

APPLICATION FOR PERMISSION IN PRINCIPLE CASE OFFICER REPORT

APPLICATION REFERENCE:	PL/2026/00894
APPLICATION TYPE:	Permission in Principle
SITE ADDRESS:	Land at 34 Broad Town Road, Broad Town, Swindon, SN4 7RB
DEVELOPMENT DESCRIPTION:	Erection of 1No dwelling
RECOMMENDATION:	Approve

SITE CONTEXT

Location: Land at 34 Broad Town Road (the 'site') comprises part of an existing residential plot and is located on the eastern side of Broad Town Road, the main road through the settlement of Broad Town (designated a 'Small Village' in the Wiltshire Core Strategy).

Site and surroundings: The site measures circa 800sqm and specifically comprises the access and most of the rear garden of No. 34. The existing property is a modern semi-detached two-storey house with a hipped roof. To the rear of the house is a patchwork of hardstanding which consists of the footprint of multiple outbuildings that have been removed. The rest of the site comprises lawn with a large mature tree at the centre of the northern boundary and mature tree planting on the rear boundary. The site is shown below.



In terms of immediate surroundings, the site adjoins 33 and 35 Broad Town Road to the north and south respectively, a playing field to the east and Broad Town Road to the west with agricultural fields beyond.

In terms of wider context, Broad town constitutes the main built-up area to the south and the separate modern housing development to the north within which the site is located. Broad Town has a modest level of services and facilities including a primary school, church, village hall and other community facilities. The northern area of Broad Town is characterised by low-density two-storey residential development, though the density of local development has been gradually increasing over time with five redbrick dwellings added to the corner of Broad Town Road and Redhills and a backland property to the rear of 4 Redhills in the mid-2000s. Most recently, a backland dwelling was built in the middle of the rear garden of 36 Broad Town Road in 2018 (see planning history section below for more information) – the proposed dwelling seeks to mimic this mid-plot siting. This change in site context is shown below.



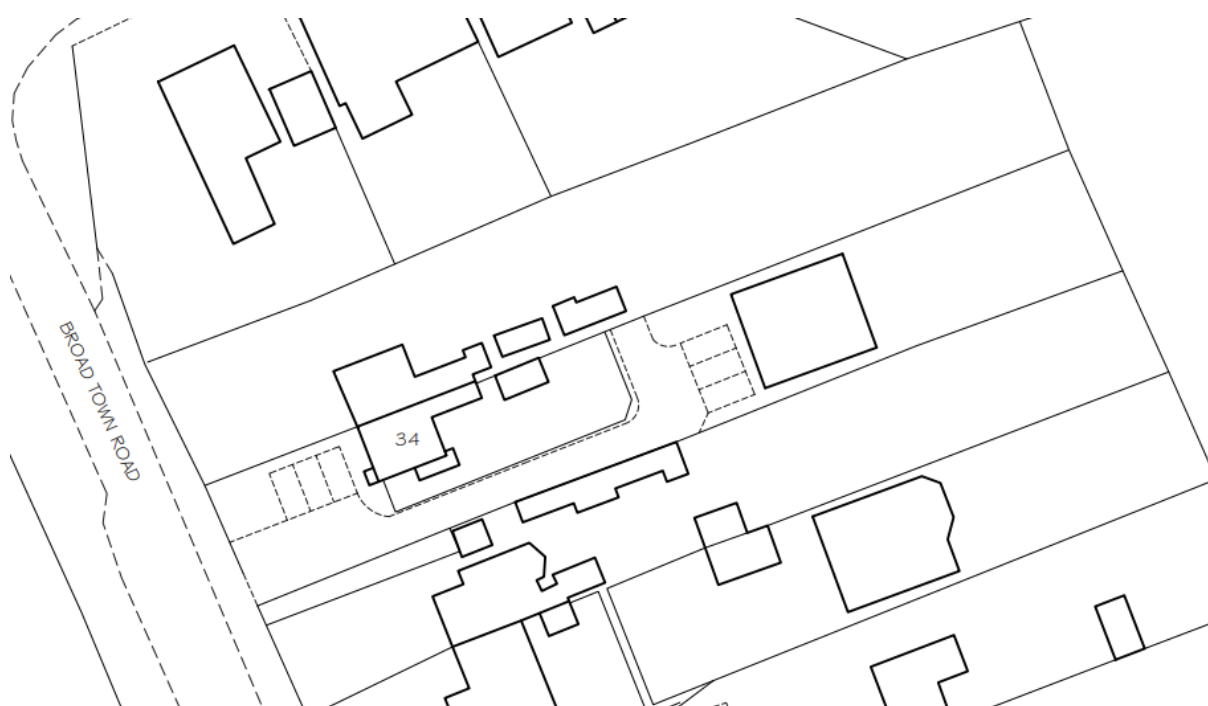
Evolution of the site context from 2002 (left) to 2025 (right).

Access: The section of Broad Town Road opposite the site is a marked two-way C-road subject to a 30mph speed limit. There are no bus stops within reasonable walking distance of the site, though the village is served by the Wiltshire Connect on-demand bus service.

Planning constraints and designations: The site is not subject to nor is it within notable proximity of any planning designations and/or constraints pertinent to the assessment of the proposed development. For the avoidance of doubt, the site lies within Flood Zone 1 (i.e. land with the lowest risk of flooding from river sources) and is not at risk of flooding from any other sources.

PROPOSAL

The application seeks Permission in Principle (PiP) for the construction of one dwelling. The proposed dwelling is sited circa 32m to the rear (east) of the host dwelling, and it would roughly align with the building line of Nos.1-4 Redhills to the south, including No. 1a, the closest dwelling constructed in 2018. The proposed dwelling would be accessed via a new drive that passes by the southern aspect of No. 34 and would lead to a parking forecourt providing three car parking spaces. The proposed illustrative site layout is copied below.



PLANNING HISTORY

The Site

Relevant Planning Records			
Reference	Description	Decision	Date
N/91/01919/DP3	Deemed permission regulation 4 – vehicular access	Withdrawn	22/10/1991

Land to the rear of 36 Broad Town Road

It is pertinent to note that the proposed development would broadly reflect the general location and layout of the new dwelling approved under application 17/08417/FUL and varied under application 18/07517/FUL (approved on 19/01/2018 and 30/10/2018 respectively).

RELEVANT LEGISLATION, POLICIES AND GUIDANCE

Legislation:

- Town and Country Planning Act 1990 (as amended)
- Planning and Compulsory Purchase Act 2004 (as amended)
- Conservation of Habitats and Species Regulations 2017 (as amended)

Development Plan:

- Wiltshire Core Strategy (Adopted January 2015):
 - Core Policy 1: Settlement strategy
 - Core Policy 2: Delivery strategy
 - Core Policy 3: Infrastructure requirements
 - Core Policy 19: Spatial strategy: Royal Wootton Bassett and Cricklade Community Area
 - Core Policy 41: Sustainable construction and low-carbon energy
 - Core Policy 45: Meeting Wiltshire's housing needs
 - Core Policy 50: Biodiversity and geodiversity
 - Core Policy 57: Ensuring high quality design and place shaping
 - Core Policy 60: Sustainable transport
 - Core Policy 61: Transport and development
 - Core Policy 62: Development impacts on the transport network
 - Core Policy 64: Demand management
- North Wiltshire Local Plan 2011 (adopted June 2006):
 - Policy NE14: Trees and the control of new development
 - Policy NE18: Noise and pollution

Material Considerations (Policy):

- National Planning Policy Framework (NPPF) December 2024
 - Section 2. Achieving sustainable development
 - Section 5. Delivering a sufficient supply of homes
 - Section 6. Building a strong, competitive economy
 - Section 9. Promote sustainable transport
 - Section 12. Achieving well-designed places
 - Section 14. Meeting the challenge of climate change, flooding and coastal change
 - Section 15. Conserving and enhancing the natural environment
 -
- Planning Practice Guidance (PPG)
- The Council's emerging Local Plan has reached Regulation 24 stage, although at the time of writing this report, the examination has been paused by the examining inspectors, and the Council has recently received a letter from the examining inspectors that recommend the Council withdraws the plan.

Given the status of the draft WLP, no weight can be afforded to it. Nevertheless, officers have considered the following draft WLP policies:

- Policy 1: Settlement strategy
- Policy 2: Delivery strategy
- Policy 4: Addressing climate change
- Policy 5: Securing infrastructure provision from new development
- Policy 70: Sustainable transport
- Policy 71: Transport and new development
- Policy 73: Transport: demand management
- Policy 78: Meeting Wiltshire's housing needs
- Policy 85: Sustainable construction and low carbon energy
- Policy 88: Biodiversity and geodiversity
- Policy 89: Biodiversity net gain
- Policy 98: Ensuring high quality design and place shaping

Material Considerations (Guidance):

- National Design Guide (January 2021)
- Wiltshire Design Guide (March 2024)
- Wiltshire Local Transport Plan 2011-2026 (LTP3): Car Parking Strategy
- Wiltshire Local Transport Plan 2025-2038 (LTP4)
- [Wiltshire Council] Waste Storage and Collection: Guidance for Developers SPD (January 2017)

CONSULTATION RESPONSES

Broad Town Parish Council: No objection.

Wiltshire Council Ecology: No comments.

Wiltshire Council Highways: *"...the proposed site plan... shows parking for both dwellings and turning space to enable access and egress with the public highway in a forward gear. The principle of a further residential dwelling in this location with regard to the impact on the surrounding highway network would not be considered a significant impact... subject to the technical details' application where access and parking for both cycles and vehicles should be in line with minimum standards. There would not be a highways objection to the principle of a single residential unit."*

REPRESENTATIONS

No third party comments received.

ASSESSMENT

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning decisions must be made in accordance with the development plan unless material

considerations indicate otherwise. In accordance with this requirement, this application has been assessed against the relevant policies of the development plan and the material considerations listed above.

The proposal seeks permission in principle (PiP) for one dwelling. The Planning Practice Guidance (NPPG) explains that PiP is an alternative way of obtaining planning permission for housing-led development. The PiP consent route has two stages:

The first (PiP) stage establishes whether a site is suitable in-principle and if approved, an applicant can proceed to the second stage and apply for technical details consent (TDC) when the detailed development proposals would be assessed.

The guidance further states that certain forms of development are excluded from the PiP process, including those requiring Environmental Impact Assessment (EIA) or habitat development (development, which discounting mitigation measures, is likely to have a significant effect on a qualifying European site under the Conservation of Habitats and Species Regulations 2017 (as amended)).

The scope of permission in principle is limited to the location, land use and the quantum of housing development. Issues relevant to these 'in principle' matters should be considered at the permission in principle stage.

Having regard to the planning context and scope of the PiP application, the following key matters are considered pertinent to the assessment of the proposal and are addressed in turn:

- Eligibility
- Location
- Land use
- Amount

Eligibility

The proposal is for minor housing development (for less than 10 dwellings) on land not defined as previously developed. It does not require an EIA, nor does it constitute habitats development. As such, the proposal is eligible for the PiP process.

Location

Compliance with the development plan: Core Policies 1, 2, 19 and 45 of the Wiltshire Core Strategy and the corresponding draft Policies 1, 2 and 78 of the emerging Wiltshire Local Plan set out the spatial strategy of Wiltshire. The policies collectively categorise Broad Town as a Small Village and the adopted WCS defines Small Villages as settlements with a low level of services and facilities and few employment opportunities.

The strategy establishes that development at Small Villages is limited to infill (defined by supporting paragraph 4.34 as the "*filling of a small gap within the village that is only large enough for not more than a few dwellings, generally only one dwelling*") within the existing

built area. Such development is supported where it meets the housing needs of the settlement and/or improves employment opportunities, services and facilities, provided that it:

- Respects the existing character and form of the settlement;
- Does not elongate the village or impose development in sensitive landscape areas; and
- Does not consolidate existing sporadic loose knit areas of development related to the settlement.

The site is located within the built-up area of a Small Village and would comprise a gap between residential development to the north, south and west and a playing field to the east. As such, it is considered that the proposal constitutes 'infill' development. In addition, the proposed dwelling would help meet the housing needs of the village while facilitating an admittedly very modest population increase who would support local services and facilities.

Although the proposal constitutes backland development, it would align with the building line and orientation established by Nos. 1a-4 Redhills to the south. In so doing, the proposal respects the existing character and form of the settlement. Having regard to the site location within the settlement and the absence of sensitive landscape designations in the vicinity, the proposal would not elongate the settlement, impose development in any sensitive landscape areas nor result in the consolidation of sporadic loose knit development.

For the avoidance of doubt, the proposal is not considered to impact any other sensitive planning constraints or designations that would lead to the principle of development being unacceptable.

In addition, WC Highways confirmed that "*There would not be a highways objection to the principle of a single residential unit*" in this location.

Having regard to the above, the location of the proposal is considered to be acceptable in principle and in accordance with Core Policies 1, 2, 19 and 45 and draft Policies 1, 2 and 78.

Planning balance: Although the proposal is considered to comply with the development plan, it is acknowledged that the development plan is out-of-date for the purposes of assessing housing proposals as the Council are only able to demonstrate 2.42-year housing land supply at this time. It is also acknowledged that there are no protected areas or assets of particular importance within notable proximity of the site.

In this circumstance, NPPF paragraph 11(d)(ii) dictates that permission should be granted for new housing unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits of the proposal, when assessed against the policies of the NPPF taken as a whole, having particular regard to directing development to sustainable locations, making an effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Having regard to the narrow scope of a PiP application and the limited supporting information submitted, it is considered unlikely that the proposal would result in any adverse impacts that

would significantly and demonstrably outweigh the multiple positive, albeit minor benefits the proposal would generate, including:

- Providing one family-sized dwelling within the built-up area of a small village.
- Making a more effective use of the elongated plot, indeed doubling its land-use efficiency.
- Generating short-term construction and supply-chain employment and associated short-term fiscal activity.
- Accommodating several new residents who would provide long-term, albeit minute support to local services and facilities.
- Any prospective design-related benefits to be confirmed through the TDC stage.

Summary: Having regard to the spatial strategy set out in the development plan and relevant national policy, it is considered that the location of proposal is acceptable in principle. Furthermore, it is considered that the anticipated benefits of the proposal are likely to outweigh any adverse impacts it may generate.

Land Use

The principle of a residential land use has been assessed above and found acceptable. To summarise, the proposed residential use reflects the adjoining residential uses to the north, south and west of the site and the wider built-up area of Broad Town. Having regard to this context, the proposed residential use would be wholly compatible with its immediate and wider surroundings and is therefore acceptable in principle.

Amount

Design (including landscape, land use efficiency and neighbouring amenity): Core Policy 57 requires a high quality of design for all types of development and that proposed development create a strong sense of place by responding positively to and complementing its local context. Residential development of this scale is expected to:

- i. Enhance local distinctiveness (including by responding to the existing pattern of development)
- ii. Retain and enhance natural features (including trees)
- iii. Respond positively to the existing townscape and landscape (including plot layouts and building lines)
- iv. Conserve and enhance the historic environment
- v. Employ environmentally sustainable design principles
- vi. Make an efficient use of land
- vii. Protect neighbouring amenity
- viii. Design out crime
- ix. Create a high-quality public realm
- xi. Design for adaptability and futureproofing
- xii. Incorporate high-quality materials, finishes and public amenities
- xiv. Meet transport requirements

These requirements are broadly echoed in draft WLP Policy 98.

The Design Guide expands on the above and, with respect to residential/neighbouring amenity, states that minimum garden areas for all houses should be equivalent to the footprint of the house and that a back-to-back separation distance of minimum 20m should be respected. The guide also refers to the BRE Site layout planning for daylight and sunlight as an appropriate source for assessing proposals.

In respect to matters of visual impact and local character, the submitted Cover Letter (ref. SWLC.LPC6300) draws attention to the 12.6m site width, generous 800sqm site area and the mid-plot development pattern established by the relatively recent property to the rear of 36 Broad Town Road which aligns with the properties along Redhills to the south. The Cover Letter makes the case that the mid-plot siting of the new dwelling (as shown on the illustrative site layout above) would harmonise with this context. Officers agree with this assessment and would add that a development of this scale would respond positively to the existing pattern of development, particularly the plot layouts and building line.

With regard to natural features, there is a large mature tree at the centre of the northern boundary and mature tree planting on the rear boundary. The detailed design proposals should seek to retain or at minimum mitigate the loss of any mature planting.

With regard to land use efficiency, the proposed amount of development is acceptable and would increase the housing density on the 0.12 hectare plot of No.34 from 8 dwellings per hectare (dph) to 16dph. However, given the general slightly higher housing density of this part of the settlement, it is considered that the site may be able to accommodate perhaps one more dwelling (e.g. a pair of semi-detached dwellings) in a manner that remains consistent with the rural character of the area.

With regard to neighbouring amenity, the submitted Cover Letter states that a new house could be accommodated in a manner that maintains sufficient separation from the host dwelling (with the gap between the existing and proposed properties being 32m) – this significantly exceeds the minimum 20m standard set out in the Design Guide which is acceptable. The letter also states that, given the absence of side windows on No. 34, the host dwelling would be unaffected by the proposed shared access. Officers agree with this assessment, albeit consider that the proposed access would not have a significant adverse (rather than No. 34 being entirely unaffected). Officers also consider that the illustrative site layout demonstrates that the proposal would maintain a sufficient level of amenity space for both the existing and proposed dwellings.

Transport: Core Policies CP60 to CP64 set the transport and accessibility framework for development in Wiltshire. Proposals should promote sustainable transport (in terms of location and facilitating sustainable modes of transport), provide safe and suitable access for all users and should not have a severe impact on the transport network. Adequate parking, turning space, cycle storage, and accessibility for waste collection should be incorporated in line with Wiltshire's adopted car parking strategy – parking standards are set out in section 7 of the Wiltshire Local Transport Plan 2011- 2026. These policy requirements are broadly echoed in draft Policies 70, 71 and 73.

WC Highways commented that the proposal would “*enable access and egress with the public highway in a forward gear*” and confirmed that “*The principle of a further residential dwelling in this location with regard to the impact on the surrounding highway network would not be considered a significant impact... subject to the technical details’ application...*”. Given this, it is considered that the proposed amount of development is acceptable in transport terms, subject to the TDC submission.

Summary: Having regard to the development plan and relevant national policy, it is considered that the amount of development proposed is acceptable in principle, subject to the assessment of the detailed design proposals at the TDC stage.

CONCLUSION

The proposal seeks Permission in Principle for the construction of one dwelling within the built-up area of a Small Village. The location, use and amount of development proposed is considered to constitute infill development which meets the housing needs of the settlement in a manner that respects the existing character and form of the settlement. In this regard, the proposal complies with the spatial strategy of Wiltshire in accordance with Core Policies 1, 2, 19 and 45, the corresponding policies of the emerging Local Plan and the NPPF.

Furthermore, the proposal would help address the Council’s current housing land supply shortfall and offers other modest economic and social benefits that attract positive weight in the planning balance.

Moreover, the above assessment confirms that the proposal demonstrates the ability to comply with the general design principles of the development plan.

Having regard to the above, this PiP application is recommended for approval, subject to the detailed matters being addressed at the TDC stage.

RECOMMENDATION: That Permission in Principle be GRANTED

Informatives:

1. This Permission in Principle (PiP) shall cease to have effect three years after the date of this Decision Notice. The Technical Details Consent (TDC) relating to the proposed development must be granted prior to the expiration of this PiP.
2. Please note that, in applying for TDC pursuant to this PiP, the applicant is advised to provide the following, as a minimum:
 - i. Application plans, including:
 - a. Location Plan
 - b. Existing and Proposed Site/Block Plan (including landscaping proposals, visibility splays, vehicle tracking, car and bicycle parking arrangements, electric vehicle parking infrastructure and waste collection arrangements)
 - c. Proposed Floor and Roof Plans
 - d. Proposed Elevations

- ii. Design and Access Statement
- iii. Ecology reporting, including:
 - a. Preliminary Ecological Appraisal (PEA) and,
 - b. Subject to the findings of the PEA, Protected Species Surveys and/or an Ecological Impact Assessment (EclA) as necessary
- iv. Biodiversity Net Gain information, including:
 - a. Biodiversity Net Gain Assessment
 - b. Statutory Biodiversity Metric Calculation Tool
 - c. Pre-development Habitat Plan
 - d. Post-development Habitat Plan
- v. Arboricultural reporting, including:
 - a. Tree Survey
 - b. Tree Constraints Plan
 - c. Arboricultural Impact Assessment (AIA) and,
 - d. Subject to the findings of the AIA, a Tree Protection Plan as necessary
 - e. Subject to the findings of the AIA, an Arboricultural Method Statement as necessary
- vi. Application Form
- vii. Community Infrastructure Levy Forms (CIL) as appropriate

Please note that all requested information should provide the level of detail with the corresponding documents listed under the “Full Planning Application” table as set out in the Wiltshire Validation Checklist (dated August 2025).

- 3. The applicant is advised that the development hereby approved, if progressed to the TDC stage, may represent chargeable development under the Community Infrastructure Levy Regulations 2010 (as amended) and Wiltshire Council's CIL Charging Schedule. The applicant should submit all relevant CIL forms, including those relating to any claim of exemption or relief. The CIL Commencement Notice and Assumption of Liability must be submitted to Wiltshire Council prior to commencement of development. Should development commence prior to the CIL Liability Notice being issued by the local planning authority, any CIL exemption or relief will not apply and full payment will be required in full and with immediate effect. Should you require further information or to download the CIL forms please refer to the Council's Website <https://www.wiltshire.gov.uk/dmcommunityinfrastructurelevy>.
- 4. For the avoidance of doubt, the PiP hereby approved relates solely to the site identified in the Location Plan, ref. LPC 6300 EX 01.

Further, it is advised that the determination of this application has been made in consideration of that specific site, and that a separate assessment would be carried out by the local planning authority in determining any application for a different

proposed site including one that wholly or partially incorporates the site relating to this permission in principle.

5. Notwithstanding the amount of development approved through this PiP, officers would encourage the applicant to consider and explore the site's potential to make more effective use of the land. It is however essential that should the applicant wish to increase the number of dwellings beyond the limit established in this permission in principle, a separate PiP application or an application seeking planning permission, would be required.