

PL/2025/03672 Land to the East of Biddestone Lane Proposed Development of 55 Houses by Cotswold Homes – Revised Application

OBJECTION

Yatton Keynell Parish Council at its meeting on 5th January 2026 unanimously agreed to object to the revised application for the reasons set out in this document.

As noted in our original objection the applicant did not engage with the Parish Council; this has continued and no engagement has taken place to address the concerns raised by the Parish Council and residents.

Site Location

As previously stated the site location fails a number of suitability tests:

- There is no determined need for additional housing contrary to Core Policy (CP) 1;
- It is remote from the village;
- Lies beyond the settlement boundary contrary to CP2;
- By virtue of its location, it cannot be physically integrated into the fabric of the village.

Whilst the applicant has attempted to provide arguments in their cover letter (9th December 2025) these remain serious constraints that cannot be overcome.

Settlement Boundary The current boundary, which remains unaltered in the evolving Local Plan, takes in the village hall and car park but deliberately excludes the playing fields, it cannot therefore be claimed that the proposed site will form part of the village, as it has no common boundary with the settlement line and lies beyond the playing field behind a mature hedge some 4m metres in height, along with several mature trees which are all located on third party land.



View from playing field looking towards site:



Landscape

The photo above shows the view from YK15, looking south from where YK 15 leaves West Yatton Lane and is within the Cotswold National Landscape (CNL) and shows not only the remoteness of the site from the edge of the village but also how visible the site will be from the CNL.

Bus Service

The inadequacy of the bus service was noted by the Planning Inspector in dismissing an appeal for a smaller but equally remote site at Tiddleywink on 3rd September 2025 (APP/Y3940/W/25/3361696 – PL/2024/10949 Para 13 &14) – the relevant parts stating that:

- Based on the Council's account, the current bus service runs five times on weekdays, four times on a Saturday with no service on Sundays. I note that the previous appeal (referenced above), found that the bus service was not so frequent to be convenient, and it remains limited. Accordingly, it would not be sufficient to rely on as a genuine alternative to the private car, particularly for ad hoc trips and those associated with appointments.
- ... and a suitable bus service as outlined above, whilst I recognise that opportunities to maximise sustainable transport solutions vary between urban and rural areas, I am not persuaded that services, including those in Yatton Keynell, would be adequately accessible by transport modes other than by motor vehicle.

There being no significant employment opportunities in the village the reliance on motor vehicles as the primary means of transport is obvious and renders this site entirely unsustainable.

Biddestone Lane

Speed Limit In the original submission the applicant proposed that the speed limit is reduced to 40 mph past the entrance to the proposed site, it is noted that the Transport Technical Note (TTN) Para 3.5 submitted on 9th December, states - *It is understood that the originally proposed speed limit change (as set out in the TS) is not considered necessary.*

The Parish Council consider this to be very dangerous, if this were to be the case the visibility splays would require modification to reflect the national speed limit on that section of road.

Width of road The TTN Para 3.1 states - *it raises the suitability of the Biddestone Lane carriageway width as a residual matter to be addressed.* The Parish Council suggest that this is

not a residual issue, it is of fundamental importance and one that cannot be overcome because there is a section of road bounded by a stone wall and a house which create this single lane section only 4m wide that cannot be widened and is a well known traffic hazard.

Traffic volumes The applicant undertook a traffic survey in May 2024, there were eight days when the survey was in place for a complete 24 hour period, whilst the survey counted traffic at 921.5 southbound and 990 northbound average daily movements this includes cycles & motorcycles, a more accurate picture is the number of cars which are a daily average 676.25 southbound and 761 northbound. As there are 135 allocated parking on the site this would represent a 19% increase in car traffic which is unacceptable on this class of road.

Car journeys The anticipated number of car journeys stated by the applicant is misleading as stated above there are 135 parking spaces on the proposed site, it is a fair assumption that most vehicles will leave and return to the site at least once per 24 hour period.

A420 Junction, this junction is a known collision black spot, unfortunately the police do not record non injury accidents which occur on a frequent basis at this junction. The Police recorded two injury incidents in 2021 & three in 2022. The Parish Council have submitted a FOI request to Wiltshire Council to find out how often the street furniture has been replaced over the last five years. Whilst the Highways Department's response has reportedly not raised a concern about the junction other officers in the same department are actively looking to make changes to the junction in order to address the known problem of road traffic incidents at this crossroads. It is noted from the latest LHFIF Tracker published for discussion on 8 January 2026 notes in regard to work proposed for at the Biddestone A420 crossroads 'will include replacement of both VAS on approach to the crossroads, road marking and signing changes **to address collisions.**'

Whether this is sufficient is for debate but it is at least tacit admission by Wiltshire Council that, as both Biddestone and Yatton Keynell Parish Councils previously asserted in objection to this application, there is a road traffic collision problem at this crossroads.

Play Equipment & Sports Pitches.

Public Open Spaces response to the original application required both a capital commitment (£53,136) and for the play equipment to be maintained in perpetuity by the proposed management company, the applicant in their revised cover letter has proposed only making a commitment (£53,136) to fund additional equipment in the existing play area on the village playing field, as this involves a third party this is unacceptable as also the applicant is not funding the proposed equipment in perpetuity, which places a liability onto a third party. It should be noted that it was not acceptable to force the same third party into providing an alternative access to the site regarding amendments to YK15. Furthermore this proposed solution would remove an area of open space from the existing village playing field.

Consultees & Neighbours

The Parish Council note that the owners of the adjoining playing fields – Yatton Keynell Recreation Association are not listed as a consultee.