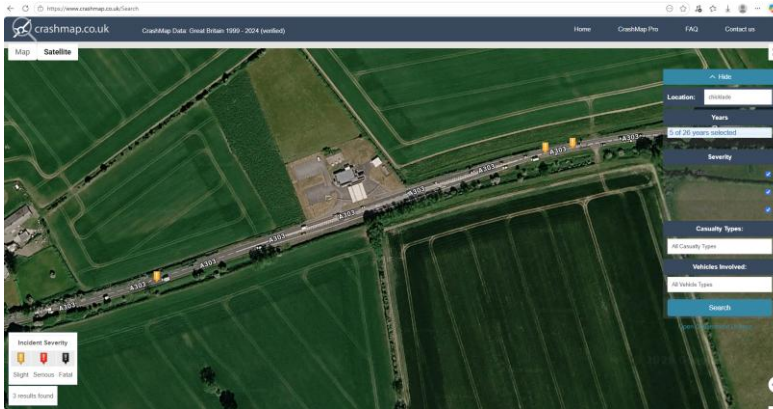


PL/2025/10020 Variation of condition 2 (Approved Plans) relating to application PL/2022/06298

The following responds to the public objections dated 4th and 5th March 2026

Headline topic	Summary of comments	Response	Follow up required?
1. Increase from 13 to 30 EV charging bays	This is the dominant theme. Many respondents argue that moving from 13 to 30 bays is not a minor amendment, but a major intensification of the approved scheme. Several say it more than doubles the charging provision and materially changes the scale, activity, vehicle turnover, and operational character of the site.	No. of EV bays shown on approved plan = 25 No. of EV bays that Condition 29 encourages = 49 No. of non-EV bays that PD rights facilitate for EV use = 35 Successive Governments have sought the increase of public rapid charging infrastructure as part of the electrification of the transport network and transport decarbonisation. We would direct local objectors to read Section 6 and 7 of the Planning Statement that accompanied the s73 application. Condition 29 of the original planning consent is very clear that beyond a minimum 16 EV parking spaces “very effort shall also be made to bring forward the remaining 9 Electric Vehicle infrastructure parking spaces identified on the approved plans”; a total of 25 spaces and the additional 24 ‘passive’ spaces. In addition, permitted development rights exist allowing the installation of EV chargers in lawfully used car parks. These permitted development rights pre-dated the 2025 planning permission by a decade at least. No planning condition was imposed restricting these PD rights. It is false then to claim that only 13 bays were envisaged or were in any way a limitation.	No.
2. Concern that Section 73 is not appropriate	A number of responses argue that the amendments go beyond what should be dealt with through a Section 73 variation. They say the changes should instead require a fresh planning application, full	We would encourage objectors to read Flexible options for planning permissions - GOV.UK which dates from 2014, as well as paragraphs 2.2 and 2.3 of the Planning Statement. The objection proceeds from a legally incorrect premise. The fact that a proposed amendment is described by objectors as	No.

	reassessment, and further public consultation.	“significant”, “major” or “substantial” does not, of itself, determine whether Section 73 is available. The relevant question is whether the amended scheme remains within the operative scope of the existing planning permission, and whether the proposed changes can properly be secured through variation of the relevant conditions. The recent authorities, including <i>Finney, Armstrong and Test Valley Borough Council v Fiske</i>, confirm that Section 73 cannot be used to change the operative part of the permission, or to impose conditions materially inconsistent with it. They do not establish a separate rule that any amendment said to be “fundamental” by third parties is automatically outside Section 73. The operative description of the extant permission is: “Demolish existing service station (comprising petrol filling station, shop, cafe, outbuilding and associated infrastructure) and erection of a new service station (comprising electrical vehicle charging points, shop, restaurant / cafe, toilets and associated infrastructure) together with landscaping, revised vehicular access and formation of a new pedestrian link.” The amendments now proposed remain squarely within that description. The development remains a service station comprising electric vehicle charging points, shop, restaurant/cafe, toilets, associated infrastructure, landscaping, revised vehicular access and pedestrian link. There is no change to the nature of the permitted development, nor any attempt to substitute a different form of development for that already authorised. The application is therefore properly made under Section 73. The objectors’ assertion that a fresh full planning application is required is not supported by the statutory framework or the relevant case law. The proper exercise for the local planning authority is to consider the proposed variation against the development plan and any material considerations insofar as	
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		they relate to the conditions proposed to be varied. It is not required to revisit the principle of the service station development already granted planning permission.	
3. Impact on Cranborne Chase National Landscape / AONB	Many objectors emphasise that the site lies within the Cranborne Chase National Landscape / AONB and, in some responses, the Dark Sky Reserve. They argue that the expanded EV provision, extra hardstanding, lighting, canopy structures, power infrastructure, and altered design would urbanise or industrialise a sensitive rural landscape.	Section 5 of the Planning Statement set out in detail the proposed amendments. Section 6 of the Planning Statement set out the development plan policies against which the amendments were tested. No objector questions that exercise or advance their own policy basis for the assertions made. Objectors should familiarise themselves with successive Government's policy of EV charging and permitted development rights.	No.
4. A303 traffic and road safety	A very common concern is that the A303 at Chicklade is a single carriageway stretch already viewed locally as congested and accident-prone. Objectors argue that 30 chargers would increase vehicle movements, turning movements, queuing, and conflict with traffic, especially vehicles turning right into or out of the site. One objection says EV bays may reduce parking for the farm shop/café and push parking into lanes/lay-bys.	According to the Dept. for Transport data, the A303 at Chicklade sees in excess of 20,000 annual average <u>daily</u> flows. According to CrashMap the stretch of the A303 near the site has only seen 3 recorded slight personal-injury collisions in the current 5-year period 2024 to 2020:  Claims that “The A303 around Chicklade is already an accident black spot” are not based in evidence. We trust that objectors can find some comfort in the lack of objection from Wiltshire Highways (20 th March 2026).	No.

		The assertion that additional EV charging spaces would displace ordinary customer parking and lead to overspill parking in the village, lay-bys or adjoining lanes is not supported by evidence and proceeds from a static view of vehicle ownership. EV charging provision should not be treated as a niche or ancillary form of parking. National transport policy and published forecasts point to rapid growth in EV ownership over the plan period. On that trajectory, an increasing proportion of customers using the service station, farm shop and cafe will arrive in electric vehicles. EV charging bays are therefore not a subtraction from customer parking; they are customer parking equipped to meet the needs of the future vehicle fleet. In practical terms, a customer charging an EV while using the shop or cafe is still occupying a parking space for the same broad purpose as any other customer. The proposed charging provision therefore reflects the changing composition of public vehicle ownership rather than creating a separate or abnormal parking demand. The submitted layout continues to make provision for both charging and non-charging users, including accessible parking provision. There is no evidential basis for the claim that the revised balance of spaces would result in overspill parking on local roads.	
5. Power/ electrical infrastructure	Several responses question how the increased energy demand from 30 rapid chargers would be met. Some suggest the approved infrastructure for 13 chargers would be insufficient, and that further substations, batteries, grid upgrades, or other infrastructure may be needed later.	Transport decarbonisation has been a policy priority for successive Governments. Objectors are well aware of the planning application for the solar farm at the point of putting pen to paper. Objectors are also aware, from discussions between InstaVolt and the village representatives, that power from the grid is not a constraint. We assert that a national EV charging infrastructure developer and a solar farm developer are familiar with the power needs and demands of their developments, being experts in their fields.	No.

6. Disabled parking	Multiple respondents state that disabled/blue badge parking appears to have been removed or reduced compared with the original approved plans. This is framed as an accessibility and inclusivity concern.	To the extent that Chicklade villages are concerned about DDA parking, all spaces are designed to be DDA bays (2.4x5m) with shared access zones between. Site plan T13 includes 'designated' bays near the building.	No.
7. Loss of rainwater harvesting and roof pitch changes	A recurring point is that the changed roof angle appears to remove the rainwater harvesting system. Objectors say this weakens the sustainability credentials of the scheme and could worsen local drainage or flooding issues.	The s73 application is accompanied by a drainage strategy which should allay the objectors' claims.	No.
8. Design and materials	Several respondents say the revised design looks cheaper, more industrial, or less visually appropriate than the original scheme. References are made to altered roof form, cladding, loss of stone or architectural detailing, and reduced design quality in a protected landscape.	S73 is the correct mechanism to venture design amendments. Amendments that must be tested by development plan policy and material considerations, not public opinion.	No.
9. Battery safety and environmental risk	Some responses mention battery safety, thermal runaway, contamination, watercourse risk, PFAS, and support for the Environment Agency's concerns. The common criticism is that insufficient evidence has been provided on fire, battery, water, and contamination risks.	The applicant has provided a BESS drainage strategy in response to comments from the EA.	No.
10. Lack of consultation / "stealth expansion"	A number of residents feel that the original proposal was presented to the village on the basis of a smaller, more sensitive scheme, and that the later move to 30 chargers represents expansion by stages. Some describe this as a "stealth" or "ratchet" approach.	We have shown above that the claim that only 13 chargers were in any way a limitation, are baseless on the facts. The planning permission provided for 25 chargers and actively encouraged that provision. Permitted development rights, not removed, would allow for more. Against that factual background, the provision of 30 chargers cannot reasonably be described as a "stealth" exercise.	No.

