
Land north of Wychurch Farm, Malmesbury: Transport Statement Addendum

Ref: MS/SGe/ITS200270-004B
Date: 18 February 2026

SECTION 1 Introduction

- 1.1 This Note presents an updated site layout related to an outline planning application for up to 149 homes on land north of Whychurch Farm, Malmesbury (*planning application ref: PL/2025/02257*).
- 1.2 The layout addresses the comments of Wiltshire Council (WC) Highways, dated 15th April 2025 and Wiltshire Rights of Way, dated 15th April 2025 on an earlier scheme layout presented in a Transport Assessment (*i-Transport Report Ref: ITS200270-007A*) dated 27th February 2025.
- 1.3 The site layout is provided as **Appendix A** and extracted below in **Image 1.1**.

Image 1.1: Updated Site Layout

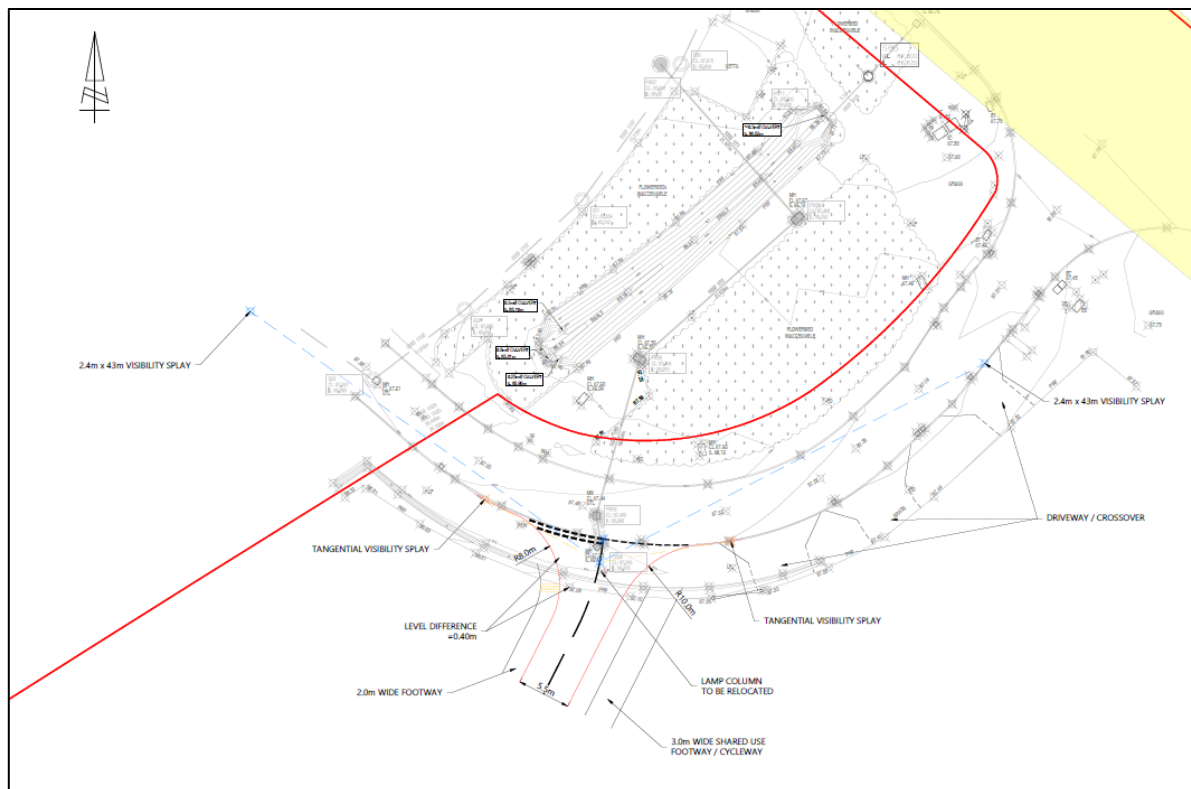


- 1.4 The comments provided by Wiltshire Council as highway authority are provided as **Appendix B** and the comments provided by Wiltshire Rights of Way are provided as **Appendix C**.
- 1.5 The remainder of this Note is structured as follows:
- Section 2 provides details on the updated site layout.
 - Section 3 presents WC's comments and provides i-Transport's response to them.
 - Section 3 presents WC's PROW team comments and provides i-Transport's response to them.
 - Section 4 provides a summary and conclusion.

SECTION 2 Updated Layout

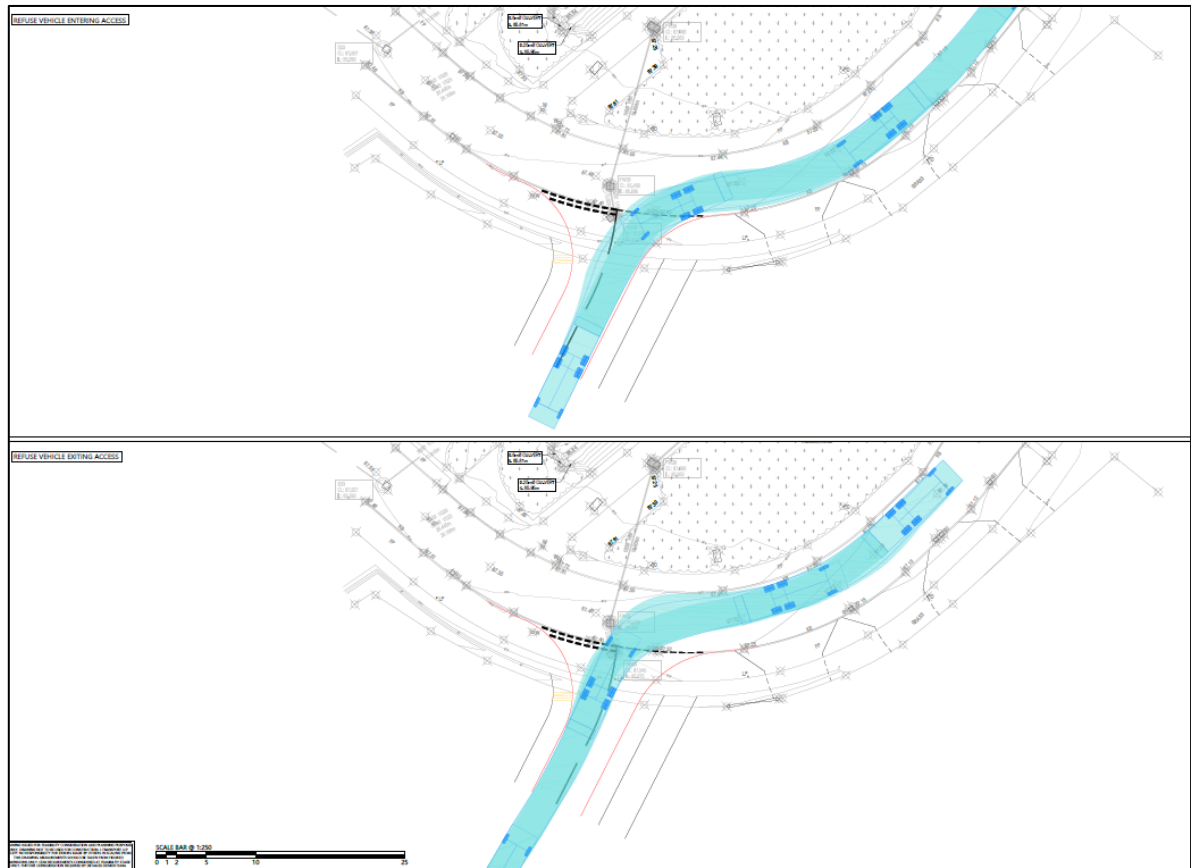
- 2.1 The proposal continues to be an outline application for up to 149 homes.
- 2.2 The access to the adjacent Bloor's site has now been built. Therefore, the access to the application site has been updated using topographic mapping of the completed access. This is presented as drawing **ITS200270-GA-005A** provided to the rear of this report and extracted below. The drawing shows a 2m footway on the western side of the proposed access and a 3m shared footway / cycleway on the eastern side of the access, noting that there is a shared cycleway on the southern side of the Bloor access road. This is in accordance with the comments of WC, set out in Section 3.

Image 2.1: Access Arrangement



- 2.3 Drawing **ITS200270-GA-006A** provided to the rear of this report and extracted below, shows the site access can safely accommodate a refuse collection vehicle entering and exiting.

Image 2.2: Swept Path Analysis – Refuse Vehicle



SECTION 3 Response to Wiltshire Council's Comments

3.1 WC's comments and i-Transport's responses to them are presented in **Table 3.1** below. As set out previously, these have been agreed with WC.

Table 3.1: Wiltshire Comments and Responses

Comment	Response / Action
Improvements along the B4014 are in the shape of a 3m wide shared use path to connect existing housing with the Filands roundabout. There is a right turn lane as part of the proposal which appears to have been designed to capacity should this development be approved, in addition to previously permitted schemes.	No action.
The development to the west has built a 3m wide shared use path connecting from Filands Road, B4014 to the proposed access for the above numbered development. Within the access detail and the masterplan there is a 2m wide footway running from north to south, this will need to be upgraded to a 3m wide SUP to connect non-vehicular use from the B4014 to the line of the Right of Way MALM7 and then to the Wychurch Roundabout to make an eastern connection to the site.	This is agreed and the 2m wide footway is now shown as a 3m wide SUP from the Bloor access road to the south, running along the eastern side and connecting to the footway on the western side of the A429. The junctions on this route with minor arms are 'Copenhagen crossings' to give priority to cyclists.
While the access location has been previously permitted in an earlier outline application and currently subject to a reserved matters application, the level details require further detail to be indicated.	It is agreed that matters related to levels at the access can be addressed through a reserved matters application. The level differences do not present insurmountable issues.
Due to the location of the site, there will be limited potential for connectivity to primary or secondary school and these journeys will by necessity involve private car journeys at drop off and pick up times. There is potential for cycle routes to be used for older children, but an additional contribution may be sought to aid the provision of school busing to the proposal site. For details of amounts I am happy to discuss further with the Public Transport Team if you require that at this stage. Future design of the site must be able to demonstrate adequate access and turning for bus provision.	It is agreed that no public transport contribution will be sought. No provision is needed for bus access.

Comment	Response / Action
The PROW named MALM8 is subject to an order of diversion and will border the western fringe of the proposal site. Connection via footway or footpath is expected to the north of the proposal site and should be achieved at the south of the proposal site toward Lacemakers Road. A POS path connecting from the planned designed path west across the POS to the boundary of the application site at Lacemakers Road will allow for this connection to be achieved. A path to the west of the POS to the south of the site can also form a connection to Ron Golding Close. Improvements to the north south public open space track off-site could be funded with a contribution provided through this application. Informal contact regarding connection has been made and there is an agreement that this site has the provision of providing the connection to the SUP MALM8 at two points to the west of the site. This will allow a connection across the drainage ditch bordering the site to the west.	This is agreed and the following accesses are shown on the masterplan at Appendix A. For ease, these are summarised below: 1 A 3m wide path to connect to the MALM8 path to the west of the proposed site, where the play area has been located. 2 A 3m shared use connection to MALM8 / Lacemakers Road from the public open space to the rear of plot 59. 3 A 2m pedestrian connection to Ron Golding Close.
To the west, (the site previously permitted at outline stage) a connection should be secured to link with the proposed west/east connection (3m shared use lighted path) and MALM8.	This is agreed and is dealt with in the point above i.e., a 3m wide path will be provided to connect to the MALM8 path to the west of the proposed site, where the play area has been located and a 3m shared use connection will be provided to MALM8 / Lacemakers Road from the public open space to the rear of plot 59.
Connection at the south of the site via 2m path to link to the current 2m path at Ron Goulding Close.	This is agreed and as previously mentioned, a 2m pedestrian connection to Ron Golding Close will be provided with a gap in the fence provided at the site boundary.
As part of the connections the developer must note on drawings that a hole will be provided in the boundary treatment, even if future path connection is not yet established to ensure that the Council is not left with the responsibility to make the connection.	This is agreed and, as above, a hole will be provided in the boundary treatment, and this is illustrated on the Landscape Masterplan (Appendix D).
This should be established to the east by improvement of a 3m width lighted SUP following the legal path of MALM7 to A429 and to MALM6 to the south. To ensure that future residents have a desirable local walking and cycling connections a S106 contribution of £100,000 would be sought to provide all suitable off-site connections.	WC's email (ref: email from Ian Fry on 25 th July 2025 - provided at Appendix E) confirms that a financial contribution is not being sought. However, the email trail does confirm what right of way improvements will come forward following discussion with the right of way authority.

Comment	Response / Action
All roads must be designed to MfS standards, including widths and visibility requirements. Internal roads will be subject to a 20mph zone with the main link development road subject to a 20mph limit.	The 20mph requirement the Bloor site has a clause in the S38 agreement that deals with 20 mph or traffic calming measures to be included. It is understood the matter will be dealt with by way of an informative to any planning permission (<i>ref: email of Ian Fry on 28th May 2025 - provided at Appendix F</i>)

SECTION 4 Response to Wiltshire Rights of Way Comments

- 4.1 WC's Rights of Way (RoW) comments and i-Transport's responses to them are presented in **Table 4.1** below. As set out previously, these have been agreed with WC.

Table 4.1: Wiltshire Rights of Way Comments and Responses

Comment	Response / Action
The Northern spur of MALM7 is a particularly challenging path with a narrow width of between 0.6 and 0.9 meters. I would like to improve the Public Rights of Way network by having this path diverted onto the strip of land within the red line of this site and South of the property Redcliffe, Crudwell Road.	Whilst it is accepted that a northerly connection to the A429 via Malms7 would be desirable, it will not be deliverable because the short frontage available for any diverted footpath is flanked by the RPAs of category two - Mature oak trees. Footpath construction will entail an incursion into the root protection area, risking harm to the trees. Even a no dig solution will require excavation into the RPA, which extends to the footway, so a ramp up from to the footpath from existing ground level can be provided (and this will penetrate the RPA, close to the trunks). Given the risk of objection from other officers within WC and the presence of alternative walking and cycling routes to the A429, the proposal would not meet the tests of being reasonable and necessary. The priority is therefore respecting the existing footpath and using it as an internal link.

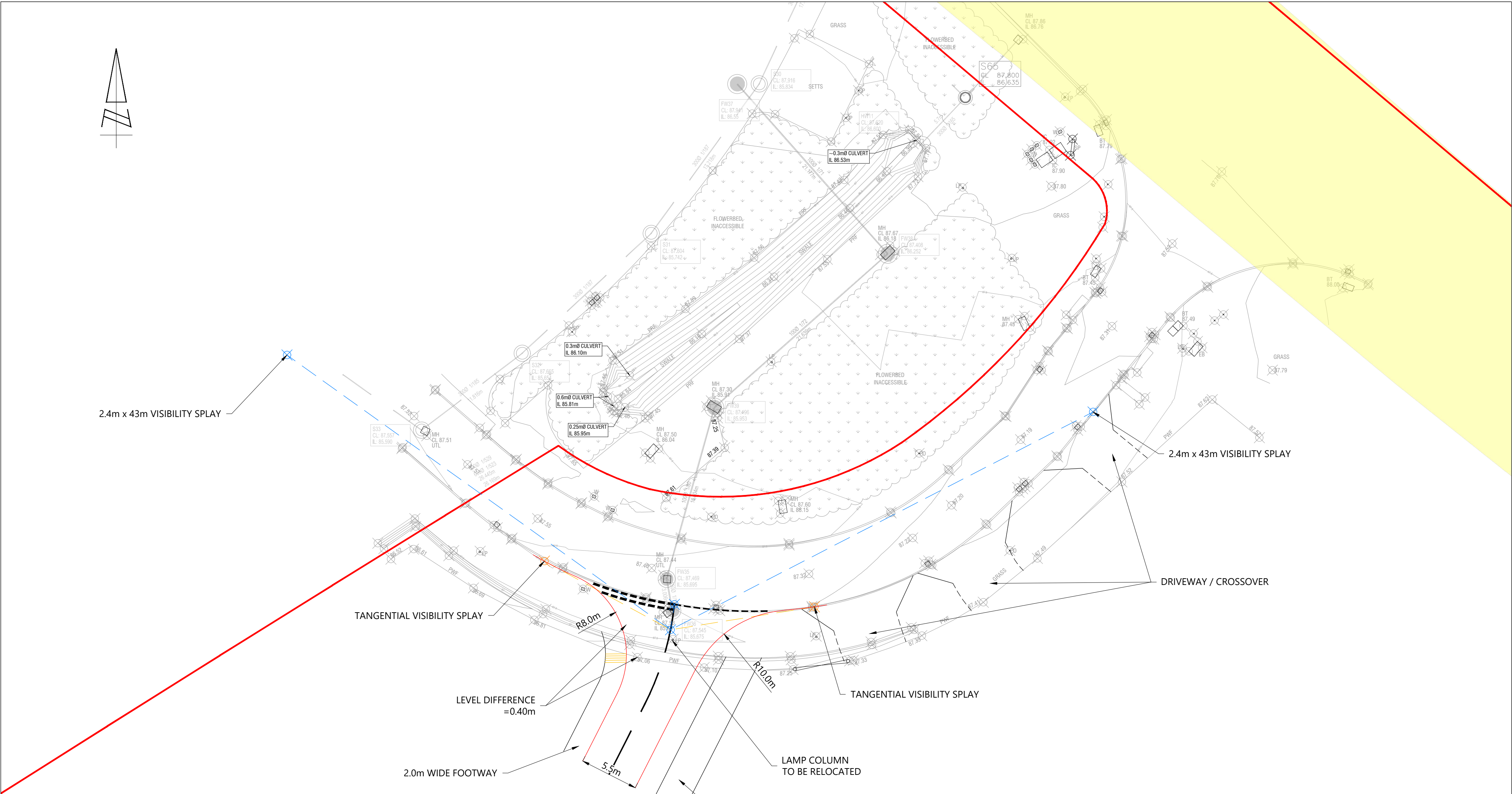
Comment	Response / Action
Both routes of MALM7 should be constructed to adoptable standard and included within the section 38 adoption or as 278 works whichever the Wiltshire Council Highways Officers feel is the most appropriate route. The applicant seems to be aware from how they have designed the development that some of the Public Rights of Way access furniture is not positioned on the definitive line. The kissing gate on the West side of the site is located approximately 17m to far to the North and the constructed path of MALM7 should follow the route shown on the masterplan and a new gap in the hedge should be created. I don't believe that any access furniture is required at this location as no stock is grazed in the field to the West. The Southern spur of MALM7 where it meets the A429 is currently obstructed by a barbed wire fence. A gap will need to be created here and if it is felt that a bollard or barrier is required here for public safety then the applicant will need to apply to the Countryside Access Officers for the authorisation of a structure.	This is agreed. The field boundary fence and kissing gate will be removed and MALM7 is provided on the existing alignment of its southern fork. To enhance pedestrian connectivity, a further pedestrian / cycle access to the A429 will be provided to the north, and this will form part of a wider north-south spine route through the estate. This is illustrated on the masterplan (Appendix A).
The link path from the development to the south towards MALM6 is welcome and I have spoken with the landowner of the land over which MALM6 crosses to discuss a dedication of a small section of footpath to link the development site to MALM6.	The benefits of a connection to the south are acknowledged, albeit such a connection is not necessary to make the development acceptable in planning terms as there are several routes into the site from the east and west, which also provide adequately for onward walking routes in a southerly direction. The masterplan already includes a pedestrian connection to the southern boundary of the site. A connection to Malms6 (beyond the application site) can be completed through discussion with the landowner. However, any connection would need to be completed independently of this planning application.

Comment	Response / Action
MALM7 will be an important route out of the site, a footway already exists from the end of Reeds Farm Road with half battered full face kerbs forming the southern edge of the path behind Bonners close. It might be beneficial to widen this path and install lighting on it. It may not be necessary to surface MALM7 to a width of 3m from the site to Reeds Farm Road if other cycling routes are available from the site, but a section 106 contribution should be taken to cover the cost of constructing an adoptable standard path from the site to the tarmac path behind 28 Bonners Close.	This is also undeliverable and therefore would not comply with paragraph 57 of the NPPF. The land between Reeds Farm Road and the site is owned by a third party and is not controlled by the applicant. The definitive width of the path is understood to be 0.6 to 0.9m wide. In i-Transport's experience 1.5m is the minimum width many highway authorities will accept over any significant length. A meaningful improvement to the footpath will therefore not be achievable west of the site without the permission of the third party. Therefore, a requirement to improve Malms7 west of the site therefore also does not meet the 'necessary' and 'reasonable' tests of paragraph 57.

SECTION 5 Summary

- 5.1.1 The revised proposal continues to comply with relevant design guidance and addresses WC's comments (as highway and right of way authority) on the previous layout.
- 5.1.2 The proposal is therefore acceptable in highway and transport terms.

DRAWINGS



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 Lakeside North Harbour, Building 1000, Lakeside North Harbour Western Road, Portsmouth, Hampshire, PO6 3EZ Tel: 03316 300366 www.i-transport.co.uk				REV: A DATE: 16.02.26 BY: MS TOPO SURVEY UPDATED				STATUS: FOR INFORMATION				PROJECT: LAND NORTH OF WHYTCHURCH FARM				CLIENT: GLEESON LAND				PROPOSED ACCESS ARRANGEMENT				DRAWN: TA				CHECKED: SGe				APPROVED: MS				PROJECT No: ITS200270				SCALE @ A2: 1:250				DATE: 28.11.25				DRAWING No: ITS200270-GA-005				REV: A			
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Technical drawing of a road plan view. The drawing shows a proposed road alignment (blue shaded area) and an existing road (red line). The alignment is labeled with stationing and elevations. Key features include:

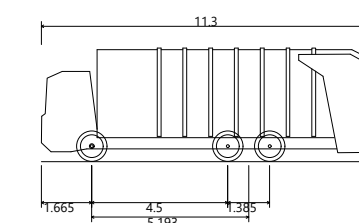
- 0.6mØ CULVERT** at station 87.51m, elevation 85.81m.
- 0.25mØ CULVERT** at station 87.55m, elevation 85.95m.
- GRASS** area on the right side of the road.
- FP** (Footprint) lines indicating the road boundaries.
- LP** (Line of Position) lines indicating the road centerline.
- Stationing** and **Elevations** are provided for various points along the alignment.



Technical drawing of a road layout showing a road alignment, a culvert, and a bridge. The drawing includes a scale bar (0 to 25 meters) and a north arrow. The road alignment is shown with a centerline and edge lines. The culvert is a rectangular structure with a blue hatched pattern. The bridge is a curved structure with a blue hatched pattern. The drawing also shows various survey points, elevations, and labels for different parts of the road and structures.

Labels and data points visible in the drawing:

- Scale:** 0 to 25 meters.
- North Arrow:** Indicated by a star symbol.
- Survey Points and Elevations:**
 - S33: CL: 87.557, IL: 85.690
 - 0.6mØ CULVERT: IL 85.81m
 - 0.25mØ CULVERT: IL 85.95m
 - CL: 87.466, IL: 85.953
 - 87.51, 87.55, 87.59, 87.61, 87.65, 87.69, 87.73, 87.77, 87.81, 87.85, 87.89, 87.93, 87.97, 88.01, 88.05, 88.09, 88.13, 88.17, 88.21, 88.25, 88.29, 88.33, 88.37, 88.41, 88.45, 88.49, 88.53, 88.57, 88.61, 88.65, 88.69, 88.73, 88.77, 88.81, 88.85, 88.89, 88.93, 88.97, 89.01, 89.05, 89.09, 89.13, 89.17, 89.21, 89.25, 89.29, 89.33, 89.37, 89.41, 89.45, 89.49, 89.53, 89.57, 89.61, 89.65, 89.69, 89.73, 89.77, 89.81, 89.85, 89.89, 89.93, 89.97, 90.01, 90.05, 90.09, 90.13, 90.17, 90.21, 90.25, 90.29, 90.33, 90.37, 90.41, 90.45, 90.49, 90.53, 90.57, 90.61, 90.65, 90.69, 90.73, 90.77, 90.81, 90.85, 90.89, 90.93, 90.97, 91.01, 91.05, 91.09, 91.13, 91.17, 91.21, 91.25, 91.29, 91.33, 91.37, 91.41, 91.45, 91.49, 91.53, 91.57, 91.61, 91.65, 91.69, 91.73, 91.77, 91.81, 91.85, 91.89, 91.93, 91.97, 92.01, 92.05, 92.09, 92.13, 92.17, 92.21, 92.25, 92.29, 92.33, 92.37, 92.41, 92.45, 92.49, 92.53, 92.57, 92.61, 92.65, 92.69, 92.73, 92.77, 92.81, 92.85, 92.89, 92.93, 92.97, 93.01, 93.05, 93.09, 93.13, 93.17, 93.21, 93.25, 93.29, 93.33, 93.37, 93.41, 93.45, 93.49, 93.53, 93.57, 93.61, 93.65, 93.69, 93.73, 93.77, 93.81, 93.85, 93.89, 93.93, 93.97, 94.01, 94.05, 94.09, 94.13, 94.17, 94.21, 94.25, 94.29, 94.33, 94.37, 94.41, 94.45, 94.49, 94.53, 94.57, 94.61, 94.65, 94.69, 94.73, 94.77, 94.81, 94.85, 94.89, 94.93, 94.97, 95.01, 95.05, 95.09, 95.13, 95.17, 95.21, 95.25, 95.29, 95.33, 95.37, 95.41, 95.45, 95.49, 95.53, 95.57, 95.61, 95.65, 95.69, 95.73, 95.77, 95.81, 95.85, 95.89, 95.93, 95.97, 96.01, 96.05, 96.09, 96.13, 96.17, 96.21, 96.25, 96.29, 96.33, 96.37, 96.41, 96.45, 96.49, 96.53, 96.57, 96.61, 96.65, 96.69, 96.73, 96.77, 96.81, 96.85, 96.89, 96.93, 96.97, 97.01, 97.05, 97.09, 97.13, 97.17, 97.21, 97.25, 97.29, 97.33, 97.37, 97.41, 97.45, 97.49, 97.53, 97.57, 97.61, 97.65, 97.69, 97.73, 97.77, 97.81, 97.85, 97.89, 97.93, 97.97, 98.01, 98.05, 98.09, 98.13, 98.17, 98.21, 98.25, 98.29, 98.33, 98.37, 98.41, 98.45, 98.49, 98.53, 98.57, 98.61, 98.65, 98.69, 98.73, 98.77, 98.81, 98.85, 98.89, 98.93, 98.97, 99.01, 99.05, 99.09, 99.13, 99.17, 99.21, 99.25, 99.29, 99.33, 99.37, 99.41, 99.45, 99.49, 99.53, 99.57, 99.61, 99.65, 99.69, 99.73, 99.77, 99.81, 99.85, 99.89, 99.93, 99.97, 100.01, 100.05, 100.09, 100.13, 100.17, 100.21, 100.25, 100.29, 100.33, 100.37, 100.41, 100.45, 100.49, 100.53, 100.57, 100.61, 100.65, 100.69, 100.73, 100.77, 100.81, 100.85, 100.89, 100.93, 100.97, 101.01, 101.05, 101.09, 101.13, 101.17, 101.21, 101.25, 101.29, 101.33, 101.37, 101.41, 101.45, 101.49, 101.53, 101.57, 101.61, 101.65, 101.69, 101.73, 101.77, 101.81, 101.85, 101.89, 101.93, 101.97, 102.01, 102.05, 102.09, 102.13, 102.17, 102.21, 102.25, 102.29, 102.33, 102.37, 102.41, 102.45, 102.49, 102.53, 102.57, 102.61, 102.65, 102.69, 102.73, 102.77, 102.81, 102.85, 102.89, 102.93, 102.97, 103.01, 103.05, 103.09, 103.13, 103.17, 103.21, 103.25, 103.29, 103.33, 103.37, 103.41, 103.45, 103.49, 103.53, 103.57, 103.61, 103.65, 103.69, 103.73, 103.77, 103.81, 103.85, 103.89, 103.93, 103.97, 104.01, 104.05, 104.09, 104.13, 104.17, 104.21, 104.25, 104.29, 104.33, 104.37, 104.41, 104.45, 104.49, 104.53, 104.57, 104.61, 104.65, 104.69, 104.73, 104.77, 104.81, 104.85, 104.89, 104.93, 104.97, 105.01, 105.05, 105.09, 105.13, 105.17, 105.21, 105.25, 105.29, 105.33, 105.37, 105.41, 105.45, 105.49, 105.53, 105.57, 105.61, 105.65, 105.69, 105.73, 105.77, 105.81, 105.85, 105.89, 105.93, 105.97, 106.01, 106.05, 106.09, 106.13, 106.17, 106.21, 106.25, 106.29, 106.33, 106.37, 106.41, 106.45, 106.49, 106.53, 106.57, 106.61, 106.65, 106.69, 106.73, 106.77, 106.81, 106.85, 106.89, 106.93, 106.97, 107.01, 107.05, 107.09, 107.13, 107.17, 107.21, 107.25, 107.29, 107.33, 107.37, 107.41, 107.45, 107.49, 107.53, 107.57, 10



Wiltshire Refuse Vehicle	
Overall Length	11.300m
Overall Width	2.900m
Overall Body Height	3.760m
Min Body Ground Clearance	0.304m
Track Width	2.900m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.250m

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						TITLE:		DRAWN:		CHECKED:		APPROVED:	
						PROPOSED ACCESS ARRANGEMENT SWEPT PATH ANALYSIS - REFUSE VEHICLE		TA		SGe		MS	
A 16.02.26 MS TOPO SURVEY UPDATED				SGe MS				PROJECT No:		SCALE @ A2:		DATE:	
REV DATE BY DESCRIPTION				CHK APD		PROJECT:		ITS200270		1:250		28.11.25	
STATUS:						CLIENT:		DRAWING No:				REV:	
FOR INFORMATION				LAND NORTH OF WHYTCURCH FARM		GLEESON LAND		ITS200270-GA-006				A	

APPENDIX A. MASTERPLAN



Romsey T: 01794 367703
Portishead T: 01275 407000
London T: 01794 367703
www.thrivearchitects.co.uk

Rev	Description	Date	Au	Ch
A	Issued for planning	24.02.25	NJ/TM	NJ
B	Boundary updated	04.03.25	LC	NJ
C	Layout updated	20.11.25	LC	TM
D	Addition of 3m shared cycleway through site	16.01.26	TM	RP
E	Addition of acoustic fence to eastern boundary	28.01.26	TM	RP

Project	Land north of Whychurch Farm and west of Crudwell Road		
Drawing	Illustrative Masterplan		
Client	Gleeson Strategic Land		
Job no.	GLEE240917	Date	31.01.25
Dwg no.	IMP.02	Rev.	E
Author	NJ/TM	Checked	NJ
Status	PLANNING	Scale	1:1250@A2
		Office	Portishead
Client ref.			

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APPENDIX B. WILTSHIRE COUNCIL HIGHWAY COMMENTS

Highways Department's Comment (15/04/2025)

The above numbered application seeks approval for means of site access for land associated with housing development.

The proposal is an outline application with all matters reserved for means of access only.

The access to the proposal site will connect to the public highway at Tetbury Road B4014 via a planned access to a Bloor Homes site that has been completed to adoptable standard.

Access Arrangement

I note that improvements along the B4014 in the shape of a 3 m wide shared use path to connect existing housing with the Filands roundabout. There is a right turn lane as part of the proposal which appears to have been designed to capacity should this development be approved, in addition to previously permitted schemes.

The development to the west has built a 3 m width shared use path connecting from Filands Road, B4014 to the proposed access for the above numbered development. Within the access detail and the masterplan there is a 2 m wide footway running from north to south, this will need to be upgraded to a 3 m wide SUP to connect non-vehicular use from the B4014 to the line of the Right of Way MALM7 and then to the Whychurch Roundabout to make an eastern connection to the site.

While the access location has been previously permitted in an earlier outline application and currently subject to a reserved matters application, the level details require further detail to be indicated. The access road from the B4014 has been built out and the proposed access road for this application above will need to be brought up to the level of the built road whilst not compromising the built retaining structure. There is no information on the mechanism for bringing the main estate road up to level or how the private accesses along the shared access road will be achieved. While technical information to engineering challenges can be provided within a further Reserved Matters Application or eventually a Section 38 agreement package, due to the level differences I would like some assurances that this has been taken into account by the applicant and that information can be brought forward to provide clarity within the planning process.

Pedestrian/Cycle and Bus Connectivity

Due to the location of the site, there will be limited potential for connectivity to primary or secondary school and these journeys will by necessity involve private car journeys at drop off and pick up times. There is potential for cycle routes to be used for older children, but an additional contribution may be sought to aid the provision of school busing to the proposal site. For details of amounts I am happy to discuss further with the Public Transport Team if you require that at this stage. Future design of the site must be able to demonstrate adequate access and turning for bus provision.

The PROW named MALM8 is subject to an order of diversion and will border the western fringe of the proposal site. Connection via footway or footpath is expected to the north of the proposal site and should be achieved at the south of the proposal site toward Lacemakers Road. A POS path connecting from the planned designed path west across the POS to the boundary of the application site at Lacemakers Road will allow for this connection to be achieved. A path to the west of the POS to the south of the site can also form a connection to Ron Golding Close. Improvements to the north south public open space track off-site could be funded with a contribution provided through this application. Informal contact

regarding connection has been made and there is an agreement that this site has the provision of providing the connection to the SUP MALM8 at two points to the west of the site. This will allow a connection across the drainage ditch bordering the site to the west.

Connectivity of the site should also be established to the east to allow for the potential for further development, should this be brought forward, and pedestrian connection should be established, such that future connections to MALM7 which runs east to the A429 to the east of the site, can be achieved.

To the west, (the site previously permitted at outline stage) a connection should be secured to link with the proposed west/east connection (3m shared use lighted path) and MALM8.

Connection at the south of the site via 2m path to link to the current 2m path at Ron Goulding Close.

As part of the connections the developer must note on drawings that a hole will be provided in the boundary treatment, even if future path connection is not yet established to ensure that the Council is not left with the responsibility to make the connection. This should be established to the east by improvement of a 3 m width lighted SUP following the legal path of MALM7 to A429 and to MALM6 to the south. To ensure that future residents have a desirable local walking and cycling connections a S106 contribution of £100,000 would be sought to provide all suitable off-site connections.

General comments

All roads must be designed to MfS standards, including widths and visibility requirements. Internal roads will be subject to a 20mph zone with the main link development road subject to a 20 mph limit. Parking must meet adopted standards both vehicle and cycle and bin collection and storage must be accommodated. Trees will be accepted but in the first instance should be planted to avoid services and adopted visibility splays.

Conditions

Prior to commencement of development, including any works of site clearance and preparation, a Construction Method Statement (CMS) shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved CMS, which shall include the following:

- a) the on-site parking of vehicles of site operatives and visitors;
- b) loading and unloading of plant and materials;
- c) storage of plant and materials used in constructing the development;
- d) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- e) wheel washing facilities;
- f) measures to control the emission of dust and dirt during construction and prohibition on burning of materials;
- g) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- h) hours of construction to be restricted so that no construction or demolition work shall take place on Sundays or Public Holidays or outside the hours of 0800 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays;
- i) drainage arrangements during the construction works;
- j) on-site vehicle routing for construction vehicles including site access.

Prior to commencement of development, a detailed assessment for the culverting of existing ordinary watercourses shall be submitted to and approved in writing by the Local Planning Authority. The assessment must demonstrate through hydraulic modelling that the culverting will not increase risk of flooding to the site/adjacent land and upstream catchments, and that the technical benefits of watercourse culverting outweigh any potential loss of amenity/biodiversity in the watercourse. The approved scheme shall be implemented in accordance with the approved details prior to the occupation of the first dwelling on the site.

The scheme must be permanently retained thereafter.

APPENDIX C. WILTSHIRE RIGHTS OF WAY COMMENTS

Comment

Rights of Way's comment

Planning Application	Stance
PL/2025/02257	Comment

- Details
- Files

▼

Information

Comment Name

Rights of Way's comment

Comment Number

WC-25-04-330080

Text

Thank you for the opportunity to comment on this application. I note the applicant has provided for the Public Rights of Way on their legal lines which is to be welcomed. However, the Northern spur of MALM7 is a particular challenging path with a narrow width of between 0.6 and 0.9 meters. I would like to improve the Public Rights of Way network by having this path diverted onto the strip of land within the red line of this site and South of the property Redcliffe, Crudwell Road ,Malmesbury, SN16 9JL this way we can have a path which is more inviting, less enclosed and with a wider width which will be of benefit to the residents on this development, I would welcome a conversation with the applicant so that we can explore this opportunity. Both routes of MALM7 should be constructed to adoptable standard and included within the section 38 adoption or as 278 works whichever the Wiltshire Council Highways Officers feel is the most appropriate route. The applicant seems to be aware from how they have designed the development that some of the Public Rights of Way access furniture is not positioned on the definitive line.

The kissing gate on the West side of the site is located approximately 17m to far to the North and the constructed path of MALM7 should follow the route shown on the masterplan and a new gap in the hedge should be created. I don’t believe that any access furniture is required at this location as no stock is grazed in the field to the West.

The Southern spur of MALM7 where it meets the A429 is currently obstructed by a barbed wire fence. A gap will need to be created here and if it is felt that a bollard or barrier is required here for public safety then the applicant will need to apply to the Countryside Access Officers for the authorisation of a structure.

The link path from the development to the South towards MALM6 is welcome and I have spoken with the landowner of the land over which MALM6 crosses to discuss a dedication of a small section of footpath to link the development site to MALM6.

MALM7 will be an important route out of the site, a footway already exists from the end of Reeds Farm Road with HB2 half battered full face kerbs forming the southern edge of the path behind Bonners close. it might be beneficial to widen this path and install lighting on it. It may not be necessary to surface MALM7 to a width of 3m from the site to Reeds Farm Road if other cycling routes are available from the site, but a section 106 contribution should be taken to cover the cost of constructing an adoptable standard path from the site to the tarmac path behind 28 Bonners Close.

I will shortly start work on an application to divert MALM7
Paul Millard
Countryside Access Development Officer

Date Created

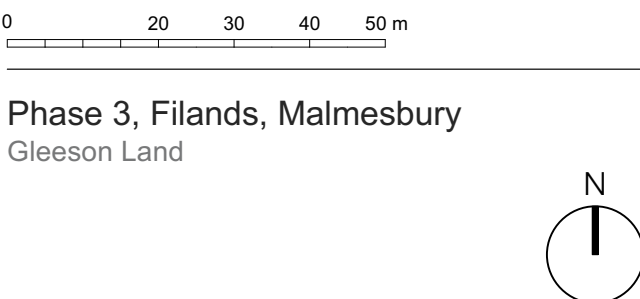
03/04/2025



APPENDIX D. LANDSCAPE MASTERPLAN



Notes/Revisions			
J	13/08/2025	Amendments to parking	DL
K	15/08/2025	Amendment to annotation	JD
L	17/09/2025	Amendments to landscape following changes to drainage and lighting	JD



Phase 3, Filands, Malmesbury
Gleeson Land

Landscape MA			
Status:		Drawn by:	Checked by:
For Submission		LB	TF
Project Number:	Scale @ A1:	Date:	
227612	1:750	21/09/2023	
Drawing Number:	Revision:		
TOR-XX-XX-DR-L-P-(92)001	L		

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APPENDIX E. FINANCIAL CONTRIBUTION - EMAIL

Sian Geddes

From: Fry, Ian <Ian.Fry@wiltshire.gov.uk>
Sent: 25 July 2025 15:55
To: Mark Stead
Subject: RE: Land at Filands - outline application for up to 149 homes

CAUTION: This message originated outside of i-Transport. Use caution when opening attachments, clicking links or responding to requests for information.

HI MARK

The connections noted and agreed in principle to link MALM7 to the A429 just to the north of the Whychurch Roundabout and to form a potential future connection from the site to MALM6 to the south can be achieved by upgrading the surface to tarmac and establishing a 2 m wide path within the site. Upon adoption through the S38 agreement this will trigger the removal of any right of way and maintenance responsibility for the paths will rest with the LHA. With these details in the agreed planning documents there will be no requirement for S106 funding for walking/cycling improvements.

I note the connections to the west of the Outline site to MALM8 is covered within the Reserved Matters application.

Regards

Ian Fry

Ian Fry
Highways DM Engineer Level 3
Ph: 01225 771649
PRONOUNS – He/Him

From: Mark Stead <mark.stead@i-transport.co.uk>
Sent: 02 June 2025 09:51
To: Fry, Ian <Ian.Fry@wiltshire.gov.uk>
Subject: Land at Filands - outline application for up to 149 homes

Ian,

I am separately emailing regarding the consultation response to the outline application, which we also discussed last week.

Again, summary table below with agreed actions / outcomes. I trust this is acceptable.

Comments	Response
1. I note that improvements along the B4014 in the shape of a 3 m wide shared use path to connect existing housing with the Filands roundabout. There is a right turn lane as part of the proposal which appears to have been designed to capacity should this	No action.

APPENDIX F. S38 20MPH - EMAIL

Sian Geddes

From: Fry, Ian <Ian.Fry@wiltshire.gov.uk>
Sent: 28 May 2025 16:26
To: Mark Stead
Subject: RE: Land at Filands, Malmesbury
Attachments: 20250404_122322.jpg; 20250404_122513.jpg; 20250131_135819.jpg; 20250131_135916.jpg; 20250404_122401.jpg; 20250404_122347.jpg; 20250131_140022.jpg; 20250131_135926.jpg

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This message originated outside of i-Transport. Use caution when opening attachments, clicking links or responding to requests for information.

Hi Mark

AS discussed, this afternoon please see attached the site photos taken April and February this year.

TRO

As far as the 20-mph requirement the Bloor site has a clause in the S38 agreement that deals with 20 mph or traffic calming measures to be included so I remove the condition (maybe include as an informative) but it will be covered as a secondary clause in the S38 agreement.

Hope that helps.

Regards

Ian Fry

Ian Fry
Highways DM Engineer Level 3
Ph: 01225 771649
PRONOUNS – He/Him

From: Mark Stead <mark.stead@i-transport.co.uk>
Sent: 27 May 2025 10:39
To: Fry, Ian <Ian.Fry@wiltshire.gov.uk>
Subject: RE: Land at Filands, Malmesbury

Hi Ian

Thank you so much for coming back to me – sorry we seem to be playing telephone tennis!

I am in the office today, Wednesday and Thursday.

I wonder if a Teams meeting would be the best way to talk through things since we'll be talking about various different places on the layout.