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Project ref. LWP0038_005

Sent by email to developmentmanagement@wiltshire.gov.uk

Dear Georgina,

Chicklade Service Centre – Discharge of Conditions 15 and 24

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

Demolition works have begun at the site and the discharge of other pre-commencement planning conditions is imperative to expedite the opening of the site to the public so that it can support the Government's ambitions for transport decarbonisation.

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 2026 there are around 85,000 public EV chargers installed across the UK; installed between 2011 and 2026. 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.

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

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

24/12/2025, 11:25

Ground Breaks on our new ultra-rapid charging hub at former Chicklade Services - InstaVolt

22nd December 2025

Ground Breaks on our new ultra-rapid charging hub at former Chicklade Services

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We're thrilled to have officially broken ground on our landmark new ultra-rapid EV charging hub at the former Chicklade services on the A303. Set within the historic and picturesque Fonthill Estate, the development represents a major investment in the region's charging infrastructure and a significant step forward in supporting the UK's transition to electric mobility.

When complete, the hub will host over 30 ultra-rapid 160kW chargers, providing reliable, high-speed charging for drivers travelling along one of the South West's busiest strategic routes. The site has been carefully designed to offer a first-class customer experience, including 24-hour WC facilities, 59 customer parking spaces, and 11 dedicated staff spaces.

Plans also include an upmarket farm shop and café, offering local produce and high-quality refreshments for visitors. The development will be further enhanced by landscaped outdoor seating, green spaces, and a children's play area. A new footpath linking the hub to the village of Chicklade is also set to be constructed, improving access and supporting community connectivity.

Our CEO, Delvin Lane, was joined by Wiltshire Council Leader, Ian Thorn, Fonthill Estate Owner and Steward, Lord Alastair Margadale, and Project Manager, Bruno Skinner.

The Chicklade hub is scheduled to open in late Summer 2026.

<https://instavolt.co.uk/news/ground-breaks-on-our-new-ultra-rapid-charging-hub-at-former-chicklade-services/>

24/12/2025, 11:27

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InstaVolt is the UK's largest, fastest growing and most reliable rapid charge point operator, with over [3000 public rapid chargers across the UK](#) and [£250million financing just secured](#) to support the continued expansion of its rapid EV charging network across the UK and Ireland; one of the largest deals of its kind in the charge point operator market, it will help accelerate the rollout of InstaVolt's infrastructure while supporting continued investment in innovative technology, network reliability and the long-term EV driver experience.

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 have begun the process of implementing the recent planning permission by discharging conditions that prevent site clearance and demolition, in order to meet both InstaVolt's ambitious target for opening the hub but also supporting Government's ambitions.

Condition 15 states:

"No part of the development hereby by permitted shall be first occupied or brought into use until a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation has been submitted to, and approved in writing, by the local planning authority. 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."

The submitted Ground & Water Validation Report provides the verification report required by Condition 15.

The report should be read alongside the previously approved remediation strategy documentation, including the Ground & Water Remediation Method Statement, which set out the required approach to the removal of underground fuel storage tanks, associated chambers and pipework, and the validation sampling required from the base and walls of the resulting excavations. The purpose of the

validation exercise was to confirm that the remediation works had been carried out, that any residual contamination had been appropriately investigated and addressed, and that the site no longer presented an unacceptable risk to human health or the water environment.

The Validation Report records that Ground & Water attended the site during the tank removal works. It confirms that the underground petrol/diesel tanks were removed under environmental supervision, with the resulting excavations inspected and sampled. Following removal of the tanks in Trench 1, validation samples were taken from the base and sides of the excavation. Where discoloured and malodorous soils were encountered, these were removed and the excavation was deepened until no further visual or olfactory evidence of contamination remained. A further validation sample was then taken from the reduced level.

The report also records that two previously unidentified underground fuel storage tanks were discovered during the works along the southern boundary of Trench 1. Those tanks were removed so far as practicable, creating Trench 2. Ground & Water inspected and sampled that excavation also. Where the initial results and site observations indicated that further remediation was required, the report records that Trench 2 was subsequently deepened to 4.00m below ground level in order to remove the discoloured and malodorous soils from the base and sides of the excavation. Further validation samples were then taken from the base and sides of the deepened trench.

The report therefore demonstrates not only that the approved remediation works were undertaken, but also that the works responded appropriately to the conditions actually encountered on site. In particular, the discovery of additional tanks and the identification of localised impacted material did not result in matters being left unresolved; rather, those issues were investigated, excavated further where necessary, sampled and validated.

The report includes the results of the chemical laboratory testing undertaken as part of the validation exercise. The testing comprised analysis for contaminants directly relevant to the site's former petrol filling station use, including PAHs, speciated TPH, BTEX, MTBE, VOCs and SVOCs. The results were compared against Generic Assessment Criteria for a commercial land-use scenario, using a conservative 1% soil organic matter value where relevant.

The initial validation testing identified that a small number of PAHs, TPHs and VOCs were detected above laboratory limits of detection in two samples. However, comparison with the adopted assessment criteria showed that the recorded concentrations did not exceed the relevant screening values and were not considered to represent an unacceptable risk to human health receptors. Where discoloured and malodorous soils had been present, the relevant material was removed and subsequent sampling from the reduced levels confirmed that no further remediation was required in those areas.

Following the further excavation of Trench 2, the additional laboratory testing confirmed that no PAHs, TPHs or VOCs were above laboratory limits of detection in two of the four samples tested, and that

none of the results exceeded the adopted screening values. The report therefore demonstrates that the remediation criteria have been met.

The report also confirms that the excavations were backfilled using crushed concrete / Type 1 material sourced from Torr Works, with certificates included. It further confirms that excavated soils were stockpiled appropriately before removal from site, tested for waste disposal purposes, and removed with waste transfer documentation included.

On that basis, the submitted Validation Report provides the information required by Condition 15. It demonstrates that the works set out in the approved remediation strategy have been completed, that validation sampling and laboratory testing have been undertaken, that further excavation was carried out where site conditions required it, and that the remediation has been effective.

Ground & Water conclude that, following the remediation and validation exercises undertaken, no further remediation is required in relation to the removal of the underground fuel storage tanks, and that the site is not likely to be classified as contaminated land in accordance with Part 2A of the Environmental Protection Act 1990.

Accordingly, the submitted report satisfies the requirements of Condition 15 and provides the Local Planning Authority with the necessary basis to approve the discharge of that condition.

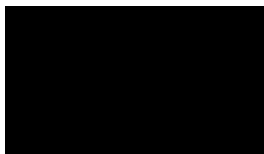
Correspondence associated with the discharge of **Condition 24** stated:

"Within 1 month of the assessment and remediation of the surrounding soils, a verification report should also be submitted to Wiltshire Councils Public Protection Service. The report should demonstrate the effectiveness of the remedial works and confirm that the land under and around the removed fuel tanks is suitable for its permitted use. These should be sent to: publicprotectionwest@wiltshire.gov.uk".

The verification report fulfils that request.

Lone Wolf Planning understands that Government Ministers and [OZEV](#) 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.