



Planning Statement

LAND ADJACENT TO CHIPPENHAM PIT STOP, OAKLEIGH ACRES, DRAYCOT
CERNE, CHIPPENHAM, SN15 5LH

M T Barnsley Ltd

AUGUST 2026





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1. Introduction

- 1.1 Pearce Planning have been appointed by M T Barnsley Ltd (the applicant) to prepare a planning application for the proposed change of use of an area of land adjacent to the south/south west of the existing Chippenham Pit Stop to provide additional lorry parking due to ongoing demand for designated lorry parking in this location

2. Site and Surroundings

- 2.1 The application site is located adjacent to the southern/southwestern boundary of the existing Chippenham Pit Stop, Oakleigh Acres, Draycot Cerne, Chippenham, SN15 5LH and extends to approximately 0.35ha. It would be a logical addition to the existing lorry park and would infill this section to square off this part of the wider site.
- 2.2 The pit stop itself is a well-established truck stop and motorway services just off Junction 17 of the M4 and provides fuelling facilities, electric vehicle charging facilities, a café, shop, outdoor gym, laundrette, toilets and showers. It provides a safe and secure location for lorry drivers needing to park overnight with CCTV, night security guards and spaces can be pre-booked via an app.
- 2.3 The site currently comprises an area of sparsely vegetated land, with some trees and hedgerows around the boundary. It is understood that the land was previously cleared in the 1980s, scrapped off and grade 1 aggregate laid so that the site could be used to park lorries/vehicles.
- 2.4 In terms of the wider context, this has been subject to a lot of change and development in recent years. This has included a previous extension to the Pit Stop on an area of land to the northeast, which was granted permission in April 2024 (app ref: PL/2022/05313) and the large development (Chippenham Gateway) to the west of the site at Indurrent Park, which has been largely built out. Indurrent Park is a 30ha development storage and distribution site with large buildings in commercial use.
- 2.5 Further to the north is a National Highways Depo and Recycling Centre and to the east is Westbrook Farm, the Wessex Auction Rooms and OTM Promotions. As such there this is not an isolated or undeveloped area.
- 2.6 Access to the site would be provided through the existing Pit Stop as shown on the accompanying plans. This has a direct access to the B4122, leading to the A350 which then connects to Junction 17 of the M4. As such the site is well located to provide access to HGVs and lorries.



3. Planning History

- 3.1 The Council's online planning application database does not show any recent planning applications relating to the site, however there are a couple of historic applications and a number of planning applications in the nearby vicinity which are considered relevant to the application proposals, as summarised below.
- N/79/00202/F – Dwelling at Oakleigh Acres - approved 21/05/1979
 - N/78/00700/F – Agricultural Dwelling – refused 18/12/1978
 - N/06/01914/FUL – Erection of an agricultural storage building – withdrawn 13/09/2006
 - N/06/01360/AGN – Agricultural Storage Building – application does not need permission – 27/06/2006
- 3.2 Given the age of these applications and the types of development proposed, they are not considered relevant to the determination of this planning application.
- PL/2025/03307 – Erection of B8 unit and associated works – pending.
- 3.3 This application is currently pending on a greenfield site nearby to the west of the application site. The proposed site plan which accompanies this application shows a large 20m x 35m service depot building, office block and expansive area of hardstanding proposed for lorry parking and car parking (47no. spaces and 19no. staff car parking spaces).
- PL/2022/05313 – Change of use of land and development to form lorry parking and EV charging facilities as an extension to the existing Chippenham truck stop and services comprising hardstanding, boundary treatments, landscaping and associated infrastructure – approved 19/04/2024.
- 3.4 This planning application was for a previous extension to the Pit Stop site on a 1.35ha area of land to the north east to provide 44 new car bays, 62 new HGV spaces, 15 van bays and EV charging facilities for 18 cars. This development has now been completed. In the officer's report associated with this approval the negative impacts of unmet demand for HGV/lorry parking are highlighted, including economic impacts in terms of limiting the smooth transport of freight across the country in a timely manner, social implications in terms of the welfare of HGV drivers, HGV parking taking place in unsuitable locations and increasing the risk of drivers exceeding their legal drive time limit.
- 3.5 It is also relevant to note that the report states *"I attribute substantial weight to the national policies that show strong support for this type of development, as well as the significant social and economic gains that this would arise from it. Therefore, on balance, I consider that the conflict with the spatial strategy is outweighed, and the principle of development is acceptable under these circumstances."*
- 3.6 The report also acknowledges that although the site has a rural character, this is influenced by the surrounding commercial activities.
- 17/03417/OUT – Outline planning for the erection of up to 1,000,000 sq ft of Class B8 (storage and distribution) employment space and associated infrastructure – approved 23/08/2018



- 3.7 This outline consent granted permission for a number of large storage and distribution buildings across the site and has been followed up by various reserved matters approvals, the details of which have not been included here. This development has largely been completed.



4. Application Proposals

4.1 The application description of development is as follows: -

“Change of use of land to lorry parking, provision of hardstanding and other associated development and infrastructure ”

- 4.2 The application proposals seek to change the use of the site so that it can be used for lorry parking as an extension to the existing Chippenham Pit Stop. This is required due to additional demand for suitable and safe lorry parking in this location. Further details of the need for this additional parking is provided below in Section 6 and in **Appendix 1**.
- 4.3 The proposals also involve associated development and infrastructure including hardstanding, boundary treatments, drainage, landscaping and lighting.
- 4.4 Overall the development will provide 20 no. additional HGV parking spaces and is proposed to retain the existing boundary hedgerow and to enhance this.
- 4.5 Lighting is a key requirement of the development due to health and safety and security considerations. The location of proposed lighting is shown on the submitted site layout plan and further details of this can be secured by condition. It is though proposed that any lighting would be sensitive to ecology, if required, and suitable to the site context. Lighting was included on the previous extension to the Pit Stop and so is assumed that it would be acceptable on this part of the site also.
- 4.6 Access to the site will be via the existing Chippenham Pit Stop entrance, as shown on the submitted plans.



5. Planning Policy

Policy Context

- 5.1 Section 38 (6) of the Planning & Compulsory Purchase Act 2014 requires planning decisions to be made in accordance with the Development Plan unless material considerations indicate otherwise. This is also reflected by paragraph 48 of the National Planning Policy Framework (NPPF) December 2024.
- 5.2 The Development Plan includes adopted local plans, neighbourhood plans that have been made and published spatial development strategies, together with any regional strategy policies that remain in force. Neighbourhood plans that have been approved at referendum are also part of the development plan, unless the local planning authority decides that the neighbourhood plan should not be made.
- 5.3 The weight to be applied to the Development Plan will depend on its conformity with the NPPF which was published in 2024. The degree of importance placed on emerging local policy will depend on how far it has advanced through the process of adoption, the level of objections raised and conformity to the NPPF. The NPPF is supported by the National Planning Practice Guidance (NPPG) which is updated online.

Development Plan

Overview

- 5.4 The Development Plan for Wiltshire Council currently comprises: -
- Wiltshire Core Strategy (incorporating saved policies from district local plans) (2015)
 - Chippenham Site Allocations Plan
 - Wiltshire Site Allocations Plan
 - Minerals and Waste Plans
 - Made Neighbourhood Plans
- 5.5 The adopted policy map shows that the site is located outside of the defined settlement boundary but is not the subject of any specific safeguards or designations. It is located within the Sutton Benger Neighbourhood Plan area.
- 5.6 The site is not within an area at risk of flooding, located in flood zone 1 and there are no listed buildings or other designated heritage assets on, or within the vicinity of the site.
- 5.7 The most relevant policies to the application proposals are summarised below.

Wiltshire Core Strategy

- 5.8 Core Policy 1: Settlement Strategy identifies the settlements where sustainable development will take place to improve the lives of all those who live and work in Wiltshire. Wiltshire's Principal Settlements of Chippenham, Trowbridge and Salisbury are the primary focus for development.



- 5.9 Core Policy 2: Delivery Strategy states that other than in circumstances as permitted by other policies in the plan, development will not be permitted outside the limits of development, as defined on the policies map.
- 5.10 Core Policy 48: Supporting Rural life states that proposals which will focus on improving accessibility between towns and villages, helping to reduce social exclusion, isolation and rural deprivation, such as transport and infrastructure improvements, will be supported where the development will not be to the detriment of the local environment or local residents.
- 5.11 Core Policy 50: Biodiversity and Geodiversity states development proposals must demonstrate how they protect features of nature conservation and there is an expectation that such features shall be retained, buffered and managed favourably in order to maintain their ecological value, connectivity and functionality in the long-term. Where it has been demonstrated that such features cannot be retained, removal or damage shall only be acceptable in circumstances where the anticipated ecological impacts have been mitigated as far as possible and appropriate compensatory measures can be secured to ensure no net loss of the local biodiversity resource, and secure the integrity of local ecological networks and provision of ecosystem services.
- 5.12 All development proposals shall incorporate appropriate measures to avoid and reduce disturbance of sensitive wildlife species and habitats throughout the lifetime of the development.
- 5.13 All development should seek opportunities to enhance biodiversity.
- 5.14 Core Policy 51: Landscape advises development should protect, conserve and where possible enhance landscape character and must not have a harmful impact upon landscape character, while any negative impacts must be mitigated as far as possible through sensitive design and landscape measures.
- 5.15 Core Policy 52: Green infrastructure states development shall make provision for the retention and enhancement of Wiltshire's green infrastructure network and developers shall be required to, inter alia, retain and enhance existing on site green infrastructure.
- 5.16 Core Policy 57: Ensuring high quality design and place shaping states development is expected to create a strong sense of place through drawing on the local context and being complementary to the locality. This includes making efficient use of land whilst taking account of the characteristics of the site and the local context to deliver an appropriate development which relates effectively to the immediate setting and to the wider character of the area.
- 5.17 Core Policy 60: Sustainable Transport advises the Council will use its planning and transport powers to support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire. This will be achieved by, inter alia, maintaining and selectively improving the local transport; promoting appropriate demand management measures; and influencing the routing of freight within and through the country.
- 5.18 Core Policy 62: Development Impacts on the Transport Network states development should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages. Proposals for new development should not be accessed directly from the national primary route network outside built-up areas, unless and over-riding need can be demonstrated.



- 5.19 Core Policy 65: Movement of Goods confirms the Council and its partners will seek to achieve a sustainable freight distribution system which makes the most efficient use of road, rail and water networks. In particular, overnight lorry parking should be provided in the vicinity of the advisory freight network, either where demand can be demonstrated or to alleviate nuisance caused in local communities.
- 5.20 Core Policy 66: Strategic Transport Network advises work will be undertaken in conjunction with transport operators that will seek to develop and improve the strategic transport network to support the objectives and policies in the Core Strategy and Local Transport Plan.

Saved Policies from North Wiltshire Local Plan

- 5.21 NE14: Trees and the control of new development – permission will not be granted for proposals that would result, or be likely to result, in the loss of trees, hedges, lakes/ponds or other important landscape or ecological features that could be successfully and appropriately incorporated into the design of a development.
- 5.22 NE18: Noise and Pollution – development will only be permitted where it would not generate, or itself be subject to, harm upon public health or cause pollution to the environment by the emission of excessive noise, light intrusion, smoke, fumes or other forms of air pollution.

Wiltshire Local Transport Plan 4 (LTP4) Freight Sub-strategy March 2025

- 5.23 Measure I2.4: HGV parking and rest stops – we will promote the creation of rest stops and HGV parking facilities on the freight network, including on the SRN. This will ensure drivers have convenient, well-located rest facilities which can support their wellbeing.
- 5.24 The benefits are listed as reduced greenhouse gas emissions and emission intensity of travel, as it will prevent drivers from spending time searching for a convenient mandatory rest stop; promotes a healthy, safe and secure network for freight drivers and other network users; reliable journey times; and HGV rest stops can be upgraded to include EV charging points to increase uptake of lower emission vehicles.
- 5.25 In terms of possible locations, these are stated as being county-wide, on or near to the signed freight network.

Material Considerations

- 5.26 Material considerations in the determination of any planning application on the site would include national guidance in the NPPF and Planning Practice Guidance (PPG), emerging Local Plan documents and any supporting supplementary planning documents.

NPPF

- 5.27 The NPPF 2024 provides national policy to help guide local plan makers and decision takers in the approach Central Government is taking to development proposals. The NPPF was originally prepared in 2012 but has been updated and superseded in 2018, 2019, 2021 and 2023. The NPPF 2024 promotes sustainable development through achieving social, economic and environmental objectives.
- 5.28 Paragraph 11 provides a presumption in favour of sustainable development for plan making and decision taking. 11c requires decision makers to approve development proposals that accord with up-to-date



Development Plans without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a **strong** (our emphasis) reason for refusing the development proposed: or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

- 5.29 Chapter 4 refers to Decision making and requires planning authorities to approach decisions in a positive and creative way. Paragraph 48 restates planning law which requires development proposals to be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.30 Chapter 6 relates to building a strong, competitive economy and paragraph 85 confirms that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, considering both local business needs and wider opportunities for development.
- 5.31 Chapter 9 concerns promoting sustainable transport and advises at paragraph 116 that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe.
- 5.32 Paragraph 114 confirms that planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance.
- 5.33 Chapter 12 refers to achieving well designed places. Paragraph 131 reinforces that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Paragraph 135 a-f set out criteria which planning decisions should ensure developments meet, including that they are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); and optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development.
- 5.34 Chapter 14 relates to flooding and advises that when determining any planning applications local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Paragraph 176 clarifies that applications for some minor development and changes of use should not be subject to the sequential test, nor the exception test.
- 5.35 Chapter 15 relates to conserving and enhancing the natural environment. Planning decisions should contribute to and enhance the natural environment.

Draft Revised NPPF (December 2025)

- 5.36 The Government consulted on a revised version of the NPPF during December 2025 – March 2026. This consultation document included the following draft policies which are relevant to this application. Although these policies do not yet carry any weight, it shows the ongoing support and importance of



ensuring adequate overnight lorry parking and associated facilities are provided and the benefits of doing so.

- 5.37 Draft policy TR1: Vision-led approach to planning for transport – this includes providing for any transport facilities that need to be located in the area, or for their necessary expansion or adaptation, and the infrastructure and wider development required to support them. This includes lorry parking facilities.
- 5.38 Draft policy TR5: Roadside facilities – development proposals for roadside facilities located outside of settlements should:
- a) Meet an evidenced need to improve the safety and welfare of road users, or to improve access to electric vehicle charging infrastructure or other alternative fuels, if new or significantly expanded facilities are being proposed. This includes the provision of overnight lorry parking facilities to address any local or wider shortages and reduce the risk of parking in locations which lack appropriate facilities or could cause a nuisance; or
 - b) Improve driver welfare and security, support changes in transport technology, or improve environmental impacts (such as through the facility's design, landscaping or measures to support climate change mitigation), where the proposal is to upgrade existing facilities without significant expansion.



6. Planning Assessment

Principle of development

- 6.1 In the officer's report associated with the previous extension to the truck stop it is concluded that the proposal is in conflict with the local plan's spatial strategy under Core Policies 1 and 2 but that the local plan should be read as a whole, and the need to make transport and infrastructure improvements is made clear elsewhere within it. Furthermore, substantial weight was attributed to the national policies that show strong support for this type of development, as well as the significant social and economic gains that would arise from it. On balance the conflict with the spatial strategy was outweighed and the principle of development was considered acceptable under these circumstances.
- 6.2 This decision making process is still considered to apply to this application as there is still a need for additional lorry parking in this location and there is still strong support from national policy and it is proposed to carry this through to the new version of the NPPF.
- 6.3 We understand from the operator of Chippenham Pit Stop that since opening the 63 bay extension last February the additional space is now regularly full again and therefore at risk of having to turn people away. A letter from the Road Haulage Association (RHA) is also included at **Appendix 1** which confirms that the provision of an additional 20 bays will mean 80 less nights a week in laybys or residential areas for drivers.
- 6.4 Core Policy 65 and paragraph 114 of the NPPF is clear that where there is demand/additional need for additional overnight lorry parking facilities proposals for additional provision should be supported and it is logical and should especially be the case where it would form part of an existing, established facility.
- 6.5 The Road Haulage Association (RHA) is the UK's largest dedicated trade association representing HGV, coach and van operators. According to the RHA's website (www.rha.uk.net/campaigns/roadside-facilities) nationally there is an estimated 11,000 lorry parking space shortage. With utilisation of lorry parking spaces at 83% nationally, and as high as 100% on some key routes, the lack of available facilities on the UK's road network makes recruitment, retention and diversity of drivers much more difficult. To quote directly from their website:-
- 6.6 *"The lack of safe, secure parking and welfare facilities available to drivers, results in many drivers having to take their rest periods in their vehicles at the side of the road with no access to hygiene facilities. These drivers are also at risk of freight crime, which is a constant danger to those who have no choice but to park off site in laybys and industrial estates.*
- 6.7 *Operators of lorry parking sites have no commercial incentive to invest or improve their facilities. Overall dissatisfaction with UK roadside facilities is high at around 62%. Our driver facilities campaign aims to secure more lorry and coach parking, improve the overall standard of driver facilities, and highlight the importance of driver welfare and wellbeing.*
- 6.8 *Our campaign to tackle freight crime focuses on boosting awareness, increased deterrents and greater police resource. The RHA supports the National Vehicle Crime Intelligence Service, the police unit that gathers intelligence and helps tackle freight crime. We are also working directly on practical measures that can improve both capacity and standards of truck parking in the UK through a Government taskforce. This group brings together Government and road haulage industry stakeholders to explore and overcome the issues preventing the creation of the strong network of truck parking facilities the UK economy needs".*



Character and Appearance

- 6.9 Although the site is located in a rural area, it is very much surrounded by similar commercial development and would be seen within the context of the existing truck stop as well as the large development at Chippenham Gateway to the west. This site is a logical infill to the existing facility, squaring off the south west corner. It is proposed to retain the existing boundary vegetation and this could be strengthened if it was felt necessary in order to further mitigate and improve the visual impacts of the proposal, albeit these are considered to be minimal.
- 6.10 There is also potential that the context of the site could change further with the pending application to the west.

Highways and Access

- 6.11 Access to the site would be through the existing truck stop entrance as shown on the submitted plans and this can accommodate the additional movements resulting from the development, as set out within the supporting transport statement.
- 6.12 This also confirms that whilst the development would give rise to a small number of additional HGV movements to and from the site, these lorry movements are already on the wider road network.
- 6.13 The plans contained within the report also demonstrate that the proposed lorry parking spaces can be accessed through swept path analysis.
- 6.14 The proposals are therefore acceptable in relation to transport and highway considerations.

Flood Risk & Drainage

- 6.15 A Flood Risk Assessment and Drainage Strategy has been prepared by Air and Flood Risk Consultants. This summarises that the site is located within flood zone 1 and therefore low risk.
- 6.16 It is proposed that surface water is managed through a treatment drain designed to control both runoff rate and water quality as detailed in the supporting report.
- 6.17 In line with the NPPF requirements the proposed development can proceed without being subject to flood risk. Furthermore, through the implementation of suitable surface water management techniques, the development will not increase flood risk to the surrounding area.

Ecology & Biodiversity Net Gain

- 6.18 The supporting Ecological Impact Assessment outlines how the site comprises ruderal/ephemeral and native hedgerow with trees associated with a bank or ditch. No priority habitats were identified on site.
- 6.19 In terms of the baseline ecological conditions, nine species of bat were recorded on site, an active badger sett was recorded offsite within 30m of the development and the boundary hedgerow was assessed as suitable habitat for invertebrates and birds. Additional surveys were undertaken in relation to bats and badger as detailed in the report.
- 6.20 Overall, the assemblage of bats is assessed to be of Local importance for nature conservation.
- 6.21 The proposals have been designed to retain key important ecological features, namely the offsite woodland copse west of the site and the southern boundary hedgerow. The retention of boundary



habitats and proposed landscape planting will maintain commuting habitat for horseshoe bats and other nocturnal species, and protect the offsite badger sett.

- 6.22 Overall, there are predicted to be no significant impacts on biodiversity as a result of the development.
- 6.23 In relation to Biodiversity Net Gain (BNG) the supporting BNG Report confirms that to achieve the required 10% net gain requirement, units will need to be secured through a third party habitat bank provider which can be detailed within a Biodiversity Gain Plan secured by planning condition. Requirements for hedgerow units are achieved through enhancement of retained hedgerow habitat.

Trees

- 6.24 The submitted Arboricultural Survey and Impact Assessment concludes that overall, the majority of the trees were considered to be diseased and of low arboricultural quality and value. The supporting Tree Constraints Plan also shows that the relevant root protection areas can be incorporated into the development area.

Lighting

- 6.25 Due to health and safety requirements, as well as site security, there will be a need for lighting at the site, with this shown indicatively on the submitted plans. On the application for the previous extension to the truck stop a lighting scheme was agreed, which was sensitive to the ecological conditions on the site and the site context overall whilst still being fit for purpose. It is considered therefore that suitable lighting can be provided on this part of the site and that further details of this can be conditioned.

7. Conclusion

- 7.1 Overall, the proposals are considered acceptable when considered against the relevant local plan policies and NPPF. The development will create 20 no. additional lorry parking spaces within the existing truck stop which, as referenced above, there is a critical need for, and it is logical to provide these within an existing facility that is well located to the SRN.
- 7.2 As demonstrated by the accompanying reports, there are no technical reasons for refusing the application and no adverse impacts that would significantly or demonstrably outweigh the benefits of allowing the proposals. Therefore the application proposals should be approved.



APPENDIX 1 – ROAD HAULAGE ASSOCIATION LETTER

Chippenham Pitstop application – supporting statement



The Road Haulage Association is a highly regarded and respected industry body, that advises Government and local authorities across the 4 nations on all things road freight, we represent over 8k HGV, Coach and van operators in the UK and have been doing so for over 80 years.

The National Survey of Lorry Parking identifies a shortage in the UK of in excess of 11k lorry parking spaces and we fully support this planning application for much needed truck parking in this area.

Chippenham Pit Stop offer a much needed facility for truck drivers in this area and the extension to their lorry park it could offer another 20 bays which will mean 80 less nights a week in laybys, or residential areas for lorry drivers, which means those drivers, will benefit from a hot shower, toilet facilities, a meal and get a good night's sleep, without worrying if someone is going to steal their fuel or load.

The industry is facing a national driver shortage, over 60k drivers, we have seen the disruption recently in the supply chain, through driver shortage, well if we're telling drivers you must sleep in a layby, go to the toilet in the hedge, not eat a meal after a day's work and don't let your fuel or load get stolen, it's not exactly attractive to recruiting new blood into the industry.

With only 1% of the HGV driving workforce being female, this does not help or encourage women into the industry, knowing they must spend the night away from home, with no access to basic welfare facilities and at risk of being attacked.

The fact is, that most truck stops are full to capacity most nights which results in turning drivers away, shows the real need for safe and secure HGV parking, with good food and decent welfare facilities, such as toilets and showers.

This means drivers unable to park in a truck stop, are facing the prospect of possibly exceeding their legal driving limit to find a secure parking area or put themselves and their vehicle and load at risk of theft, by parking on the roadside, this is not acceptable, when HGV drivers are regulated by law, to very strict driving and rest hours, for the safety of themselves and other road users.

Truck stops are a necessary development, not a whim, they will be serving the very industry that delivers everything you need, remember 98% of everything we eat, use, sleep on or wear, spends some time on the back of a lorry.

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