



**LAND EAST OF CALNE ROAD,
LYNEHAM, WILTSHIRE**

Planning Statement

December 2025

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1 INTRODUCTION

- 1.1.1 This Planning Statement has been prepared by Twenty5 Planning Limited (Twenty5) on behalf of Ashflame Properties Limited, part of Gallagher Developments (the 'Applicant') in support of an outline planning application submitted to Wiltshire Council (WC) for residential development.
- 1.1.2 The site is situated on land east of the Calne Road to the southeast of Lyneham (the 'Site').
- 1.1.3 The proposed development (the 'Proposed Development') description is:
Outline planning application (with all matters reserved except for access) for up to 200 residential dwellings (Use Class C3), provision of public open space, and associated infrastructure on land east of the A3102, Lyneham.
- 1.1.4 Section 70(2) of the Town and Country Planning Act 1990 and Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The National Planning Policy Framework (the NPPF) is one such material consideration.
- 1.1.5 The NPPF promotes sustainable residential development and identifies the need to significantly boost the supply of housing. This application responds to the need for housing and the acknowledged shortfall in housing land supply in Wiltshire.
- 1.1.6 This Statement sets out the content of the planning application submission and provides justification for the Proposed Development in accordance with Local Planning Policy and the National Planning Policy Framework (NPPF). This Planning Statement comprises the following sections:
- Section 2: Site Description and Context
 - Section 3: Planning History
 - Section 4: Summary of Community Engagement
 - Section 5: Development Proposals
 - Section 6: Planning Policy Context
 - Section 7: Design and Technical Policy Assessment
 - Section 8: Affordable Housing Statement
 - Section 9: Planning Balance
 - Section 10: Summary
- 1.1.7 In addition to this Planning Statement, which incorporates an Affordable Housing Statement, the application submission comprises and should be read in conjunction with the following documents and plans:
- Site Location Plan
 - Parameter Plan (for approval)
 - Illustrative Masterplan

- Design and Access Statement
- Statement of Community Involvement
- Flood Risk Assessment & Drainage Strategy
- Ecological Appraisal
- Biodiversity Net Gain Design Stage Report
- Landscape and Visual Assessment
- Tree Survey and Arboricultural Impact Assessment
- Archaeology and Built Heritage Desk Based Assessment
- Transport Assessment
- Travel Plan
- Energy and Sustainability Statement / Embodied Carbon Statement
- Air Quality Assessment
- Noise Impact Assessment
- Lighting Impact Assessment
- Ground Conditions Report
- Agricultural Land Classification

2 SITE DESCRIPTION AND CONTEXT

- 2.1.1 The Site is located on the southeastern edge of Lyneham, within the administrative area of Wiltshire Council (WC). Lyneham lies approximately 11km north-east of Chippenham and 14km southwest of Swindon, positioned along the A3102, which runs through the village and provides convenient connections to the wider rural and urban context.
- 2.1.2 The Site comprises approximately 8.76ha of agricultural land between the MOD Base to the north and a Poultry farm to the south, with residential properties off Calne Road (Melsome Road) further to the west.
- 2.1.3 Site boundaries consist of a combination of hedgerows, post-and-rail fencing, occasional hedgerow trees and open edges. The northern boundary is defined by a 2.4m high security fence topped with barbed wire, demarcating the edge of the MOD Base.
- 2.1.4 Internally, two fields are divided by a post-and-wire fence. Vegetation cover is generally limited but increased along nearby watercourse corridors to the east. Topography across the site is broadly flat, with a gentle fall from west to east.
- 2.1.5 The Site benefits from proximity to an established Public Right of Way (PRoW) network, with Bridleway Lyne 27 situated approximately 50m south of the boundary and Footpath Lyne 10 approximately 300m east.
- 2.1.6 Overall, the Site occupies a logical and well-contained location for a sensitively designed village-edge development. The suitability of the site for residential development benefits from its relationship with the built form, the presence of adjoining land uses, the limited landscape designations, and its accessible position relative to the village and wider road network. The Site is capable of accommodating residential development, provided this is guided by a landscape-led approach that integrates green infrastructure, respects key views, and reinforces a strong and positive settlement edge.

3 PLANNING HISTORY

3.1.1 There is no pertinent planning history for the Site.

4 SUMMARY OF COMMUNITY ENGAGEMENT

4.1 STAKEHOLDER ENGAGEMENT

- 4.1.1 A meeting was held with Lyneham and Bradenstoke Parish Council on 3rd December 2025, during the public consultation period, to discuss the proposals, answer questions and to hear the views of the parish council.
- 4.1.2 A consultation pack was prepared which contained a project leaflet with feedback form and freepost envelope. This was sent via Royal Mail to 656 addresses within the vicinity of the site. The consultation materials were also sent to the ward councillor for the site and Lyneham and Bradenstoke Parish Council. Further information, together with the opportunity to provide feedback online was available through the consultation website: www.gallagherdevelopments-lyneham.co.uk.

4.2 CONSULTATION FEEDBACK

- 4.2.1 On the feedback form, respondents were invited to leave their comments on the proposals. 36 feedback forms have been received, 20 via the website and 16 responses have been received through the post.
- 4.2.2 Key issues that emerged were the amount of recent development in the area and how the new proposals would adhere to planning policy for the area, the need for local infrastructure, increased traffic on the roads and parking, housing types including need for affordable and accessible housing, public transport, impact on wildlife, construction phase impact and water supply issues.

4.3 APPLICANT RESPONSE

- 4.3.1 A table providing a comprehensive list of the comments received with technical and design responses is provided in the accompanying Statement of Community Engagement and Design and Access Statement.

5 DEVELOPMENT PROPOSALS

- 5.1.1 The Proposed Development comprises up to 200 residential units (Use Class C3); formation of a new access from the A3102 (Calne Road) and associated landscaping, open space, utilities and infrastructure.
- 5.1.2 Affordable housing will be provided in accordance with policy, equating to up to 80 affordable units (40%).
- 5.1.3 The Planning Application is submitted in Outline form with all matters reserved except for access.
- 5.1.4 Vehicular access is proposed from Calne Road via a ghost island junction arrangement. The proposed access comprises:
- A new priority junction with ghost island right turn lane on Calne Road with a 5.5m wide site access road;
 - Visibility splays of 2.4m x 160m to the south and 2.4m x 120m to the north can be achieved, in line with a design speed of up to 53mph to the south of the junction and up to 44.4mph to the north of the junction; and
 - Provision of an uncontrolled crossing of the Site access road for pedestrians and cyclists.
- 5.1.5 The Parameters Plan sets out the fixed elements needed to assess the proposals at outline stage, while allowing a level of flexibility within the development areas for the detailed design phase. This approach ensures that the development is grounded in a clear and robust framework, but without constraining the quality, layout or character of future proposals at Reserved Matters.
- 5.1.6 The parameters establish a centrally positioned Development Zone which defines the broad area in which residential development may come forward. It does not determine the number or arrangement of streets, parcels or plots, ensuring that future design can respond to technical inputs and good placemaking principles.
- 5.1.7 Continuous landscape buffers to all boundaries reserve space for structural planting, ecological enhancements, potential footpaths and integration of SuDS where appropriate. By not prescribing exact widths or planting specifications at this stage, the outline parameters allow the landscape strategy to be refined through detailed design, ensuring that boundary treatments can evolve in response to landscape, ecology and character requirements at Reserved Matters.
- 5.1.8 Height parameters control the overall scale and massing, ensuring development remains sympathetic to its context and visually appropriate within the surrounding landscape. These heights set an upper threshold while still enabling a range of roof forms, typologies and architectural styles to be explored in later stages. The Parameters Plan limits development to a maximum of 2.5 storey, with a ridge height of 10.5m.
- 5.1.9 The primary vehicular access from Calne Road is fixed and will be approved as part of this application. This secures the detailed access arrangement and confirms that the junction design is acceptable. All internal streets, however, remain indicative, allowing the internal movement network to be fully developed and refined as part of the Reserved Matters process.

6 PLANNING POLICY ASSESSMENT

6.1 WILTSHIRE CORE STRATEGY

6.1.1 The WCS was formally adopted on January 20, 2015. It serves as the primary planning policy framework for Wiltshire, guiding development until 2026. This strategy incorporates policies from previous local plans and aims to facilitate sustainable growth in the region.

6.1.2 Core Policies 1 and 2 of the WCS set out a Settlement Strategy and a Delivery Strategy for the sustainable delivery of new development, including residential, within the County. Together, they aim to direct new residential development to settlements at a scale commensurate with their position in the hierarchy described within the WCS. These are as follows:

Core Policy 1: Settlement Strategy

6.1.3 Development will be directed to the most sustainable locations in accordance with the settlement hierarchy. Outside defined settlement boundaries, development will not be permitted unless exceptional circumstances apply.

Core Policy 2: Delivery Strategy

6.1.4 Development outside settlement boundaries will only be permitted where identified in the plan or through neighbourhood plans, or where exceptional circumstances justify otherwise.

6.1.5 Within the WCS hierarchy, Lyneham is defined as a Large Village which, according to Core Policy 1, is a settlement with a limited range of employment, services and facilities, and where development will be limited to that needed to help meet the housing needs of settlements and to improve employment opportunities, services and facilities.

6.1.6 The County is split up into Community Areas in the WCS, with each having its own spatial strategy policy. The Site lies within the Royal Wootton Bassett and Cricklade Community Area.

6.1.7 The Site comprises agricultural land which lies on the southeastern edge of Lyneham, abutting, but outside of, the defined settlement boundary. As such, it lies within open countryside for the purposes of the Council's settlement strategy. The site is not allocated for residential development through either the WCS or the Lyneham and Bradenstoke Neighbourhood Plan (made October 2021).

6.2 WILTSHIRE COUNCIL REGULATION 19 LOCAL PLAN

6.2.1 As of December 2025, the Wiltshire Local Plan Review is at the independent examination stage. Stage 2 hearings began in November 2025, but the Planning Inspectors have since paused and cancelled further Stage 2 and Stage 3 hearings pending clarification on site allocations and programme adjustments.

6.2.2 The plan remains under examination, with Wiltshire Council awaiting further Inspector guidance before progressing.

6.2.3 Given the early stage of the Local Plan Review and the unresolved matters, it currently carries limited weight in the determination of this application. Nevertheless,

this Planning Statement has reviewed the relevant emerging policies and assessed the proposal's alignment with them.

6.3 LYNEHAM AND BRADENSTOKE NEIGHBOURHOOD PLAN

- 6.3.1 The Lyneham and Bradenstoke Neighbourhood Development Plan (NDP) was formally "made" by Wiltshire Council in October 2021 and runs to 2030.
- 6.3.2 The NDP does not allocate specific housing sites; instead, it sets out strategic aims and criteria-based policies for small-scale development, favouring brownfield land and schemes of fewer than 10 dwellings.
- 6.3.3 While it remains part of the statutory development plan, its evidence base predates the 2023 Wiltshire Local Plan review and the 2024 NPPF update, meaning it is not fully up to date against current national policy requirement.

6.4 5 YEAR HOUSING LAND SUPPLY

- 6.4.1 Based on the Wiltshire Council 5-year housing land supply position as set out in the WC Housing Land Supply Statement (base date April 2024, published June 2025), WC cannot demonstrate a 5-year supply. The Supply Statement advises that it has 2.42 years available.
- 6.4.2 This is confirmed in the recent planning appeal decision (Appeal Ref: APP/Y3940/W/25/3369892 Land off Sherston Road, Malmesbury) from November 2025 where Wiltshire Council accepts that it cannot demonstrate a deliverable 5-year supply of housing land as required by paragraph 78 of the Framework. The appeal decision advises that the Council's housing land supply position of 2.42 years is significantly below Government expectations, and there is consequently a pressing need for housing when considering this shortfall.
- 6.4.3 Therefore, within the context of the presumption in favour of sustainable development, as set out in Paragraph 11 of the NPPF, the relevant policies for determining this planning application are deemed to be out-of-date.

7 DESIGN & TECHNICAL POLICY ASSESSMENT

7.1 DESIGN

- 7.1.1 The Proposed Development is submitted in outline form with all matters reserved except for access.
- 7.1.2 Access arrangements are provided in the accompanying Transport Assessment, which defines a new vehicular access to the Site from Calne Road via a ghost island junction arrangement. The proposed access is shown on Drawing ITB210361-GA-002 Revision D.
- 7.1.3 The outline element of the Proposed Development is defined by the submitted Parameter Plan (for approval), which sets development limits for build form and hardstanding, and public open space. The accompanying Illustrative Masterplan demonstrates one way in which a policy compliant scheme could be developed, including the provision of 10% biodiversity net gain.
- 7.1.4 The Design and Access Statement (DAS) sets out the design rationale for the Proposed Development. It outlines the Site context, environmental considerations and technical influences, and explains how these have shaped a coherent and deliverable Parameters Plan, and Illustrative Masterplan.
- 7.1.5 The DAS outlines the Vision for the Site, which is to create a high-quality, landscaped residential neighbourhood that integrates sensitively with Lyneham's settlement edge. The Proposed Development aims to provide an attractive well-designed environment with strong green infrastructure, sustainable access, and a balanced mix of homes to meet local needs.
- 7.1.6 The DAS has been informed by the Wiltshire Design Guide Supplementary Planning Document (WDG SPD) and Core Policy 57 (Ensuring High Quality Design and Place Shaping Development).
- 7.1.7 Core Policy 57 aims for schemes to be designed to a high standard, responding positively to Wiltshire's character and context.
- 7.1.8 The WDG SPD sets out the approach to context and place-shaping to assist new developments to make a positive contribution to the physical character and heritage of Wiltshire and to the livelihood of its communities.
- 7.1.9 The Proposed Development adopts a landscape-first strategy in accordance with Core Policy 51 (and Emerging Policy 91), with generous green buffers to all boundaries, structural planting, and integration of sustainable urban drainage features. This approach ensures a softened settlement edge and protects views from sensitive receptors, consistent with policy requirements for conserving and enhancing landscape character.
- 7.1.10 The Parameter Plan sets clear expectations for scale, massing, and character, limiting building heights to 2.5 storeys (10.5m ridge), with the Illustrative Masterplan and DAS promoting simple pitched-roof forms and locally appropriate materials.
- 7.1.11 Active frontages, clear public/private interfaces, and a walkable street hierarchy underpin the design principles, aligning with WDG SPD and NPPF objectives for well-

designed places. This is in accordance with High-Quality Design and Place Shaping (Core Policy 57 and NPPF Paragraph 135).

- 7.1.12 The DAS responds to Lyneham's varied vernacular and rural-edge character by incorporating outward-facing homes, landscape buffers, and green corridors.
- 7.1.13 The Illustrative Masterplan demonstrates a new village edge and enhanced connectivity to local facilities and Public Rights of Way (PRoW), supporting the Neighbourhood Plan's emphasis on rural setting and active travel (Neighbourhood Plan Policy 2).
- 7.1.14 The proposals include multifunctional green spaces, a central pocket park, and biodiversity enhancements, ensuring compliance with green infrastructure and ecological connectivity requirements.
- 7.1.15 SuDS features are integrated within open spaces, contributing to climate resilience and placemaking (Core Policy 52 and Emerging Policy 15).
- 7.1.16 A fixed vehicular access from Calne Road is supported by a 3m shared pedestrian/cycle route, improved active travel links, and provision for EV charging, promoting sustainable transport and modal shift.
- 7.1.17 Internal streets will follow a legible hierarchy with low-speed design principles, ensuring safe and inclusive movement (Core Policy 60).
- 7.1.18 In summary, the design strategy meets the key objectives of national, local, and neighbourhood policy by delivering a landscape-led, context-sensitive layout. The Parameter Plan for approval provides adequate flexibility for detailed design at Reserved Matters while securing robust development limits. The DAS focuses on high quality placemaking, sustainability, and active travel in line with the NPPF and Wiltshire policy framework.

7.2 TRANSPORT AND ACCESS

Technical Assessment

- 7.2.2 The Transport Assessment (TA) prepared by i-Transport (December 2025) has assessed the site baseline conditions and the effects of the Proposed Development with respect to transport and traffic.
- 7.2.3 The transport vision for the development is:

“To deliver 200 new homes in Lyneham with multi-modal connectivity to encourage travel by more sustainable modes and support the existing services and facilities within Lyneham. The scheme will support the reduction of carbon emissions through providing access to services and facilities in Lyneham on foot and by bike and to destinations further afield by public transport. Electric vehicle charging will also be provided for new homes to support the uptake of low and zero emission vehicles.”
- 7.2.4 The surrounding area benefits from a comprehensive pedestrian network, with footways provided on all local routes together with controlled and uncontrolled pedestrian crossings. An extensive PRoW network provides additional leisure walking routes.

- 7.2.5 Cycling opportunities include informal on-carriageway routes utilising quiet residential streets, and the development proposal includes the provision of further pedestrian and cycle infrastructure.
- 7.2.6 There are good opportunities to travel from the site by bus, with nearby bus stops on Calne Road served by the high-frequency Stagecoach 55 route offering regular connections to Swindon, Calne, Chippenham and Royal Wootton Bassett, as well as links to the local secondary school. Rail services can be accessed via Chippenham and Swindon stations, both reachable by bus, providing onward regional and national rail connections. These multimodal opportunities support viable non-car travel for a range of journeys.
- 7.2.7 Lyneham provides a range of local facilities including leisure venues, shops, a pharmacy, nurseries, a primary school, and employment primarily at MOD Lyneham. Most key amenities fall within comfortable walking and / or cycling distance from the Site.
- 7.2.8 Vehicular access is proposed from Calne Road via a ghost island junction arrangement. Swept path analysis has been undertaken which demonstrates that the access arrangement can accommodate larger servicing vehicles. A Road Safety Audit has been undertaken and all comments raised have been addressed.
- 7.2.9 Pedestrian and cycle access will be achieved from Calne Road. Within the Site, a 3m shared use footway / cycleway is proposed parallel to Calne Road.
- 7.2.10 To the south a dropped kerb is proposed to enable cyclists to access the shared use route (for those travelling northbound) and re-join the carriageway (for those travelling southbound). To the north, it is proposed to provide a shared use route extending from the site boundary through widening of the existing footway on the eastern side of Calne Road, where feasible. The achievable width of the proposed shared use route to the north is 3m with some localised narrowing due to available extent of the highway boundary. Where sections narrow, there is good forward visibility to allow oncoming pedestrians / cyclists to see one another.
- 7.2.11 Improvements are proposed for pedestrians and cyclists on Slessor Road through improved crossings (providing dropped kerbs and tactile paving) and advisory on-carriageway cycle lanes.
- 7.2.12 The proposed improvements will provide better pedestrian and cycle access towards services and facilities to the north of the Site, including the primary school when used in combination with low traffic / speed residential streets to the north of the Slessor Road.
- 7.2.13 To estimate the potential multi-modal trip generation of the Proposed Development, an analysis using the TRICS database has been carried out.
- 7.2.14 The Proposed Development is forecast to generate up to 39 two-way pedestrian and cycle movements and around 14 public transport trips during the morning and evening peak periods.
- 7.2.15 As a baseline (i.e. prior to any modal shift achieved through measures to support the transport vision and Travel Plan) the development is forecast to generate a maximum of 92 two-way vehicular trips during each peak period, which includes cars and servicing vehicles.

- 7.2.16 Traffic data has been collected for the local highway network. These surveys were undertaken in 2025. To assess the impact of the development, the 2025 traffic flows have had growth factors applied for the period 2025 to 2030 (5 years post application). Growth rates have been based on Wiltshire as a local authority area rather than an individual MSOA.
- 7.2.17 Traffic from the committed development site at Land at Green Farm has been included within the background traffic growth to provide a robust assessment.
- 7.2.18 All junctions assessed have been shown to operate within theoretical capacity within all scenarios tested.
- 7.2.19 The NPPF's high-bar test for refusal on transport grounds is not met, as residual impacts are acceptable. The Neighbourhood Plan's emphasis on sustainable travel and enhanced footpaths and cycleways is directly supported.
- 7.2.20 The Full Travel Plan prepared by i-Transport complements the TA by setting out measures to reduce reliance on single-occupancy car travel. Objectives include promoting walking, cycling, car sharing, and public transport, supported by infrastructure such as EV charging, cycle parking, and safe pedestrian routes.
- 7.2.21 The Travel Plan identifies benefits for residents, the local community, and the environment, including reduced emissions, improved health, and enhanced connectivity. Monitoring and management arrangements are proposed to ensure delivery that would be secured by s106 agreement.

Policy Compliance

Wiltshire Core Strategy (2015)

- 7.2.22 Core Policy 60 (Sustainable Transport) promotes sustainable travel and modal shift away from reliance on the private car. It requires Transport Assessments for major schemes and seeks to reduce the need to travel, encourage walking, cycling, and public transport, and support efficient movement of people and goods.
- 7.2.23 The development is supported by a comprehensive Transport Assessment (TA) and Travel Plan (TP), promoting modal shift through enhanced pedestrian and cycle infrastructure, access to public transport, and provision of electric vehicle (EV) charging. These measures reduce reliance on the private car and support efficient movement of people and goods.
- 7.2.24 Core Policy 61 (Transport and New Development) requires new development to be located and designed to reduce the need to travel by private car. It encourages integration of sustainable (active) transport alternatives such as walking and cycling and seeks to ensure development supports accessibility and reduces car dependency.
- 7.2.25 The site is well-located in relation to local services and facilities, most of which are within walking or cycling distance. The design integrates active travel infrastructure, including a 3m shared-use footway/cycleway, improved crossings, and connections to the local PRow network, thereby supporting accessibility and reducing car dependency.

- 7.2.26 Core Policy 62 (Development Impacts on the Transport Network) requires assessment of transport impacts related to new development and appropriate mitigation measures to offset adverse impacts on the transport network during both construction and operation.
- 7.2.27 The Transport Assessment includes a robust assessment of baseline and future traffic conditions, incorporating committed development and growth projections to 2030. All junctions are shown to operate within capacity, and a Road Safety Audit has been completed with all issues addressed. The proposed ghost island junction ensures safe and efficient vehicular access.
- 7.2.28 Core Policy 63 (Transport Strategies) supports the preparation of transport strategies for towns and larger settlements and seeks that development aligns with local transport strategies to manage growth sustainably.
- 7.2.29 The scheme aligns with local transport strategies by delivering infrastructure that supports sustainable growth and integrates with the wider transport network.
- 7.2.30 Core Policy 64 (Demand Management) promotes measures to reduce reliance on the car, including smarter travel choices and requires Travel Plans for developments with significant transport implications.
- 7.2.31 A Full Travel Plan has been prepared, setting out measures to encourage walking, cycling, car sharing, and public transport use. The plan includes EV charging, cycle parking, and monitoring arrangements, promoting smarter travel choices.
- 7.2.32 Core Policy 66 (Strategic Transport Network) protects and enhances Wiltshire's strategic transport network and seeks new development not to compromise the safety, capacity, or resilience of the strategic road network.
- 7.2.33 The development does not compromise the safety, capacity, or resilience of the strategic road network. Residual impacts are acceptable and do not trigger the NPPF's threshold for refusal.

Emerging Wiltshire Local Plan (2023)

- 7.2.34 Policy 70: (combined update of CP60 and CP63) consolidates sustainable transport and transport strategy requirements highlights the importance of active travel networks and demand management measures.
- 7.2.35 Policy 71 (update of CP61) reinforces the need for new development to reduce reliance on private cars. It distinguishes between rural and urban contexts in transport planning and requires design to encourage active travel and sustainable modes.
- 7.2.36 Policy 72 (update of CP62) focuses on development impacts on primary and major road networks. It requires mitigation of adverse effects on highway capacity and safety. It aligns with NPPF para 116 which advises refusal of a Proposed Development only where residual cumulative impacts are "severe."
- 7.2.37 Policy 73 (update of CP64) expands demand management measures to include EV charging and active travel. It requires Travel Plans for significant development proposals and promotes smarter travel choices.
- 7.2.38 The proposal reflects the updated policy framework by prioritising active travel, distinguishing between rural and urban transport needs, and ensuring that development impacts on the highway network are mitigated. The Travel Plan meets

the expanded requirements for demand management and supports smarter travel behaviour.

Lyneham and Bradenstoke Neighbourhood Plan (2020–2030)

- 7.2.39 Policy 7 (Sustainable Travel) promotes development that improves pedestrian and cycle connectivity, reduces traffic impacts, and supports public transport access.
- 7.2.40 The development directly supports the Neighbourhood Plan's aims by improving pedestrian and cycle connectivity, reducing traffic impacts, and enhancing access to public transport. Infrastructure improvements on Calne Road and Slessor Road facilitate safe and convenient travel to local schools, shops, and services.

National Planning Policy Framework (NPPF)

- 7.2.41 The development addresses paragraph 116 of the NPPF, which states that development should only be refused on transport grounds if the residual cumulative impacts are severe. The TA confirms that all junctions operate within capacity, and the proposed mitigation ensures that impacts are not significant

7.3 HERITAGE

Technical Assessment

- 7.3.2 The Archaeological and Built Heritage Desk-Based Assessment undertaken by Headland Archaeology for RSK confirms that there are no designated heritage assets within the Proposed Development area.
- 7.3.3 Within the wider one-kilometre study area, thirteen designated assets have been identified, including one Scheduled Monument and twelve Grade II listed buildings.
- 7.3.4 The Site itself contains no known heritage assets, although aerial imagery suggests the possible presence of a sub-rectangular enclosure of uncertain date.
- 7.3.5 The western boundary hedgerow qualifies for protection under the Hedgerow Regulations 1997.
- 7.3.6 The assessment concludes that the archaeological potential of the Site is negligible for Roman and earlier periods and low for later periods, with any remains likely to be of local to regional importance.
- 7.3.7 The Proposed Development is not anticipated to affect the setting of designated assets, though the setting of Freegrove Farm, a non-designated heritage asset, may experience limited adverse effects.
- 7.3.8 The report recommends further geophysical survey and possible trial trenching to confirm the presence or absence of remains.
- 7.3.9 Overall, impacts are considered manageable through staged mitigation.

Policy Compliance

- 7.3.10 This approach is consistent with Core Policy 58 of the Core Strategy and Policy 99 of the emerging Local Plan, as well as the NPPF's requirement to conserve heritage

assets in a manner proportionate to their significance. The Neighbourhood Plan's design policies, which emphasise respect for local character, are also supported.

7.4 NOISE

Technical Assessment

- 7.4.2 The Noise and Vibration Assessment prepared by RSK Acoustics identifies baseline conditions across three monitoring locations, covering road traffic from the A3102, activity from MOD Lyneham, and emissions from a nearby poultry farm.
- 7.4.3 The majority of the Site is categorised as low risk under ProPG Planning & Noise, with predicted external noise levels within BS 8233:2014 guidelines for amenity areas.
- 7.4.4 Areas closest to the A3102 are medium risk, requiring mitigation such as strategic building placement, minimising gaps between dwellings, and acoustic barriers (fencing) to back gardens.
- 7.4.5 Internal noise criteria can be met with standard double glazing and trickle ventilators. Overheating scenarios may require enhanced glazing or mechanical ventilation to comply with the required standards.

Policy Compliance

- 7.4.6 The assessment concludes that the Site is suitable for residential development subject to good acoustic design. This demonstrates compliance with Core Policy 57, which requires safeguarding amenity against noise and vibration, and with NPPF requirements to avoid significant adverse impacts.
- 7.4.7 This also addresses the Neighbourhood Plan's emphasis on protecting amenity and tranquillity.

7.5 AIR QUALITY

Technical Assessment

- 7.5.2 The Air Quality Assessment prepared by RSK confirms the Site is not located within an Air Quality Management Area (AQMA), with the nearest AQMA being in Calne approximately 6km to the south.
- 7.5.3 Baseline monitoring demonstrates that existing air quality is within acceptable limits. During the construction phase, there is potential for dust and particulate matter to be generated, but the assessment concludes that with appropriate mitigation measures including a dust management plan, careful phasing of works, and routing of construction traffic, any impacts will be negligible.
- 7.5.4 In the operational phase, traffic generated by the development has been screened against IAQM and EPUK criteria and is not expected to result in significant deterioration of local air quality.
- 7.5.5 Importantly, the Proposed Development would include air source heat pumps rather than combustion plant, meaning operational emissions will be minimal.

Policy Compliance

- 7.5.6 Overall, residual impacts are minor and fully mitigated. This demonstrates compliance with Core Policy 55 of the Wiltshire Core Strategy and Policy 101 of the emerging Local Plan, as well as the requirements of the NPPF (paras 187 and 199) to prevent unacceptable pollution and sustain compliance with national objectives. The Neighbourhood Plan's (Policy 7) emphasis on reducing traffic impacts and supporting sustainable transport is also met.

7.6 FLOOD RISK ASSESSMENT

Technical Assessment

- 7.6.2 The Flood Risk Assessment prepared by RSK LDE confirms that the Site lies within Flood Zone 1, with a very low risk of fluvial flooding.
- 7.6.3 The Site is not at risk from tidal flooding, and surface water flood risk is also very low, with only minor ponding noted in adjacent ditches.
- 7.6.4 Groundwater risk is assessed as medium due to shallow water tables, but this can be mitigated through the incorporation of Sustainable Drainage Systems.
- 7.6.5 Sewer and reservoir flood risks are low to very low.
- 7.6.6 The FRA concludes that the development can be made safe for its lifetime without increasing flood risk elsewhere, and that SuDS will ensure surface water runoff is appropriately managed.

Policy Compliance

- 7.6.7 The assessment therefore addresses Core Policy 67 of the Core Strategy and Policy 95 of the emerging Local Plan, as well as the NPPF's requirement that development be safe for its lifetime and not exacerbate flood risk. The Neighbourhood Plan's emphasis on avoiding adverse environmental impacts is also met.

7.7 LANDSCAPE & VISUAL

Technical Assessment

- 7.7.2 The Landscape and Visual Appraisal (LVA) undertaken by Stephenson Halliday identifies the baseline character of the Site as part of the Swindon–Lyneham Limestone Ridge, comprising pastoral farmland with hedgerows and scattered trees.
- 7.7.3 The Site is visually contained by MOD Lyneham to the north, residential properties to the west, and farmland to the south, with wider views eastwards across the rural landscape.
- 7.7.4 The study area extends to 2 km, with visibility largely confined within 1 km. No landscape designations apply directly to the Site, though the North Wessex Downs National Landscape lies 3.5 km east, where any intervisibility would be negligible.
- 7.7.5 The appraisal concludes that effects on landscape fabric and character are limited and can be mitigated through green infrastructure, planting, and sensitive design.

- 7.7.6 Visual effects are similarly moderate to minor, reducing over time as mitigation planting establishes.

Policy Compliance

- 7.7.7 The LVA demonstrates compliance with the adopted Core Policy 51 and emerging Policy 90, which require conservation and enhancement of landscape character, as well as Core Policy 52 and Policy 92, which require provision of green infrastructure.
- 7.7.8 The adopted Core Policy 57 and Policy 98 are addressed through landscape-led design, integration of buffers, and respect for settlement edges.
- 7.7.9 The Neighbourhood Plan's policies on design, green spaces, and sustainable travel are supported, and the Wiltshire Design Guide SPD principles on context, identity, and dark skies are addressed.

7.8 LIGHTING

Technical Assessment

- 7.8.2 The Lighting Impact Assessment prepared by Nature Positive establishes that the site is currently unlit, with baseline measurements across thirty-one survey points recording extremely low illuminance levels (0.04–0.07 lux), consistent with an Environmental Zone E2 classification (low district brightness).
- 7.8.3 The indicative lighting design for the Proposed Development employs modern LED luminaires with zero upward light, minimising sky glow and obtrusive spill.
- 7.8.4 Smart controls, directional fittings, and careful positioning will ensure that predicted light levels at sensitive receptors remain well below the recommended thresholds, with the maximum increase recorded at only 0.24 lux.
- 7.8.5 The assessment concludes that the development will have a negligible impact on surrounding properties and wildlife.

Policy Compliance

- 7.8.6 The Lighting Impact Assessment demonstrates compliance with Core Policy 51 of the Wiltshire Core Strategy and Policy 92 of the emerging Local Plan, which require protection of tranquillity and dark skies, as well as Core Policy 57 and Policy 98, which demand high-quality design that safeguards amenity.
- 7.8.7 The NPPF's requirement to prevent unacceptable pollution, and the Neighbourhood Plan's emphasis on respecting local character and minimising light intrusion, are addressed by the findings of the report.

7.9 ECOLOGY

- 7.9.1 An Ecological Impact Assessment has been prepared by RSK Biocensus.
- 7.9.2 This advises that several habitats and species of ecological value were identified on Site and within the Survey Area, including native hedgerow, other neutral grassland, bats, reptiles Great Crested Newts, and birds.

- 7.9.3 A number of key considerations arising from the current proposals were identified in relation to habitat loss, disturbance to protected species, lighting during construction and operational phase, and noise pollution.
- 7.9.4 A variety of mitigation, compensation and enhancement measures have been recommended and will be implemented in order to address the identified impacts.
- 7.9.5 These measures include but are not limited to:
- Implementation of best practice construction methods and consideration of ecological features as part of these;
 - Directional and limited lighting throughout the construction and operational phases;
 - Following best practice pollution guidance;
 - Fenced buffers will be installed in front of retained hedgerows;
 - Enhancing habitat for invertebrates, amphibians, reptiles, birds and bats through additional hedgerow planting along boundaries, planting of other neutral grasslands and a swale;
 - Creation of log piles and hibernacula for a range of species where possible;
 - Planting of native species which are fruit, pollen and berry rich for birds and insects; and,
 - Installation of integrated bat and bird boxes on buildings (built in). One box per four new buildings (25% ratio).
- 7.9.6 With the implementation of these measures, there are expected to be no residual impacts and therefore no cumulative impacts due to the proposals. This will ensure the proposals are compliant with Core Policy 50: Biodiversity and Geodiversity protecting habitats and species, and providing mitigation for impacts, and Policy 13: Biodiversity and Geodiversity which requires new development deliver biodiversity net gain and protect ecological networks.

Biodiversity Net Gain

- 7.9.7 A separate Biodiversity Net Gain Design Stage Report has also been prepared by RSK Biocensus.
- 7.9.8 This report concludes that the Proposed Development could result in a net change of up to +6.23 area habitat biodiversity units and up to +6.48 hedgerow biodiversity units, with no change in watercourse biodiversity units. This equates to up to 31.09% net gain for area habitats and a 510.09% net gain for hedgerows.
- 7.9.9 The trading rules in the Statutory Biodiversity Metric can be met for area habitats and hedgerows. However, there is no net gain required for watercourses due to the temporary nature of works, and therefore the statutory minimum requirement of 10% Biodiversity Net Gain is not achieved for this habitat type.
- 7.9.10 The Proposed Development therefore exceeds the statutory minimum requirement for area habitats and hedgerows under the Environment Act 2021.

7.10 ARBORICULTURE

Technical Assessment

- 7.10.2 A tree survey has been carried out in accordance with the recommendations contained within BS5837:2012. This has identified 17 features, consisting of 14 individual trees, two groups of trees and one hedgerow which may be affected by the proposed works. Two features were awarded a high-quality category A, seven features were awarded a moderate-quality category B, and eight features were awarded a low-quality category C. No features were identified as category U.
- 7.10.3 The Proposed Development necessitates the removal of four trees features: a low-quality Horse Chestnut in a declining condition (T1), a moderate quality Ash (T2) and two high quality Lime (T3 and T4) north of the proposed site access junction. There is no anticipated facilitation tree work.
- 7.10.4 To mitigate the tree loss and add to the existing tree stock on site, it is proposed that remedial tree planting is undertaken between the highway and the proposed active travel path. Suitable species for replacement planting may include Field Maple (*Acer campestre*), Oak (*Quercus* spp.), self-fertile Cherry (*Prunus* spp.) and Birch (*Betula pendula*).
- 7.10.5 A search of WC online mapping services established that there are no trees under the protection of a Tree Preservation Order, and the site does not sit within a Conservation Area. In addition, a search on the MAGIC website established that there are no Ancient Woodlands within influencing distance of the Site. A further search on the Ancient Tree Inventory, published by the Woodland Trust, established that there are also no Ancient, Veteran or Notable trees recorded within influencing distance of the Site.
- 7.10.6 Arboricultural supervision is recommended for all excavations that encroach in the RPAs of retained trees. This includes the highway widening works within the RPAs of features T5, T6 and T7. All works outside of trees RPAs can be undertaken by the contractors appropriate working methods with the tree protection measures in place..
- 7.10.7 The Proposed Development can be successfully undertaken with minimal harm being caused to those trees identified for retention.
- 7.10.8 Furthermore, the recommendations for remedial tree planting shall enhance the species diversity across the Site and mitigate against the loss of tree cover within the landscape.

Policy Assessment

- 7.10.9 The AIA confirms that existing trees and hedgerows will be retained wherever possible, with mitigation through remedial planting to maintain ecological connectivity and habitat value. This supports biodiversity objectives by safeguarding existing features and introducing new species diversity in accordance with Core Policy 50 and Policy 88: Biodiversity and Geodiversity.
- 7.10.10 The approach respects the Site's landscape character by retaining boundary vegetation and integrating new planting within landscape buffers, ensuring a softened

settlement edge and visual containment in accordance with Core Policy 51: Landscape

- 7.10.11 Replacement planting and structural landscaping contribute to multifunctional green infrastructure, enhancing ecological networks and amenity value in accordance with Core Policy 52: Green Infrastructure (and Policy 90 and 91: Landscape and Green Infrastructure).
- 7.10.12 The strategy protects valued landscape features and promotes enhancement through new planting, consistent with the NPPF's requirement to safeguard biodiversity and the intrinsic character of the countryside.

7.11 AGRICULTURAL LAND

Technical Assessment

- 7.11.2 ADAS has completed an Agricultural Land Classification survey of the Site.
- 7.11.3 The survey has identified clay topsoils over clay subsoils (where present) over limestone. These soils form agricultural land of Subgrade 3b quality.
- 7.11.4 Agricultural Land Classification Grade 3b is defined as moderate quality agricultural land which is not considered "Best and Most Versatile" (BMV) land.

Policy Assessment

- 7.11.5 The WCS does not contain a specific policy on agricultural land.
- 7.11.6 The emerging Local Plan continues to reflect national policy by prioritising the protection of BMV land. As the Site is classified as Subgrade 3b, its development is consistent with this approach and does not undermine the plan's objectives for safeguarding high-quality agricultural soils.
- 7.11.7 Paragraph 174 of the NPPF requires planning decisions to recognise the economic and other benefits of BMV agricultural land and to avoid its unnecessary loss. The Proposed Development complies with this requirement because the Site is not BMV land, and therefore its development does not conflict with national policy objectives for protecting high-quality agricultural soils.

7.12 ENERGY & SUSTAINABILITY

Technical Assessment

- 7.12.2 The Energy and Sustainability Statement prepared by Nature Positive sets out a fabric-first approach to construction, with enhanced U-values, airtightness, and energy-efficient lighting.
- 7.12.3 Heating will be provided by air source heat pumps, aligning with the national move away from fossil fuel systems. While solar photovoltaics are technically feasible, they are not included at this stage, and other technologies such as CHP, biomass, and ground source heat pumps are discounted as unviable.

- 7.12.4 Water efficiency measures will ensure consumption does not exceed 110 litres per person per day, and electric vehicle charging infrastructure will be provided in full compliance with Approved Document S.
- 7.12.5 The orientation of dwellings and passive solar design principles will help mitigate overheating risks.
- 7.12.6 The Embodied Carbon Report prepared by RSK quantifies the upfront embodied carbon emissions associated with construction. The assessment finds that the development will generate approximately 667 kgCO₂e per square metre, which is consistent with LETI and RIBA benchmarks for 2025.
- 7.12.7 The principal hotspots are identified as ready-mix concrete, HVAC systems, insulation, masonry units, and tiles. The report recommends reduction strategies including the use of low-carbon concrete mixes, recycled aggregates, alternative insulation materials, and efficient design to minimise waste. Construction-phase mitigation measures such as local sourcing, hybrid generators, and monitoring through a Construction Environmental Management Plan are also proposed.

Policy Compliance

- 7.12.8 The adopted approach set out by the planning application exceeds current Building Regulations and anticipates the Future Homes Standard, thereby demonstrating compliance with Core Policy 41 of the Core Strategy and Policy 86-87 of the emerging Local Plan. This also aligns with the NPPF's requirement to support the transition to a low-carbon future and with Neighbourhood Plan Policy 2, which promotes sustainable design principles.

7.13 GROUND CONDITIONS

Technical Assessment

- 7.13.2 The Phase 1 Desk Study undertaken by RSK Environment Ltd has assessed geo-environmental and geotechnical conditions for the proposed residential development.
- 7.13.3 The Site has remained in agricultural use for over 100 years. Potential contamination is limited to minor made ground at field entrances. No significant contaminative land uses were identified on-site. Off-site sources (MoD base, former RAF Lyneham, poultry farm) are unlikely to pose a risk due to distance, hydraulic gradient, and regulatory controls. No Part 2A contaminated land entries were recorded.
- 7.13.4 The site is underlain by the Stanford Formation (limestone), anticipated at shallow depth with high permeability. Weathered bedrock includes a stiff clayey matrix with limestone gravel. No significant made ground or compressible deposits are expected. Radon risk is negligible (<1% above action level), and no protective measures are required.
- 7.13.5 The Site lies within a Secondary A aquifer and a Zone 2C Source Protection Zone. Groundwater depth is conceptual but anticipated to be deep; shallow groundwater flow is likely eastwards toward The Strings watercourse (125 m east). Groundwater flooding risk is negligible. Surface water flood risk is very low.

- 7.13.6 Preliminary assessment indicates negligible risk from shrink-swell clays, compressible soils, running sands, or dissolution features. Site topography is flat, and no evidence of instability was noted. Climate change may increase shrink-swell potential in weathered clays, requiring foundation design consideration near mature trees.
- 7.13.7 No significant ground gas sources were identified.
- 7.13.8 All identified contaminant linkages are rated as low or very low risk. No moderate or high risks were identified. Limited intrusive investigation is recommended to confirm low-risk assumptions and inform foundation design.
- 7.13.9 A site investigation should include shallow boreholes, in-situ testing, concrete class testing, infiltration tests for SuDS, and monitoring wells to confirm groundwater conditions.

Policy Compliance

- 7.13.10 The assessment demonstrates compliance with relevant national and local policy requirements including Core Policy 56 (Contaminated Land) and Policy 97 (Land Contamination).

8 AFFORDABLE HOUSING STATEMENT

8.1 POLICY CONTEXT

- 8.1.1 The WCS highlights that the supply of affordable housing is a particular issue within Wiltshire, which has been exacerbated by rising house prices in recent years.
- 8.1.2 It is critical that any new homes benefit new and existing communities by ensuring new homes are available, affordable and appropriate, in particular to help newly forming households and young people to stay in Wiltshire's communities, whilst delivering the right types of homes to support good health and social wellbeing, including sufficient accommodation for Wiltshire's ageing population.
- 8.1.3 Core Policy 43 sets out when affordable housing provision will be required and indicates the proportions which will be sought from open market housing development.
- 8.1.4 Appropriate tenure and affordability are key to meeting housing needs and to developing mixed, balanced and inclusive communities. The provision of affordable housing linked to open market housing development must be realistic, with regard to economic viability, but flexible to variations between sites and changes in market conditions over the plan period.
- 8.1.5 Core Policy 43 contains two separate affordable housing zones (30% and 40%). For Lyneham, which is a large village, the threshold is 40% affordable housing provision on major residential schemes. This level of affordable housing (40%) is reflected in Policy 76 of the emerging Local Plan.
- 8.1.6 The Lyneham and Bradenstoke Neighbourhood Development Plan (2020–2030) reinforces this by supporting housing growth that meets local needs, including affordable housing.

8.2 PROPOSED PROVISION

- 8.2.1 The development will deliver up to 200 dwellings, of which up to 80 units (40%) will be provided as affordable housing in accordance with Core Policy 43. Affordable housing will be integrated throughout the Site and designed to a high standard, ensuring that it is indistinguishable from market housing. This approach promotes mixed, balanced, and inclusive communities, consistent with WCS and national policy objectives.
- 8.2.2 Tenure and dwelling mix will be agreed with WC prior to determination, informed by local housing needs evidence. Provision is expected to include a combination of affordable rent, shared ownership, and other intermediate products, with flexibility to accommodate changes in market conditions and viability considerations.
- 8.2.3 The proposed level of provision is considered achievable without public subsidy, in line with Core Policy 43. A Section 106 Agreement will secure delivery, including tenure mix, phasing, and integration measures.

8.3 CONCLUSION

- 8.3.1 The Proposed Development will make a significant contribution to meeting local housing needs by delivering up to 80 affordable homes in Lyneham. This provision aligns with the WCS, the Neighbourhood Plan, and the National Planning Policy Framework, supporting the creation of sustainable, inclusive communities.

9 PLANNING BALANCE

9.1 INTRODUCTION

- 9.1.1 Paragraph 11 of the NPPF establishes the presumption in favour of sustainable development. For decision-making, this means granting planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies of the NPPF taken as a whole. This section considers the adverse impacts of the Proposed Development and weighs them against its benefits in the context of the NPPF and the current policy position.

9.2 POLICY CONTEXT

- 9.2.1 Wiltshire Council cannot currently demonstrate a 5-year supply of deliverable housing sites. As a result, relevant policies for the supply of housing are deemed out-of-date, and the presumption in favour of sustainable development applies. The NPPF advises that planning permission should be granted unless adverse impacts significantly and demonstrably outweigh the benefits.

9.3 ADVERSE IMPACTS

Conflict with Spatial Strategy

- 9.3.2 The Site lies outside the defined settlement boundary of Lyneham and is not allocated for development in the Wiltshire Core Strategy or the Lyneham & Bradenstoke Neighbourhood Plan. This represents a departure from the adopted spatial strategy.

Loss of Agricultural Land

- 9.3.3 The development will result in the permanent loss of 8.76 hectares of agricultural land currently in use for farming, however the ALC has confirmed this land is Grade 3b and not 'best and most versatile' agricultural land.
- 9.3.4 Therefore, the loss of agricultural land in this instance does not conflict with national policy objectives for protecting high-quality agricultural soils is a negligible impact.

Landscape and Visual Effects

- 9.3.5 The Landscape and Visual Appraisal identifies moderate initial effects on the Site's character and views, particularly from nearby receptors.
- 9.3.6 Landscape and visual effects are moderate to minor, reducing over time as mitigation planting establishes.

Arboricultural Impacts

- 9.3.7 The Proposed Development necessitates the removal of four trees including a low-quality Horse Chestnut in a declining condition, a moderate quality Ash, and two high quality Lime north of the proposed site access track.

- 9.3.8 To mitigate the tree loss and add to the existing tree stock on Site, it is proposed that remedial tree planting is undertaken between the highway and the proposed active travel path.
- 9.3.9 The recommendations for remedial tree planting will enhance the species diversity across the Site and mitigate against the loss of tree cover within the landscape.

Heritage Considerations

- 9.3.10 The Site contains no designated heritage assets, but minor adverse effects may occur on the setting of Freegrove Farm (a non-designated heritage asset). Archaeological investigation will be required to address potential sub-surface remains.
- 9.3.11 These impacts are localised and can be mitigated through design, landscaping, and planning conditions.

9.4 BENEFITS OF THE PROPOSAL

Housing Delivery

- 9.4.2 The scheme will provide up to 200 new homes of which up to 80 will be affordable homes, making a significant contribution to addressing Wiltshire's housing shortfall and supporting the NPPF objective to boost housing supply.
- 9.4.3 Assuming outline planning permission is granted in 2026, new homes would commence construction in late 2027 / early 2028 with completions estimated at a rate of c. 50-60 units a year through to 2029, thereby contributing 200 much needed new and affordable homes to the WC 5-year housing land supply.

Sustainable Transport and Connectivity

- 9.4.4 The development includes enhanced pedestrian and cycle infrastructure, EV charging, and access to public transport, promoting modal shift and reducing car dependency.

Economic and Social Benefits

- 9.4.5 The scheme will generate construction jobs, increase local spending, and support existing services and facilities in Lyneham.

Environmental Enhancements

- 9.4.6 Integration of green infrastructure, biodiversity net gain, and sustainable drainage systems will enhance ecological value and manage surface water effectively.
- 9.4.7 Proposals include the provision of open space that can achieve 10% biodiversity net gain on site.

Energy Efficiency and Climate Resilience

- 9.4.8 Homes will adopt a fabric-first approach, air source heat pumps, and water efficiency measures, aligning with climate objectives and the Future Homes Standard.

9.5 OVERALL BALANCE

- 9.5.1 While the proposal conflicts with elements of the adopted spatial strategy, this conflict carries limited weight given WC's inability to demonstrate a 5-year housing land supply. The adverse impacts identified do not significantly and demonstrably outweigh the substantial benefits of delivering housing, affordable homes, and sustainable development measures. In accordance with Paragraph 11 of the NPPF, the presumption in favour of sustainable development applies, and planning permission should therefore be granted.

10 SUMMARY

- 10.1.1 This Planning Statement supports an outline planning application for up to 200 dwellings (Use Class C3), including 40% affordable housing, public open space, and associated infrastructure on land east of Calne Road, Lyneham. All matters are reserved except for access, which is proposed via a new priority junction from the A3102 (Calne Road).

Site and Context

- 10.1.2 The site extends to 8.76 hectares of agricultural land on the south-eastern edge of Lyneham, adjacent to existing development and MOD Lyneham. It is well-contained by physical boundaries and benefits from proximity to local services, public transport, and an established Public Rights of Way network. The Site's transitional location between the village and open countryside provides a logical opportunity for a landscape-led extension that respects local character.

Development Proposals

- 10.1.3 The application includes a Parameters Plan for approval defining:
- A central development zone set back from boundaries.
 - Continuous landscape buffers for structural planting, ecological enhancements, and SuDS.
 - Maximum building heights of 2.5 storeys (10.5m ridge).
 - A fixed vehicular access from Calne Road, supported by pedestrian and cycle improvements.

Policy Context

- 10.1.4 Wiltshire Council cannot demonstrate a 5-year housing land supply (currently 2.42 years), engaging the presumption in favour of sustainable development under Paragraph 11 of the NPPF. Relevant housing policies are therefore considered out-of-date, and planning permission should be granted unless adverse impacts significantly and demonstrably outweigh the benefits.

Technical and Design Compliance

- 10.1.5 The proposals adopt a landscape-led approach, integrating green infrastructure, biodiversity net gain, and sustainable drainage systems.
- 10.1.6 Design principles ensure compatibility with Lyneham's character, active frontages, and walkable streets.
- 10.1.7 Proposals include safe access and promote modal shift through enhanced pedestrian/cycle routes and EV charging.
- 10.1.8 Environmental assessments completed demonstrate compliance with adopted and emerging policies on all technical matters.

Benefits of the Proposal

- 10.1.9 Proposals will provide up to 200 new homes, including 80 affordable units, addressing Wiltshire's acute housing shortfall.
- 10.1.10 Sustainable transport measures will improve pedestrian/cycle links, public transport access, and EV infrastructure.
- 10.1.11 Economic and social benefits include construction jobs, local spending, and support for village services.
- 10.1.12 Environmental enhancements are embedded within the proposals including formal and informal open space, 10% biodiversity net gain, and a climate-resilient design.
- 10.1.13 Proposals will deliver a fabric-first approach, using air source heat pumps and water efficiency measures to ensure a high standard of environmental design for new residents.

Planning Balance

- 10.1.14 While the Site lies outside the settlement boundary and represents a departure from the adopted spatial strategy, this carries limited weight given the Council's housing land supply position.
- 10.1.15 The adverse impacts identified including the loss of 4 trees, localised landscape effects, and minor heritage considerations, can be suitably mitigated and do not significantly outweigh the benefits.
- 10.1.16 In accordance with Paragraph 11 of the NPPF, the presumption in favour of sustainable development applies, and planning permission should be granted.

Appendix 1 – Relevant Policies

Wiltshire Core Strategy (Adopted 2015)

The following policies are set out in the adopted WCS and form the basis for the planning policy assessment of the proposed development.

Core Policy 41: Sustainable Construction and Low Carbon Energy

New development should incorporate energy efficiency measures and renewable energy generation wherever possible.

Core Policy 43: Providing Affordable Homes

On sites of 10 or more dwellings, 40% affordable housing will be sought in Large Villages, subject to viability.

Core Policy 45: Meeting Wiltshire's Housing Needs

Housing proposals should deliver a mix of dwelling types and sizes to meet local needs, taking account of proximity to MOD Lyneham.

Core Policy 50: Biodiversity and Geodiversity

Development will only be permitted where it protects habitats and species, and where necessary, provides mitigation for impacts.

Core Policy 51: Landscape

Development should protect, conserve and where possible enhance Wiltshire's distinctive landscape character.

Core Policy 52: Green Infrastructure

Development should integrate green infrastructure and protect existing ecological networks.

Core Policy 55: Air Quality

Major development proposals must assess and mitigate air quality impacts.

Core Policy 56: Contaminated Land

Development on potentially contaminated land must include appropriate investigation and remediation.

Core Policy 57: Ensuring High Quality Design and Place Shaping

Development must be designed to a high standard, responding positively to Wiltshire's character and context.

Core Policy 58: Historic Environment

Development must protect and enhance heritage assets and their settings.

Core Policy 60: Sustainable Transport

Development should promote sustainable travel and be supported by transport assessments where appropriate.

Core Policy 61: Transport and New Development

New development should reduce the need to travel by private car and encourage sustainable alternatives.

Core Policy 67: Flood Risk

Development will not be permitted in areas of flood risk unless supported by a Flood Risk Assessment demonstrating safety and resilience.

Core Policy 68: Water Resources

Development must protect water quality and promote sustainable use of water resources.

Wiltshire Council Regulation 19 Local Plan (Draft 2023)

The following policies are set out in the emerging Wiltshire Local Plan and form the basis for the planning policy assessment of the proposed development.:

Policy 1: Settlement Strategy

Policy 2: Delivery Strategy

Policy 70: Transport and New Development

Policy 71: Development Impacts on the Primary and Major Road Networks

Policy 72: Demand Management

Policy 73: Movement of Goods

Policy 74: Strategic Transport Network

Policy 76: Providing affordable homes

Policy 78: Meeting Wiltshire's housing needs

Policy 83: Health and wellbeing

Policy 84: Open space and play facilities

Policy 85: Sustainable construction and low carbon energy

Policy 86: Renewable energy installations

Policy 87: Embodied carbon

Policy 88: Biodiversity and geodiversity

Policy 89: Biodiversity net gain

Policy 90: Woodland, hedgerows, and trees

Policy 91: Conserving and enhancing Wiltshire's landscapes

Policy 92: Conserving and enhancing dark skies

Policy 93: Green and blue infrastructure

Policy 95: Flood risk

Policy 96: Water resources

Policy 97: Contaminated land

Policy 98: Ensuring high quality design and place shaping

Policy 99: Ensuring the conservation and enhancement of the historic environment

Policy 101: Air quality

The pertinent Lyneham and Bradenstoke Neighbourhood Plan policies are as follows:

Policy 1: Housing within Settlement Boundary

Supports infill and small-scale housing within the settlement boundary, provided it respects local character and meets local needs.

Policy 2: Design Principles

Development must reflect the scale, materials, and layout of surrounding buildings, protect views, and integrate with streetscapes.

Policy 7: Transport and Connectivity

Development should improve pedestrian and cycle connectivity, reduce traffic impacts, and support public transport access.