appearance of the development.
- d) The landscaping of the site (including any cut and fill / earthworks associated with the development)

The development shall be carried out in accordance with the approved details.

REASON: The application was made for outline planning permission and is granted to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 and Article 3(1) of the Town and Country Planning (General Development Procedure) Order 1995.

3. The development hereby permitted shall be carried out in accordance with the following approved plans and documents:

- Site Location Plan Ref: M49_001 Rev E
- Existing Site Plan Ref: M49_002 Rev E
- Parameters Plan Ref: M49_110 Rev F 10 Nov 2025
- Illustrative Masterplan ref: 915-210 rev F 10 Nov 2025
- Proposed Layout Plan (Illustrative) ref: 915-201 Rev J
- Proposed Site Access Plan Ref: 3728-F04 Rev I dated 10 Nov 2025
- Ecology Parameters Plan Ref: LA5731-001 Rev B dated 10 Nov 2025
- Transport Assessment V4 revised 20 Nov 2025
- Proposed Footway Link ref. 3728-F06 rev.C
- Arboricultural Impact Assessment & Arboricultural Method Statement which incorporates the Tree Protection Plan dated 18th September 2023.

REASON: For the avoidance of doubt and in the interests of proper planning and for the protection, mitigation and enhancement of biodiversity.

4. No development shall commence until details of the proposed substations on site (including power, height, size, materials and landscaping) have been submitted to and approved in writing by the LPA. They shall be constructed in accordance with the approved details.

REASON: in the interests of visual amenity

5. For the avoidance of doubt, the subsequent reserved matters application(s) to be submitted pursuant to Condition 4 shall accord with the following plans:

- Parameters Plan Ref: M49_110 Rev F 10 Nov 2025
 - Ecology Parameters Plan Ref: LA5731-001 Rev B dated 10 Nov 2025;
- and shall be broadly in accordance with the following plans:
- Illustrative Masterplan ref: 915-210 rev F 10 Nov 2025 and
 - Illustrative Proposed Layout Plan ref: 915-201 Rev J
 - Design and Access Statement dated May 2024

REASON: To ensure high-quality placemaking, satisfactory design and amenity.

6. Notwithstanding the submitted details, prior to commencement of development full construction details of the access roundabout and footway/cycleway link provision along the B4005 as illustrated on drawings 3728-F04 Rev I and 3728-F06 Rev C respectively shall be submitted to and approved by the Local Planning Authority. The construction details shall be submitted with and respond to the findings of a Stage 2 Road Safety Audit. Prior to first occupation the access and footway shall be completed in all respects in accordance with the approved details and maintained as such thereafter.

REASON: To ensure that a safe and sufficient access strategy is provided in accordance with Core Strategy policy 60, 61 and 62.

7. No part of the Motorway Rest Area shall be brought into use unless and until the scheme of works for the improvement of M4 Junction 16 is completed and available for use. The works shall be implemented generally in accordance with the preliminary design drawing “Proposed M4 Westbound Off-slip Junction Improvement, drawing number 3728-F13 Rev H, prepared by Eddisons and dated July 2025, subject to any necessary changes identified during the detailed design and Road Safety Audit process (including supplementary works to M4 Junction 16 eastbound off-slip signing and MOVA revalidation) unless otherwise agreed in writing by the local planning authority (in consultation with the strategic highway authority).

REASON: In the interest of the safe and efficient operation of the M4 motorway and to ensure the development traffic impact on the SRN is satisfactorily mitigated in accordance with DfT Circular 01/2022 and the NPPF.

8. The development shall be undertaken in accordance with the recommendations of mitigation measures for dust and air made by Cass Allan set out at appendix 7.3 of ES Vol 1. The mitigation measures shall be retained for lifetime of the development unless improvements to the agreed mitigation measures are required.

REASON: In the interests of public health and amenity

9. No development shall commence until, concurrent with the subsequent Reserved Matters application, details of the fuel filling facilities (including filling points, storage containers, pipework, vents and gauges) above and below ground,

together with details of the storage facilities for oils, fuels and/or chemicals have been submitted and approved in writing by the LPA. All filling points and tank overflow pipe outlets should be designed to discharge downwards into the bund and be noted on a plan shall be submitted to and approved in writing by the LPA (in consultation with the Environment Agency) and the development hereby approved shall be undertaken and carried out in accordance with the approved details.

REASON: To ensure pollution prevention and in the interests of public health and safety

10. No development shall commence until, concurrent with the subsequent Reserved Matters application, a Site Management Plan has been submitted to and approved in writing by the LPA (in consultation with the Environment Agency) containing appropriate procedures, training and equipment to be provided for the site to adequately control and respond to any emergencies including the cleanup of spillages, to prevent environmental pollution from the site operations. This will be reviewed with the Environment Agency. The development shall be undertaken and carried out in accordance with the approved details.

REASON: To ensure pollution prevention and in the interests of public health and safety

11. The subsequent Reserved Matters application shall include details of waste and recycling facilities (including location and range of facilities) to be submitted to and approved in writing by the Local Planning Authority. The details should estimate the type and quantity of waste generated by the commercial premises and plans should demonstrate that the space is suitable for the waste generated, preferably with containers drawn in situ. Tracking should be provided to show that the Refuse Collection Vehicles can access the storage point or a designated collection point.

REASON: In the interests of public health and safety.

12. The development shall not be first brought into use until the approved recycling facilities have been completed and made available for use in accordance with the approved details and they shall be subsequently maintained in accordance with the approved details thereafter.

REASON: In the interests of public health and safety.

13. Within 12 months of the development being first brought into use a final Certificate shall have been submitted and approved in writing by the Local Planning Authority certifying that the "Excellent" BREEAM standard (or any such equivalent national measure of sustainable building which replaces that scheme) has been achieved by the development.

REASON: To ensure that the objectives of sustainable development set out in policy CP41 and CP57 of the Wiltshire Core Strategy are achieved.

14. Prior to the commencement of any development and concurrently with any future reserved matters application(s), Sustainable Energy Strategy(ies), including coverage of operational energy, embodied carbon and climate change adaptation measures shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: To ensure that the objectives of sustainable development set out in policy CP41 and CP57 of the Wiltshire Core Strategy are achieved.?

15. Prior to the commencement of car park works, a detailed scheme and phasing strategy for the installation of Electric Vehicle (EV) charging points on site shall be submitted to and approved in writing by the Local Planning Authority. The scheme and phasing strategy shall include an up to date grid Capacity assessment and a timetable for implementation of charging points to serve parking bays. Subject to the availability of suitable grid capacity the development will initially include EV charging facilities for 50 car parking spaces. Details of the type of active charge points and details of ducting for all parking areas (including but not limited to HGV, Coach and Caravan parking areas) and a commitment to annual monitoring for a period of 5 years shall also be provided, with the objective being to maximise EV charging provision on site subject to demand and grid capacity. The development shall be carried out in accordance with the approved scheme and phasing strategy.

REASON: To ensure that the objectives of sustainable development set out in policy CP41, CP55, CP57 and CP60 of the Wiltshire Core Strategy are achieved.

16. No development shall commence above slab level until full details of secure cycle parking have been submitted to and approved in writing by the LPA. The development shall not be first brought into use until cycle parking has been provided in accordance with the approved details, and it shall thereafter be retained and kept available for that use.

REASON To ensure satisfactory cycle parking to encourage travel by cycle

17. The Motorway Rest Area hereby approved shall be for the purpose of providing roadside facilities only and shall be for no other use.

REASON: In the interest of the safe and efficient operation of the M4 motorway in accordance with the requirements of DfT Circular 01/2022.

18. No through access between the Motorway Rest Area and any other development shall be permitted, and the undeveloped land forming the eastern

extent of the Motorway Rest Area shall remain for biodiversity purposes ancillary to the Motorway Rest Area only.

REASON: In the interest of the safe and efficient operation of the M4 motorway in accordance with the requirements of DfT Circular 01/2022

19. The development shall not be brought into first use until a National Highways signage agreement is obtained, and all required motorway/strategic /local road network direction signs must be installed prior to operation.

REASON: In the interests of highway safety and in accordance with the requirements of DfT Circular 01/2022

20. No development shall commence on site until a detailed drainage strategy for the site, incorporating sustainable drainage details, has been submitted to and approved in writing by the Local Planning Authority and detailing the following matters.

- Evidencing how the surface water disposal hierarchy has been applied and how all other options have been exhausted. This will include but not be limited to soakaway tests in accordance with BRE365 / demonstration that groundwater is shallow and would be within 1m of the invert of potential soakaway features.
- Demonstrate that the southern and eastern parts of the site can be drained by the drainage network in the 1 in 30 year rainfall event with no flooding on the site.
- Ensure other mitigation measures are in place in accordance with the submitted approved FRA.
- The calculations should set the MADD factor / additional storage value to 0m³/ha to prevent an over-estimation of attenuation storage available on site.
- Due to outfall to an ordinary watercourse, the calculations should also be simulated with a surcharged outfall, to ensure that this does not cause flooding on site.
- The drainage drawings should show the pipe/link & manhole/ node numbers used in the calculations in order to link the drawings with the detailed calculations.
- demonstrate that for the 1 in 1 year event, discharge rates are restricted to 70% of 1 in 1-year greenfield rates.
- calculations which demonstrate that the required 20% betterment against greenfield rates has been achieved for all storm events between the 1 in 1 year and the 1 in 100-year return period storm events.
- Full labelled drawings for the proposed drainage layout, including layout plans to show the pipe network and attenuation ponds, which should correspond with the drainage calculations.
- Cross sections and design details for attenuation and any components.

The development shall then be carried out in accordance with the approved details. The site shall not be brought into operation until the surface water drainage has been constructed in accordance with the approved scheme.

REASON: To ensure that the development can be adequately drained.

NOTE: All proposals should be designed in accordance with National Standards for SuDS and the latest CIRIA SuDS Manual (C753).

21. No development shall commence until a detailed design for the treatment of surface water drainage shall be submitted to and approved in writing by the local planning authority (in consultation with the strategic highway authority). No surface water shall be permitted to run off from the development on to the strategic road network or into any drainage system connected to the strategic road network. No drainage connections from any part of the development shall be made to any strategic road network drainage systems. Surface water drainage measures shall be implemented in accordance with the agreed design prior to the development being brought into use and maintained as such thereafter.

REASON: In the interest of the safe and efficient operation of the M4 motorway and to protect the highways drainage asset in accordance with DfT Circular 01/2022.

22. No development shall commence on site until a scheme to dispose of foul drainage, including connection to the public foul sewer network, has been submitted to, and approved in writing by the local planning authority. The scheme shall be implemented in accordance with the approved details.

REASON: To ensure that the proposed development does not pose an unacceptable risk to the water environment.

23. Upon completion of the drainage works a management and maintenance plan for the SuDS features and drainage network must be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- 1. Provision of complete set of as built drawings for site drainage.**
- 2. Maintenance and operational activities.**
- 3. Arrangements for adoption and any other measures to secure the operation of the scheme throughout its lifetime.**

REASON: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.

24. Prior to the commencement of development, a boundary treatment and landscaping plan in respect of the strategic highway boundary shall be submitted to and approved in writing by the local planning authority (in consultation with the strategic highway authority).? The plan shall include as a minimum:

- a) details of screening/fencing type, location, construction method and maintenance schedule;**
- b) details for management of existing boundary planting to include an Arboricultural Tree Survey and Tree Protection Plan with a method statement for any works required to address the removal, retention and management of trees along this boundary;**

- c) details of all proposed new planting including location, species mix, maintenance method statement and schedule;
 - d) details of any other screening feature, location, construction method and maintenance schedule.
 - e) cross-sections to demonstrate provision of a suitable maintenance strip.
- All works shall be implemented in accordance with the agreed plan prior to the development being brought into use and maintained as such thereafter.

REASON: In the interest of the safe and efficient operation of the M4 motorway and to protect the integrity of the strategic highway asset in accordance with DfT Circular 01/2022.

25. Prior to the installation of any roof top mounted solar PV panels, details shall be submitted and approved in writing by the LPA (in consultation with the strategic highway authority). The submitted details shall include the proposed PV panel orientation and a Glint and Glare Assessment. The approved details including any required screening measures, shall be implemented in full prior to completion of the development such that there shall be no glint or glare impact on the surrounding highway network including the M4 motorway and Junction 16. All necessary screening shall be maintained as such for the duration of use.

REASON: In the interest of the safe and efficient operation of the strategic road network and to protect the safety of M4 motorway users in accordance with DfT Circular 01/2022.

26. No development shall commence on site (including any works of demolition), until a Construction Management Plan (CMP), has been submitted to and approved in writing by the local planning authority.

The plan shall include details of the measures that will be taken to reduce and manage the emission of noise, vibration and dust during the demolition and/or construction phase of the development. It shall include details of the following:

- a) The movement of construction vehicles;
- b) The parking of vehicles of site operatives and visitors;
- c) The cutting or other processing of building materials on site;
- d) Wheel washing and vehicle wash down facilities;
- e) The transportation and storage of waste and building materials;
- f) The storage of plant and materials used in constructing the development;
- g) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- h) A scheme for recycling/disposing of waste resulting from demolition and construction works;
- i) Measures for the protection of the natural environment;
- j) Pre-condition photo survey of local roads and highway infrastructure;
- k) Large Vehicle Routing plan;
- l) Traffic Management Plan (including signage drawing(s));

- m) Details of temporary/permanent Traffic Regulation Orders;**
- n) Construction phasing plan;**
- o) The loading and unloading of equipment and materials;**
- p) The location and use of generators and temporary site accommodation;**
- q) Where piling is required this must be continuous flight auger piling wherever practicable to minimise impacts;**

The approved CMP shall be adhered to throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved construction method statement without the prior written permission of the Local Planning Authority.

REASON: To minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase.

27. No development shall commence on site, including demolition, ground works/excavation, site clearance, vegetation clearance and boundary treatment works, until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include details of the avoidance, mitigation and protective measures to be implemented before and during the construction phase, including but not necessarily limited to the following, and the development shall be carried out in strict accordance with the approved CEMP:

- a) An introduction consisting of construction phase environmental management plan, definitions and abbreviations and project description and location;**
- b) A description of management responsibilities;**
- c) A description of the construction programme;**
- d) Detailed Site logistics arrangements;**
- e) Details regarding parking, deliveries, and storage;**
- f) Details regarding dust and noise mitigation;**
- g) Details of temporary external lighting of the site. This information shall include a layout plan with beam orientation and a schedule of equipment proposed in the design (luminaire type, mounting height, aiming angles and luminaire profiles).**
- h) Details of the hours of works and other measures to mitigate the impact of construction on the amenity of the area and safety of the highway network;**
- i) Site working hours and a named person for residents to contact; and**
- j) Identification of ecological protection areas/buffer zones and tree root protection areas and details of physical means of protection, e.g. exclusion fencing;**
- k) Working method statements for protected/priority species, such as nesting birds, and reptiles. The working method statement shall include all precautionary measures to be implemented during the construction period, for the protection of sensitive habitats and species known to be present within or adjacent the site, with particular reference to reptiles.**

- l) Mitigation strategies already agreed with the local planning authority prior to determination, such as for great crested newts, dormice or bats; this should comprise the preconstruction/construction related elements of strategies only.**
- m) Work schedules for activities with specific timing requirements in order to avoid/reduce potential harm to ecological receptors; including details of when a licensed ecologist and/or ecological clerk of works (ECoW) shall be present on site.**
- n) Key personnel, responsibilities and contact details (including Site Manager and ecologist/ECoW).**
- o) No external night-time works or use of artificial lighting during the construction phase;**
- p) a scheme to treat and remove suspended solids from surface water run-off during construction**
- q) oils/chemicals and materials storage including refuelling?**
- r) the location and pollution prevention for storage areas and compounds?**
- s) the control, storage and removal of spoil and waste**

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.

REASON: To ensure appropriate levels of amenity are achievable and to ensure adequate protection and mitigation for ecological receptors prior to and during construction, and that works are undertaken in line with current best practice and industry standards and are supervised by a suitably licensed and competent professional ecological consultant where applicable.

28. 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 local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. 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. This is in line with paragraph 187 of the National Planning Policy Framework

29. Piling and foundation designs using penetrative methods shall not be carried out other than with the written consent of the local planning authority. Where piling and deep penetrative methods are required, the applicant shall submit supporting details including a structural engineers statement confirming the proposed piling/drilling is secure and acceptable. The development shall be carried out in accordance with the approved details.

REASON: To ensure that the proposed piling/ foundation works do not harm the surrounding highway network or destabilise local topography. Piling and foundation

designs using penetrative methods can result in risks to the land stability and pollution.

30. No development shall commence on site including site clearance until a Landscape and Ecology Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The LEMP will include long term objectives and targets, management responsibilities and maintenance schedules for each ecological feature within the development, together with a mechanism for monitoring success of the management prescriptions, incorporating review and necessary adaptive management in order to attain targets. The LEMP shall be implemented in full and for the lifetime of the development in accordance with the approved details.

REASON: To ensure the long-term management of landscape and ecological features retained and created by the development, for the benefit of visual amenity and biodiversity for the lifetime of the scheme.

31. For the avoidance of doubt and notwithstanding the separate condition requiring details to be submitted in relation the landscaping adjacent to the strategic highway, no development shall commence above ground floor slab level until full details of a hard and soft landscaping for the site (other than the strategic highway boundary) has been submitted to and approved in writing by the Local Planning Authority, the details of which shall include: -

- a) Location and current canopy spread of all existing trees and hedgerows on the land; Full details of all existing trees and hedging to be retained, together with measures for their protection during development;**
- b) A detailed planting specification showing all plant species, supply and planting sizes and planting densities**
- c) All means of enclosure and internal boundary treatments**
- d) Children's play equipment and picnic area equipment;**
- e) Vehicle parking layouts;**
- f) Refuse/recycling collection points;**
- g) Bin storage areas;**
- h) Other vehicle and pedestrian access and circulation areas;**
- i) All hard and soft surfacing materials.**

REASON: In order that the development is undertaken in an acceptable manner, to ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

32. No part of the development hereby permitted shall be brought into use until a Framework Travel Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with National Highways and Wiltshire Council as Highway Authority. The site shall operate in full accordance with the approved Travel Plan thereafter.

REASON: In the interests of sustainable transport, CP61 of the WCS

33. All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first occupation of the building(s) or the completion of the development whichever is the sooner. All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local planning authority. All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

34. No development hereby approved shall commence until full details of all permanent external lighting of the site has been submitted to, and approved in writing by, the Local Planning Authority in consultation with National Highways. This information shall include a layout plan with beam orientation and a schedule of equipment proposed in the design (luminaire type, mounting height, aiming angles and luminaire profiles). The permanent lighting shall be installed in full, maintained and operated in accordance with the approved details at all times that the development is operational.

Before the first use of the approved lighting scheme 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 - Guidance Note 01:20. 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: In the interest of the safe and efficient operation of the M4 motorway in accordance with DfT Circular 01/2022 and to mitigate any adverse impact from the development on M4 motorway safety and Core policy 57, Ensuring high design and place shaping such that appropriate levels of amenity are achievable.

35. An assessment of the acoustic impact arising from the operational mechanical plant and for onsite vehicle movements associated with the operational phase of the development shall be undertaken in accordance with BS 4142: 2014 +A1:2019. Background levels are to be taken as a LA90 1 hour and the ambient noise levels shall be expressed as an LAeq 1 hour during the daytime [07:00 - 23:00] and shall be expressed as an LA90 and LAeq 5 minutes during the night [23:00 - 07:00] and

measured at the closest possible point to the nearest residential noise-sensitive receptors, with the final location to be agreed with the LPA in writing.

The assessment shall be submitted to the Local Planning Authority at reserved matters stage together with a scheme of attenuation measures to demonstrate the development can achieve a rating level of 5dB below the typical background (LA90) level at the nearest noise sensitive location.' If the precise detail of the scheme is not known, then likely worst-case scenarios with respect to noise impact on residential premises should be assumed. The scheme shall be submitted to and approved in writing by the Local Planning Authority. The details as approved shall be implemented prior to occupation of the development and thereafter be permanently retained.

36. The use hereby permitted shall not operate until a scheme containing full details of arrangements for internal air extraction, odour control and discharge to atmosphere from cooking operations, including the location and appearance of any external ducting and flues, has been submitted to and approved in writing by the Local Planning Authority. The scheme must include full technical details and a risk assessment in accordance with Appendix 2 and 3 respectively of the EMAQ "Control of odour and noise from commercial kitchen exhaust systems" Guidance (Gibson, 2018).

The works detailed in the approved scheme shall be installed in their entirety before the operation of the use hereby permitted. The equipment shall thereafter be maintained in accordance with the manufacturer's instructions for the lifetime of the development and operated at all times when cooking is being carried out.

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

INFORMATIVES TO APPLICANT:

1. This permission shall be read in conjunction with an Agreement made under Section 106 of the Town and Country Planning Act, 1990 and dated the [INSERT TO BE ADDED ONCE S106 IS SEALED AT LATER DATE].

The highways schemes associated with this consent involves works within the public highway, which is land over which the applicant has no control. National Highways will therefore require the applicant to enter into a suitable legal agreement to cover the detailed design and construction of the works. Please contact ThirdpartyworksSWarea@nationalhighways.co.uk at an early stage to discuss the details of the highways agreement and funding arrangements. Commencement of works will also need to be timed to fit in with other road works on the strategic road network or local road network to ensure there are no unacceptable impacts on congestion and road safety. If the scheme requires traffic orders these will be subject to a minimum 12 week process. Please be advised that National Highways may charge Commuted Sums for maintenance of schemes

delivered by third parties. These will be calculated in line with HM Treasury Green Book rules and will be based on a 60 year infrastructure design life period

2. The applicant must obtain Thames Water's permission for any connections to their infrastructure. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

3. There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

4. An environmental permit is required for any works within 8m of a main river. Consult the Environment Agency's main river map to see if a river/watercourse is designated as a main river. For more guidance on environmental permits, consult the website: Check if you need an environmental permit - GOV.UK.

5. Wiltshire Council is the Lead Local Flood Authority that has the lead responsibility for surface water management, the discharge rate from the site must be agreed with Wiltshire Council as part of agreeing the surface water drainage strategy for the site. Wiltshire Council's land drainage byelaws can be downloaded at: Drainage - Wiltshire Council. The land drainage consent application form and guidance notes can be found on our website at: Land drainage and ordinary watercourse – Wiltshire Council

6. Storage of fuels, oils and chemicals

Materials and chemicals likely to cause pollution should be stored in appropriate containers and adhere to guidance for the storage of drums and intermediate bulk containers.

Any facilities, above ground, for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound should be at least equivalent to the capacity of the tank plus 10%.

All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be designed to discharge downwards into the bund.

Appropriate procedures, training and equipment must be provided for the site to adequately control and respond to any emergencies including the clean-up of spillages, to prevent environmental pollution from the site operations.

The EA advise that polluting materials and chemicals are stored in an area with sealed drainage.

Please contact the EA National Customer Call Centre (Tel: 03708 506 506) for further information and guidance.

Additional information and guidance is available at:

- **Oil storage regulations for businesses - GOV.UK**
- **Design of containment systems for the prevention of water pollution from industrial incidents**

7. 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.

Supporting documents:

- [PL.2023.09142 - Land at Junction 16 M4 - Cttee report - 10.02.26, item 9. PDF 7 MB](#)
- [PL.2023.09142 - Location Plan, item 9. PDF 770 KB](#)
- [PL.2023.09142 - Aerial Plan, item 9. PDF 962 KB](#)