

APPLICATION FOR FULL PLANNING PERMISSION CASE OFFICER REPORT

APPLICATION REFERENCE:	PL/2026/01944
APPLICATION TYPE:	Full planning permission
SITE ADDRESS:	Morrisons, West Cepen Way, Chippenham, SN14 6UZ
DEVELOPMENT DESCRIPTION:	Creation of an EV charging zone, sub-station enclosure, LV panel, meter cabinet and associated works
RECOMMENDATION:	Approve

Dates of site visits: 29.04.2026 and 07.09.2026

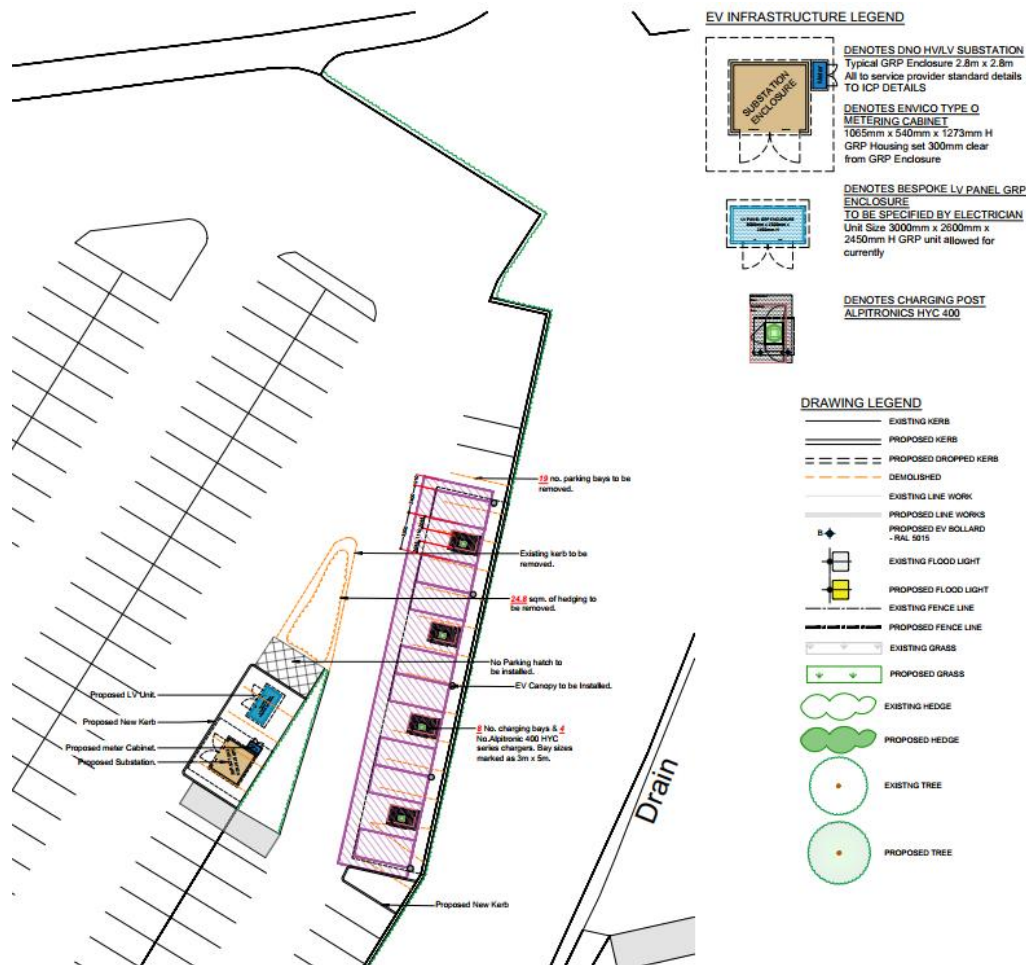
PROPOSAL

The application seeks full planning permission for the creation of an electric vehicle (EV) charging area within part of the existing customer car park at Morrisons, West Cepen Way, Chippenham. The proposal comprises the installation of EV charging infrastructure, together with a substation enclosure, low voltage (LV) enclosure, meter cabinet and associated works. A total of 20 existing parking spaces would be reconfigured to facilitate the development.

The proposals are approximately in the area indicated in green on the aerial photograph below (annotated by case officer):

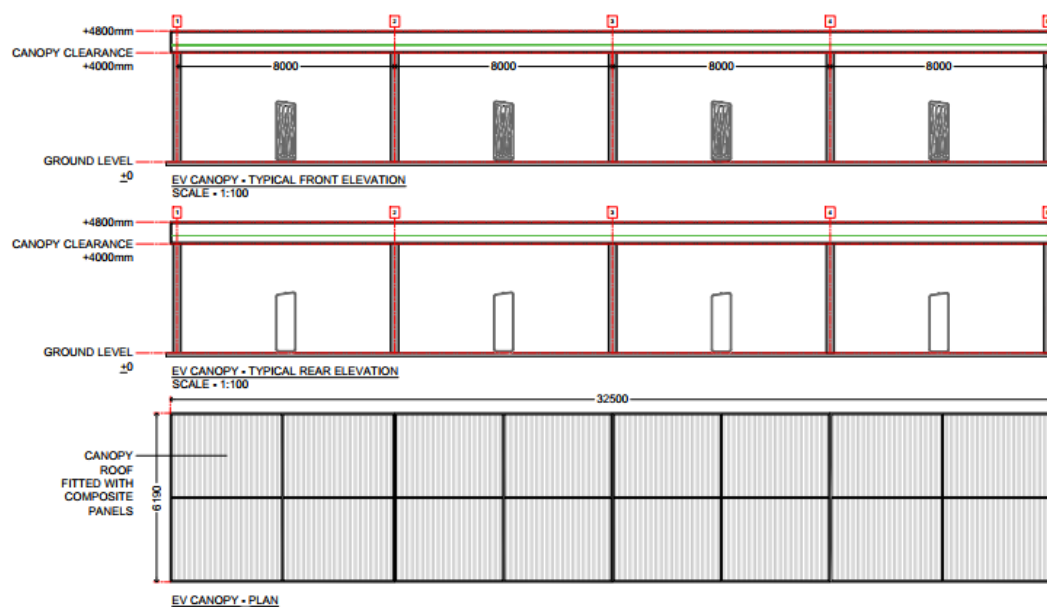


Below: Extract of submitted proposed site plan:

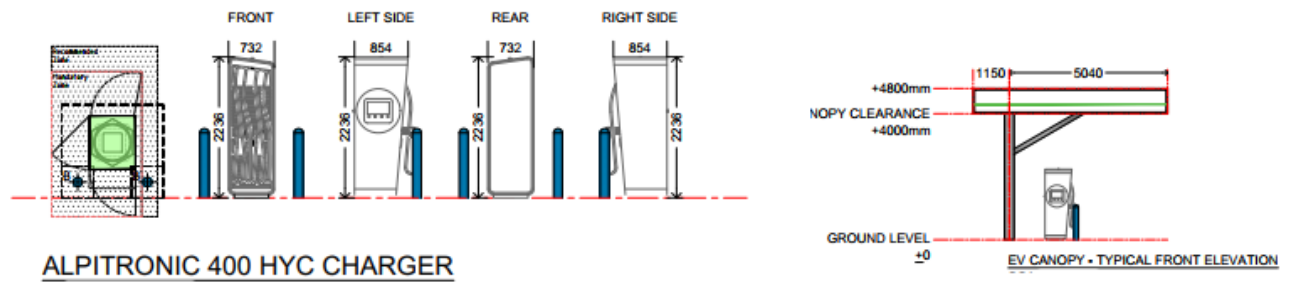


The submitted plans indicate that the EV charging equipment would comprise rapid charging units located within the existing car park.

Below: Canopies as indicated in purple hatching on the plan above:

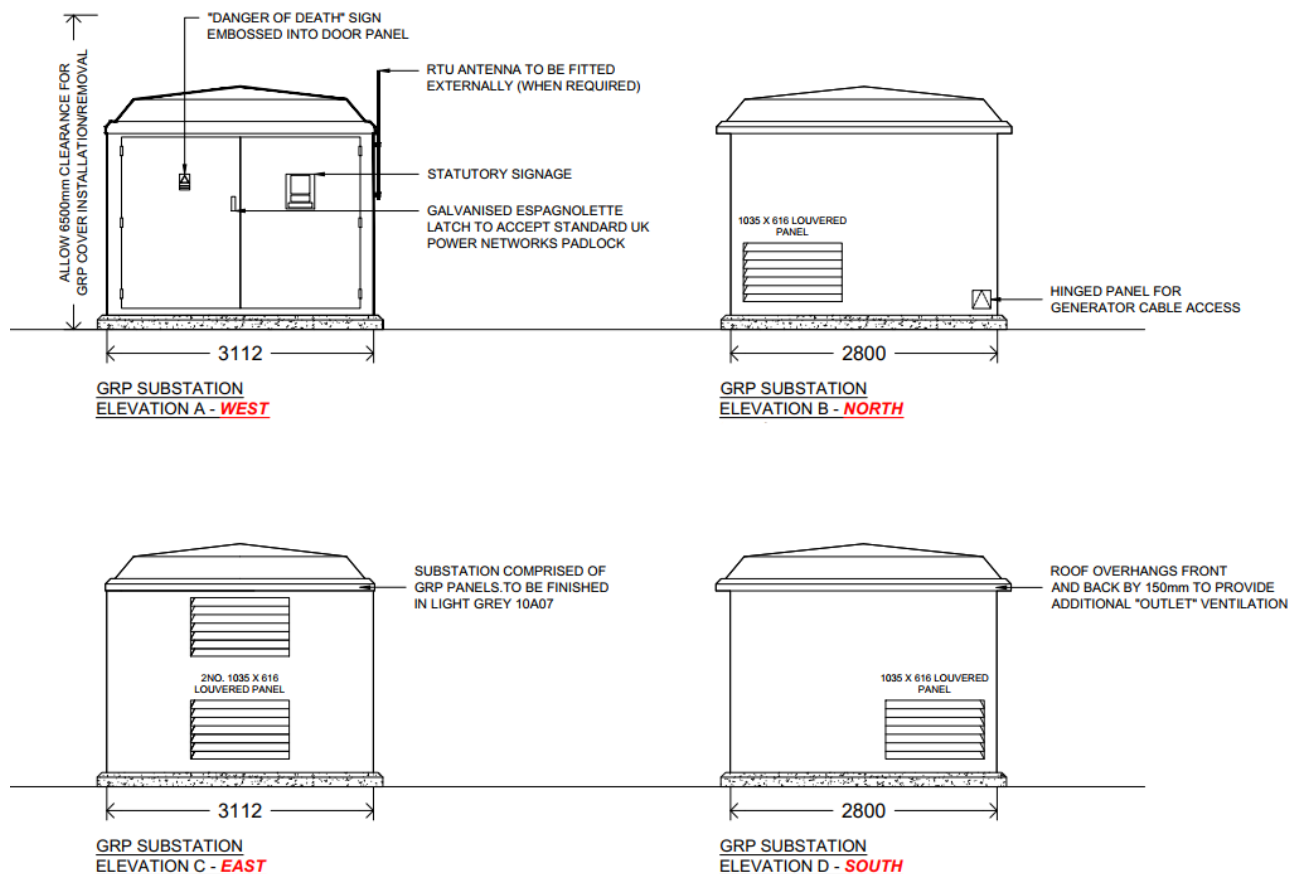


Below: submitted details of charging units, to be sited within the proposed canopies:

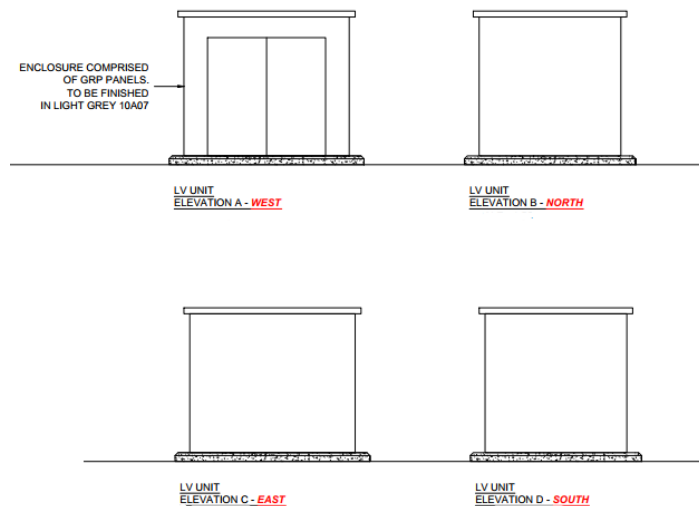


Supporting electrical infrastructure would include a GRP substation enclosure finished in light grey, measuring c3.1m by 2.8m with a height of approximately 2.8m; a GRP Low Voltage (LV) enclosure measuring c3.0m by 1.5m with a height of approximately 2.45m; and an associated meter cabinet.

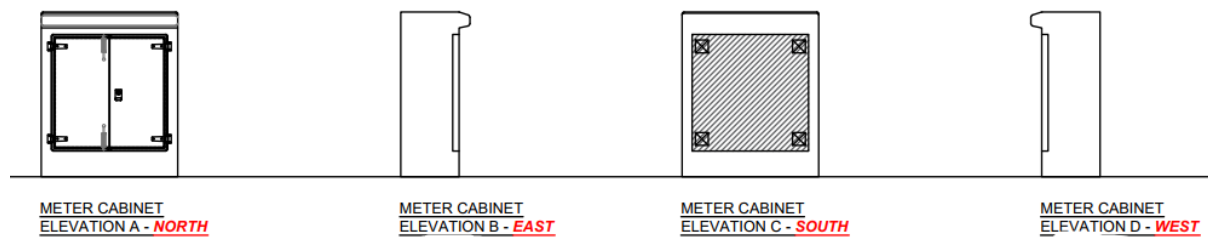
Below: extract of submitted plans – GRP substation



Below: extract of submitted plans – Low Voltage enclosure



Below: extract of submitted plans – Meter Cabinet



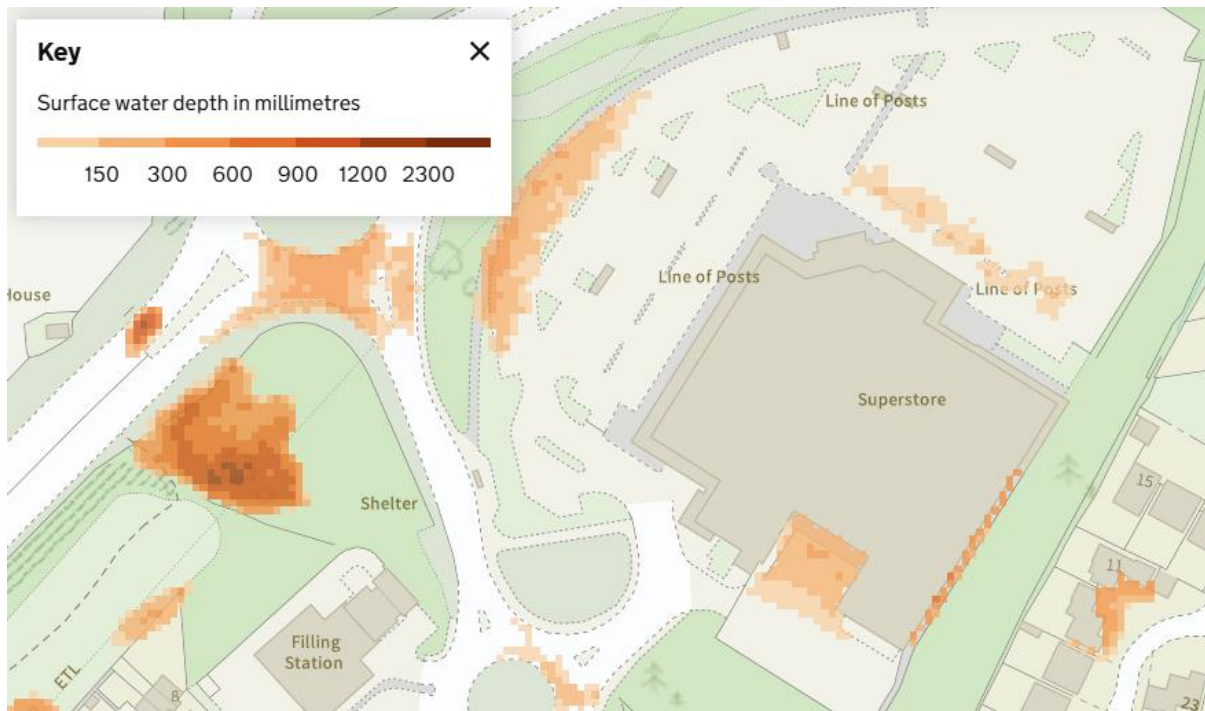
The site currently forms part of the customer car park serving the supermarket and would remain in that use following implementation of the development.

Note that during the life of the application revised plans were submitted which repositioned some of the associated infrastructure within the application site. This report is based on those revised plans.

SITE DESCRIPTION/CONTEXT

The site is Morrisons supermarket, located to the south and east of West Cepen Way. The store itself is located on the eastern side of the plot, with parking etc wrapping around the western and northern sides. The site is accessed from the south.

There are no ecological, historical or landscape designations covering the site, and there are no listed buildings in the vicinity. The site is in flood zone one. Areas of the site are at risk of surface water flooding, as shown in orange on the plan below, however the council's SFRA advises there is negligible risk from groundwater flooding due to the nature of the local geological deposits.



PLANNING HISTORY

The site has extensive history in relation to the evolution of the site over time, which includes both the supermarket premises and petrol refilling station, which is located to the southwest of the application site. The applications that appear to be in relation to the supermarket premises, service area and car parking are included below. This is not an exhaustive list of all permissions in relation to the wider site.

- PL/2025/04528 - New van canopy with existing service yard. New fence to van parking compound within existing car park.
- PL/2025/00114 - Removal of existing Calor Gas and erection of three new jet washes, combi unit, valeting bay and associated works
- PL/2024/00519 - Installation of Photovoltaic Solar generation equipment to flat roof area, no higher than any existing plant or equipment already in situ – Prior Approval Not Required
- 17/04035/FUL - Removal of External Pharmacy Lobby Entrance and Inner Entrance doors. Opening Infilled with Glazed Screen, Frame Colour to Match Existing Glazed Screens Adjacent – Approve with Conditions
- N/12/00189/FUL - Installation of a Refrigeration Condenser Unit – Approve with Conditions
- N/07/00728/FUL - Mezzanine for Refrigeration, Plantroom/Storage – Approve with Conditions
- N/07/01850/FUL – Hinged Roof Guardrail – Approve with Conditions
- N/07/00734/FUL - Roof Mounted Condenser – Approve with Conditions
- N/06/02656/FUL - Supermarket Extension To Increase Sales Area And Warehouse. Modifications To Car Park As Part Of Extension Works – Approve with Conditions
- N/03/00742/FUL – Extensions to existing retail store - Approve with Conditions

RELEVANT POLICIES AND GUIDANCE

National Planning Policy:

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)

Development Plan:

The development plan for Wiltshire comprises the *Wiltshire Core Strategy (WCS)* (adopted January 2015) and any made neighbourhood plans, which remains the principal statutory planning document guiding development across the county. In line with Section 38(6) of the Planning and Compulsory Purchase Act 2004, planning decisions must be made in accordance with the development plan unless material considerations indicate otherwise.

Though the development plan is considered as a whole, those parts deemed to be particularly relevant to this application are listed below:

The adopted *Wiltshire Core Strategy (WCS)*, with particular regard to:

- Core Policy 1 Settlement Strategy
- Core Policy 2 Delivery Strategy
- Core Policy 41 Sustainable Construction and Low-Carbon Energy
- Core Policy 57 Ensuring High Quality Design and Place Shaping
- Core Policy 60 Sustainable Transport;
- Core Policy 64 Demand Management
- Core Policy 67 Flood Risk

Draft Wiltshire Local Plan

At Full Council on 19 May 2026, the elected members of Wiltshire Council agreed to withdraw the emerging Wiltshire Local Plan. The said Plan has no material weight for the purposes of the application.

In accordance with Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2026, on 30th June 2026 Wiltshire Council published a notice of intention to prepare a new local plan for Wiltshire. The next stage is a Scoping Consultation which commences on 2nd September 2026. This plan is at a very early stage and currently carries no weight for decision making.

Chippenham Neighbourhood Plan:

- Policy T3 – Electric Vehicle Charging Infrastructure

Supplementary Planning Documents and other Guidance:

- Wiltshire Design Guide (adopted April 2024)
- National Design Guide

ISSUES

The main issues that need to be addressed in this case include:

- Whether the development is acceptable in principle (CP 1 and 2)
- Whether the scheme constitutes high quality design (CP 57)
- Whether the scheme would have an acceptable impact upon the reasonable living conditions of the adjoining occupants (CP 57)
- Whether the proposal would have a negative effect upon highway safety, including if there is sufficient parking for the proposed development (CP 60 - 64)
- Whether the site can be adequately drained without increasing flood risk elsewhere (CP 67)

CONSULTATION RESPONSES

The views of consultees are material considerations in the determination of the application. However, the decision-maker must exercise their own planning judgement. Where consultees raise concerns or recommend conditions, these have been considered and are addressed within the assessment section of this report.

Chippenham Town Council: Support

“Support. The proposed installation of EV charging spaces is welcomed in terms of providing public EV charging points and aiding the shift to electric vehicles and reducing carbon emissions. As per Policy T3 of the Chippenham Neighbourhood Plan it is requested that the Applicant confirms that the proposed charge points would be fully accessible to all potential users including disabled people, those with reduced mobility and older people in line with the latest relevant technical standards, these being PAS 1899:2022 'Electric Vehicles - Accessible Charging - Specification'. The submitted site layout plan indicates that an EV canopy would be installed. Elevation plans to show the canopy over the proposed EV charging spaces are required. If not already proposed it is requested that this be a solar canopy to help generate the electricity required to supply the facility.

The reduction in 20 car parking spaces serving the store, arising as a result of the proposal, would unlikely result in any material increase in off-site parking, with the remaining car park being large enough to accommodate the parking demand for this store.”

WC Highways: No objection

“The proposal to site an EV charging station within the car park for Morrisons supermarket is to be accessed from the public highway at Stainers Way and enter the site within the car park to the rear of the supermarket. There may be a slight increase in the vehicle movements due to the attraction rate of a charging hub for public use, but not to such a degree that a severe highways impact is likely due to the trip attraction of 8 number charging bays. Therefore, as far as Highways Development Management is concerned there is no material objection to this proposal.

However, I cannot comment on the technical requirements of EV charging, and I have therefore requested that our EVI team be consulted to ensure that the correct infrastructure is to be supplied according to local requirements.

No objection to the revised layout Plan 14313-2348-21 Rev C.”

EVI Team: No objection

The Council's Electric Vehicle Infrastructure Team initially raised queries regarding the accessibility of the proposed charging bays and equipment layout, the absence of drainage information, the lack of access to charger specification details, and the extent of the application site boundary.

Following the submission of additional information, including revised layout plans, charger details and a drainage strategy, the consultee confirmed that the proposed charging infrastructure is of an appropriate scale, location and charging speed, and that the revised layout provides confidence that the development is intended to exceed the minimum accessibility standards set out within PAS1899.

Whilst noting that details of protective bollard positioning relative to the charging units remain absent, the consultee acknowledged that PAS1899 is currently advisory and confirmed that, subject to resolution of the drainage matters, their previous concerns had been satisfactorily addressed and they raise no objection to the proposal.

WC Drainage: No objection

“The application has been supported with a Site-Specific Flood Risk Assessment (FRA). It should be noted that our comments below are reliant on the accuracy and completeness of the FRA and we do not take any responsibility for incorrect data or interpretation made by the authors.

The FRA identifies the site as being located within Flood Zone 1, indicating a low risk of fluvial, pluvial and groundwater flooding.

The existing carpark is served with linear drainage channel located along the northern boundary of the site. Surface water from the existing hardstanding area drains into the site's existing surface water drainage network.

A new drainage channel will be installed along the front edge of the proposed EV bays to collect runoff. Runoff from the EV charging area will pass through a SPEL ESR Bypass Treatment System (oil separator) to remove hydrocarbons, metals, and suspended solids before discharging. Following treatment, the runoff will be conveyed to an underground attenuation crate system for temporary storage during storm events. Discharge from the attenuation system will be regulated by a Hydro-Brake flow control device, limiting the outflow to 1.0 L/s before connecting to the existing on-site surface water drainage network. All onsite SuDS and drainage systems will remain private and are maintained privately.

No Objection for the following reasons:

The proposed works are minor in nature and will not result in a significant increase in impermeable area or corresponding flood risk when compared to the existing baseline scenario. As such, we have no objections to this application."

WC Public Protection: No comments received

REPRESENTATIONS

In accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), the application was publicised by way of:

- Neighbour notification letters sent to adjoining and nearby properties;
- A site notice displayed near the site;

These methods were used to inform interested parties and provide a period of 21 days for comments to be submitted.

No representations have been received

ASSESSMENT

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

"If regard is to be had to the development plan for the purposes of any determination to be made under the planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise."

In accordance with this statutory requirement, this application has been assessed against the relevant policies of the Development Plan, including the Wiltshire Core Strategy (2015) and, where applicable, any made Neighbourhood Plans. Consideration has also been given to the policies of the NPPF (NPPF) as a material consideration in the assessment.

The assessment below considers each of the main issues identified above. Each topic is assessed in turn with reference to the relevant policy context, the evidence submitted, consultee responses, and all other material considerations, before a conclusion is reached.

Principle of Development

Policy Context

Core Policies 1 and 2 of the Wiltshire Core Strategy establish the overarching spatial strategy for Wiltshire and provide the primary Development Plan framework for determining whether development is appropriately located. Together, these policies seek to direct growth towards the most sustainable locations whilst protecting the intrinsic character and beauty of the countryside. The strategy prioritises development within Principal Settlements, Market Towns, Local Service Centres and larger villages, whilst development in the countryside will only be supported where it accords with specific development plan policies or where material considerations indicate otherwise.

The NPPF also contains national policies relating to the location of development. Policies S3-S5 distinguish between development within settlements and development in the countryside, support sustainable patterns of growth, and require decisions to have regard to the role and function of settlements, accessibility to services and facilities, and other site-specific considerations.

The principle of development should be assessed having regard to the Development Plan as a whole, the NPPF and all other material considerations. The weight afforded to individual policies will depend upon the nature, scale and location of the development proposed.

The planning history of the site has been reviewed. No previous decisions, appeal outcomes, extant permissions or other planning history have been identified that materially influence the assessment of the principle of development in this case.

Assessment

The application site is located within the built-up area of Chippenham, identified as a Principal Settlement under Core Policy 1. The site forms part of an existing supermarket and customer car park in a sustainable location with established access to services, residential areas and the wider highway network.

The proposal seeks the installation of electric vehicle charging infrastructure and associated equipment within part of the existing car park. The development would support the transition to low-emission transport by increasing the availability of publicly accessible EV charging facilities in a location that is readily accessible to existing residents, visitors and passing motorists. The proposal would utilise previously developed land and would not result in the loss of the primary retail use of the site.

Having regard to the scale and nature of the development, its location within an existing commercial site, and its contribution towards supporting sustainable transport infrastructure, the proposal is considered to accord with the spatial strategy of the Development Plan and the objectives of Policies S3 to S5 of the NPPF. The principle of development is therefore supported.

The proposal must nevertheless be assessed against all other relevant Development Plan policies, national policy and material considerations. However, in principle, the proposed development is considered acceptable.

Conclusion

The proposal represents the provision of electric vehicle charging infrastructure within an existing supermarket car park in a sustainable and accessible location within Chippenham. The development would support the transition to low-emission transport and is consistent with the spatial strategy of the Development Plan.

Accordingly, the principle of development is supported. The proposal must nevertheless be assessed against all other relevant Development Plan policies, national policy and material considerations. Subject to that assessment, the principle of development is considered acceptable.

Design and Impact on the Character and Appearance of the Area

Policy Context

Core Policy 57 of the Wiltshire Core Strategy requires development to achieve a high standard of design that responds positively to local character, context and distinctiveness.

Policies DP3-DP4 of the NPPF seek to ensure that development is well-designed, visually attractive, sustainable and responsive to its surroundings. Development should contribute positively to local character, create high quality places and support healthy and inclusive communities.

The Wiltshire Design Guide provides further guidance on achieving high quality, context-led design and should be taken into account where relevant.

Assessment

In assessing this aspect of the proposal, regard has been had to the site context, the details of the proposed development, the relevant development plan policies, and all other material considerations.

The proposed development comprises EV charging infrastructure, including charging units beneath a canopy and associated plant and equipment enclosures, within an existing supermarket car park. The site is characterised by extensive areas of hardstanding, parking bays, trolley storage areas, lighting columns, signage and other ancillary structures associated with the operation of the supermarket. The proposal would therefore be viewed within an established commercial setting.

The scale of the proposed charging canopy and associated equipment is modest in the context of the wider Morrisons site and would not appear visually dominant or incongruous. The equipment enclosures are functional in appearance but are of a scale and design commonly associated with EV charging installations and utility infrastructure. As such, they would not appear out of keeping within the commercial character of the site.

The site benefits from existing landscaping along its boundaries, particularly adjacent to the A350 and the northern and western edges of the site, which would provide a degree of screening of the development from public viewpoints. Views from the south are largely contained by the presence of the supermarket building itself. Whilst the development would introduce additional built form within the car park, it would not result in any unacceptable harm to the character or appearance of the site or the wider area.

Conclusion

Having regard to the above, it is considered that the design, scale and appearance of the proposed development are appropriate to its commercial setting and would not result in unacceptable harm to the character or appearance of the area. The proposal therefore accords with Core Policy 57 of the Wiltshire Core Strategy and the design objectives of Policies DP3 and DP4 of the NPPF.

Amenity

Policy Context

Core Policy 57 (Point vii) of the Wiltshire Core Strategy requires development to respect the amenity of existing occupants and ensure appropriate amenity levels for future residents.

The NPPF requires development to be appropriate for its location, taking account of its likely effects on health, living conditions and the environment. Development should avoid giving rise to unacceptable impacts on the living conditions of neighbouring residents and occupiers. In assessing amenity impacts, regard should be had to matters including daylight and sunlight, outlook, privacy, overbearing impacts and other effects on residential amenity.

Assessment

The proposed development is located within an existing supermarket car park and comprises EV charging infrastructure and associated equipment. The development would not introduce any overlooking, loss of privacy, overbearing impact, or material loss of light to neighbouring properties. Whilst the charging infrastructure would generate some level of activity associated with its use, the site already experiences vehicle movements and customer activity throughout the day as part of the lawful operation of the supermarket. The proposal would therefore represent an extension of an existing function rather than the introduction of a materially different activity.

Potential impacts arising from noise, disturbance and environmental effects have been considered. Public Protection were consulted on the application but did not provide any comments in response.

The charging units are located approximately 16m from the nearest residential boundary at 188A Malmesbury Road and approximately 60m from the nearest dwellings. The development would be separated from neighbouring residential properties by the existing car park, a gabion retaining wall and mature boundary vegetation, which provide both visual screening and a degree of separation between the proposed development and nearby residents. The site also forms part of an established commercial environment associated with the operation of Morrisons and is located adjacent to the A350 and Malmesbury Road, which contribute to existing background noise levels.

Whilst EV charging equipment can generate some operational noise associated with cooling fans and electrical equipment, no objections have been received from neighbouring occupiers in respect of noise or disturbance. Having regard to the separation distances involved, the existing boundary treatments and landscaping, and the prevailing background noise environment, it is not considered that the proposal would result in unacceptable harm to residential amenity.

Having regard to the nature of the development, its location within an existing commercial car park, and the absence of any technical objection, it is not considered that the proposal would give rise to unacceptable impacts upon the amenity of neighbouring occupiers.

Accordingly, the proposal is considered to provide an acceptable level of amenity for surrounding occupiers.

Conclusion

Having regard to the above, it is considered that the proposal would not result in any unacceptable harm to the amenity of neighbouring occupiers. The development therefore accords with Core Policy 57 of the Wiltshire Core Strategy and the amenity objectives of the NPPF.

Highways Impacts and Parking

Policy Context

Policies TR3-TR8 of the NPPF seek to ensure that development is supported by safe, suitable and sustainable transport arrangements. Development should provide appropriate access, promote sustainable travel choices where possible and avoid unacceptable impacts on highway safety and the operation of the transport network.

Core Policies 60-64 of the Wiltshire Core Strategy require development to provide safe access, promote sustainable transport, minimise transport impacts and provide appropriate parking arrangements.

Where relevant, regard should also be had to the Wiltshire Local Transport Plan, the Council's parking standards and any applicable Local Cycling and Walking Infrastructure Plans (LCWIPs).

Assessment

In assessing this aspect of the proposal, regard has been had to the site context, the details of the proposed development, the relevant development plan policies, and all other material considerations. The key considerations are set out below.

The proposal would be served by the existing access arrangements to the Morrisons store, with no alterations proposed to the established vehicular or pedestrian access points. The development would be located within an existing customer car park and would not materially affect the operation of the surrounding highway network.

The site occupies a sustainable location within Chippenham and is accessible by a range of transport modes, including walking, cycling and public transport. In addition, the site is well related to the strategic highway network, including the nearby A350, making it a suitable location for publicly accessible electric vehicle charging infrastructure.

The proposal would result in the reconfiguration of a limited number of existing parking spaces to accommodate the charging bays and associated infrastructure. However, the development would remain ancillary to the existing supermarket use and would retain the overall function of the site as a customer car park. Wiltshire Council's Electric Vehicle Infrastructure Team reviewed the proposal and confirmed that the scale, location and specification of the charging infrastructure are acceptable. Following receipt of additional information, the consultee was satisfied that their initial concerns had been addressed and raised no objection to the development.

Having regard to the nature of the proposal, the retention of existing access arrangements, and the absence of any technical objection, it is not considered that the development would result in an unacceptable impact upon highway safety, traffic movements or parking provision.

Conclusion

Having regard to the above, it is considered that the proposal would provide appropriate access and parking arrangements and would not result in an unacceptable impact on highway safety or the operation of the transport network. The development therefore accords with Core Policies 60 to 64 of the Wiltshire Core Strategy and Policies TR3 to TR8 of the NPPF.

Climate Change / Carbon Impact Section

Policy Context

Core Policy 41 of the Wiltshire Core Strategy seeks to minimise emissions and support the transition to a low-carbon economy.

Policies CC1-CC3 of the NPPF support the transition to a climate-resilient and low-carbon future and require development to contribute towards climate change mitigation and adaptation, including through sustainable design, energy efficiency, the efficient use of resources and reductions in greenhouse gas emissions.

Policy T3 of the Chippenham Neighbourhood Plan supports the provision of electric vehicle charging infrastructure and seeks to ensure that public charging facilities are accessible to all users, including disabled people and those with reduced mobility.

Assessment

In assessing the proposal, regard has been had to:

- The energy efficiency of the proposed development;
- The incorporation of low carbon or renewable energy measures;
- The extent to which the layout promotes sustainable transport modes;
- Measures to support climate resilience, including sustainable drainage and overheating mitigation.

The proposal comprises the installation of publicly accessible electric vehicle charging infrastructure within an existing supermarket car park. The development would support the transition towards lower-emission forms of transport by increasing the availability of EV charging facilities within a sustainable and accessible location.

The proposal makes use of an existing commercial site and associated infrastructure and would assist in supporting the uptake of electric vehicles by residents, visitors and passing motorists. Revised plans submitted during the application process demonstrate that the charging bays have been designed with regard to accessibility considerations. In addition, a drainage strategy has been submitted and reviewed as part of the application.

Whilst the development is modest in scale, it would make a positive contribution towards the provision of infrastructure required to facilitate the transition to a low-carbon economy. This benefit

attracts moderate positive weight in the planning balance having regard to Core Policy 41 of the Wiltshire Core Strategy, Policies CC1-CC3 of the NPPF and Policy T3 of the Chippenham Neighbourhood Plan.

Conclusion

The proposal is considered to accord with the aims of sustainable development in respect of climate change mitigation and adaptation. Through the provision of publicly accessible electric vehicle charging infrastructure, the development would make a positive contribution towards supporting lower-emission transport and the transition to a low-carbon economy. The proposal therefore accords with Core Policy 41 of the Wiltshire Core Strategy, Policies CC1-CC3 of the NPPF and Policy T3 of the Chippenham Neighbourhood Plan.

Flood Risk and Drainage

Policy Context

Core Policy 67 of the Wiltshire Core Strategy seeks to ensure that development is appropriately located and designed to avoid increasing flood risk on-site or elsewhere. Sustainable drainage measures should be incorporated where appropriate.

Policies F4-F8 of the NPPF require flood risk to be taken into account in planning decisions and seek to ensure that development is safe for its lifetime, does not increase flood risk elsewhere and incorporates appropriate drainage measures.

Assessment

In assessing this aspect of the proposal, regard has been had to the site context, the details of the proposed development, the relevant development plan policies, and all other material considerations. The key considerations are set out below.

The application as originally submitted did not include sufficient information regarding the drainage strategy for the proposed development. During the course of the application, additional drainage information was submitted, including details of the management of surface water runoff and measures intended to address pollution control.

The Local Lead Flood Authority was consulted on the submitted drainage information and raised no objection to the proposal. The submitted strategy demonstrates that surface water arising from the development can be managed appropriately and that the proposal would not result in an unacceptable increase in flood risk either on the site or elsewhere.

Having regard to the scale and nature of the development, together with the submitted drainage strategy and the absence of any technical objection from the Local Lead Flood Authority, it is considered that the proposal incorporates appropriate drainage measures and would not give rise to unacceptable flood risk impacts.

Conclusion

Having regard to the above, it is considered that the proposal would provide an appropriate means of surface water management and would not increase flood risk on the site or elsewhere. The development therefore accords with Core Policy 67 of the Wiltshire Core Strategy and Policies F4-F8 of the NPPF.

PLANNING BALANCE AND CONCLUSION

In determining this application, the Local Planning Authority has considered the provisions of the Development Plan as a whole, the policies of the NPPF and all other material considerations.

The proposal seeks the installation of publicly accessible electric vehicle charging infrastructure, together with associated canopies and equipment, within the existing customer car park serving Morrisons, Chippenham. The application site is located within a sustainable location within the Principal Settlement of Chippenham and the principle of development is supported.

The provision of additional EV charging infrastructure would support the transition towards lower-emission transport and make a positive contribution towards the delivery of infrastructure required to facilitate a low-carbon economy. This attracts moderate positive weight in favour of the proposal.

The development has been carefully assessed in respect of its visual impact, neighbouring amenity, highway safety, parking provision and drainage. Having regard to the existing commercial character of the site, it is concluded that the proposal would not result in unacceptable harm to the character or appearance of the area, the amenity of neighbouring occupiers, highway safety, or flood risk and drainage interests. Relevant technical consultees, including the Local Lead Flood Authority and the Council's Electric Vehicle Infrastructure Team, have raised no objections to the development.

For these reasons, the proposal is considered to accord with the relevant policies of the Wiltshire Core Strategy, the Chippenham Neighbourhood Plan and the NPPF. There are no material considerations that indicate permission should be withheld.

Accordingly, planning permission is recommended for approval, subject to the conditions set out below.

RECOMMENDATION: That Planning Permission be GRANTED, subject to conditions

All conditions imposed have been assessed against the tests set out in Policy DM6 of the NPPF and are considered to be necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects.

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

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004

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

SuDs - Surface Water Drainage Strategy June 2026 (Rev A) received 10 Aug 2026
Proposed Site Layout 14313-2348-21 C received 17 Jun 2026
EV Charger Details 14313-2348-26 received 01 Jun 2026
Meter Details 14313-2348-29 A received 28 Apr 2026
Substation Details 14313-2348-27 A received 28 Apr 2026
LV Details 14313-2348-28 A received 28 Apr 2026
Block Plan 14313-2348-BP received 17 Apr 2026
Location Plan 14313-2348-LP A received 17 Apr 2026

REASON: For the avoidance of doubt and in the interests of proper planning.

Informatives

Surface Water Drainage

The applicant is advised that all new drainage should comply with the requirements of Building Regulations Part H. The applicant should engage with Building Control as necessary to ensure compliance.

Sustainable Drainage

The applicant is encouraged to incorporate Sustainable Drainage Systems (SuDS) wherever practicable in accordance with the National Standards for Sustainable Drainage Systems and national planning policy.

Sewer Connections

The applicant is advised that any new connection to the public sewer network may require the prior agreement of the relevant sewerage undertaker under Section 106 of the Water Industry Act 1991.