



Cricklade Town Council

First Town on the Thames

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9th March 2026

WC REF PL/2026/00347 – A RESERVED MATTERS APPLICATION BY NEWLAND HOMES LIMITED ON LAND AT STONES FARM, WEST MILL LANE, CRICKLADE

Proposal: Approval of Reserved Matters (Appearance, Landscaping, Layout and Scale) following outline planning permission PL/2022/02452 for 140 dwellings, a habitat support area and associated landscaping.

1. Background



View of the residential area of the development site from Old Railway Line

This site has been promoted for development for many years. Outline permission was granted at appeal on 23rd January 2025 for up to 140 dwellings under WC planning reference is 2022/02452. Cricklade Town Council had objected to the application and had spoken against it at the appeal hearing.

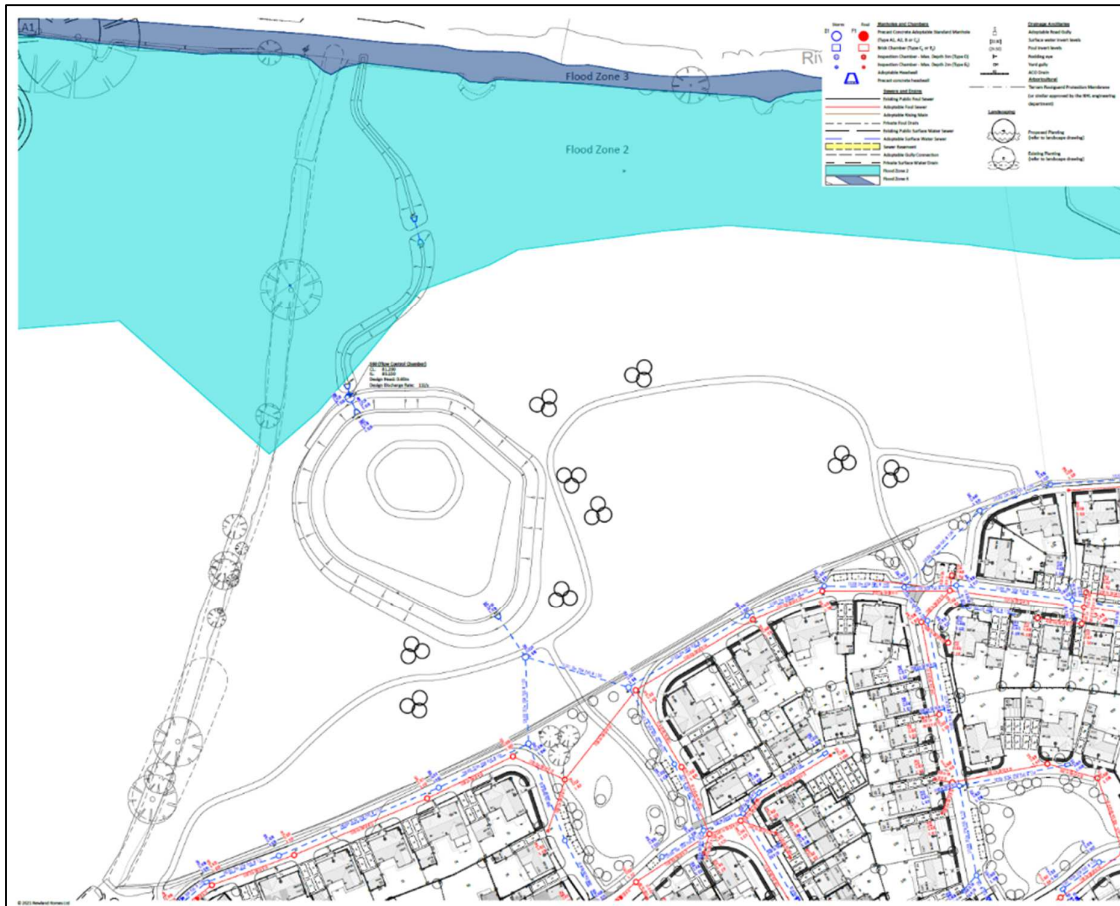
The Outline application gave consent “... **for the erection of up to 140 dwellings, a habitat support area and associated landscaping and works. Access not reserved.**”

This further application is to cover all matters not dealt with at the Outline stage.

It is the desire of CTC to see that the development is the best it can be for the new residents and the current residents living in that vicinity and so a meeting with Newland Homes took place on 24th February 2025 to discuss matters of concern to CTC. Notes of the meeting were subsequently shared with Newland Homes for their attention.

2. Storm Water Drainage

The proposed scheme is essentially the same as that presented in the Outline application. Rainwater from roofs, roads and pavements will drain (marked in blue on the plan below) to an attenuation pond. From there it will be released into the Thames at a rate not exceeding 11 litres per second which is below the current greenfield run off rate.



The WC Drainage Officer supports the application subject to a number of conditions including:

- a) The discharge rate must not exceed 9.4 litres per second (which presumably means that the attenuation pond will need to have a greater capacity)
- b) An Environmental Permit is required from the Environment Agency before discharging into the Thames.

However, the submission of 26th February 2026 from the Environment Agency objects to the application because of the absence of an adequate assessment of flood risk. The submitted flood risk information does not adequately assess whether the development will increase flood risk elsewhere. To overcome this, a Flood Risk Assessment is required that addresses this point.

We agree with this stance, the use of the attenuation pond will hold back the rate of flow of water into the Thames but, over time, the actual volume of water discharged will be greater thereby creating potential problems downstream.

3 Foul Water Drainage

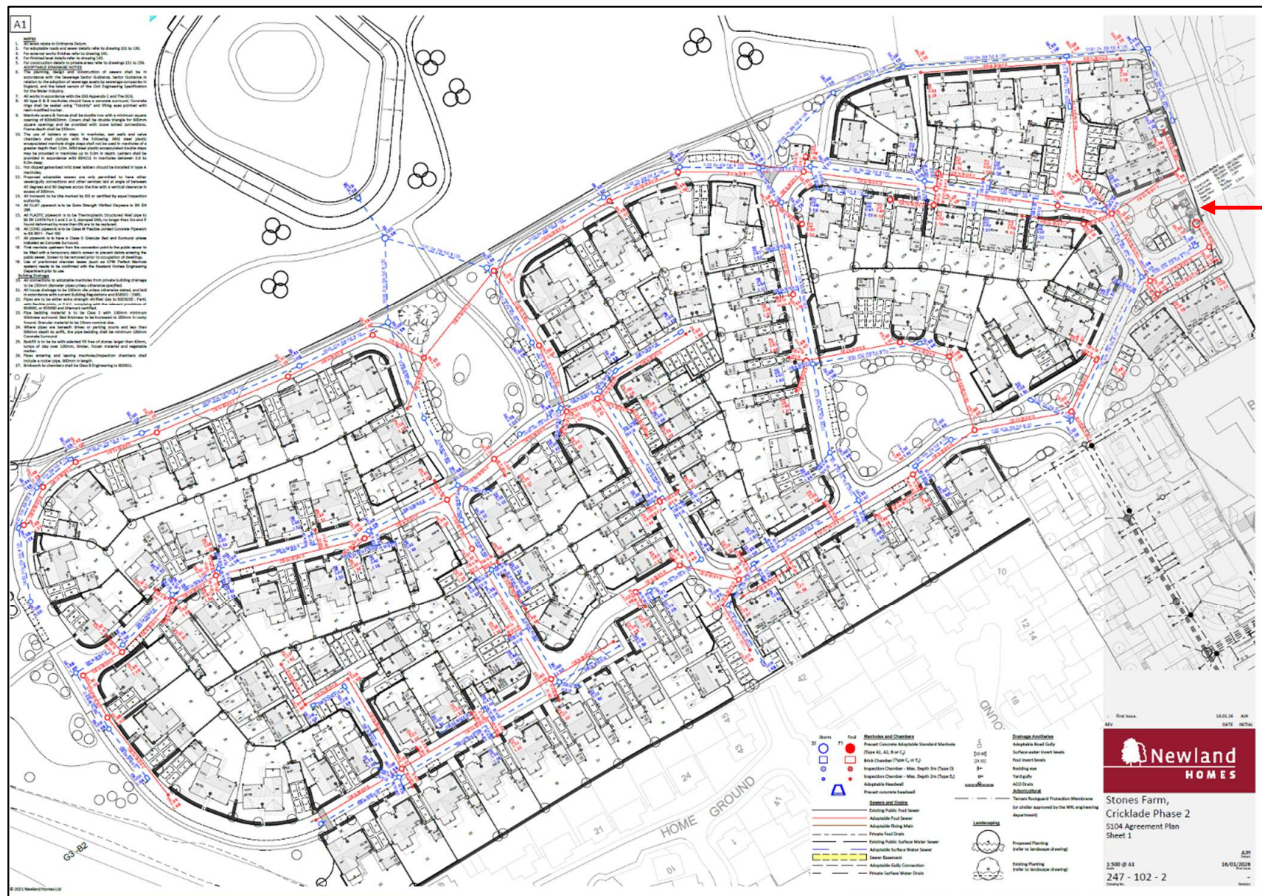
The plans submitted show that foul water will drain (shown in red on the plan below) to a pumping station situated on the eastern boundary of the site. From there it will be pumped to the mains sewer on the Jenners Yard site.

The capacity constraints of the Cricklade Sewage Treatment Works (STW) are well known to residents. In 2024 (the last year for which figures are available) the STW discharged untreated effluent into the Thames on 107 separate occasions totalling 1,378 hours which is the equivalent of over a full day once a week.

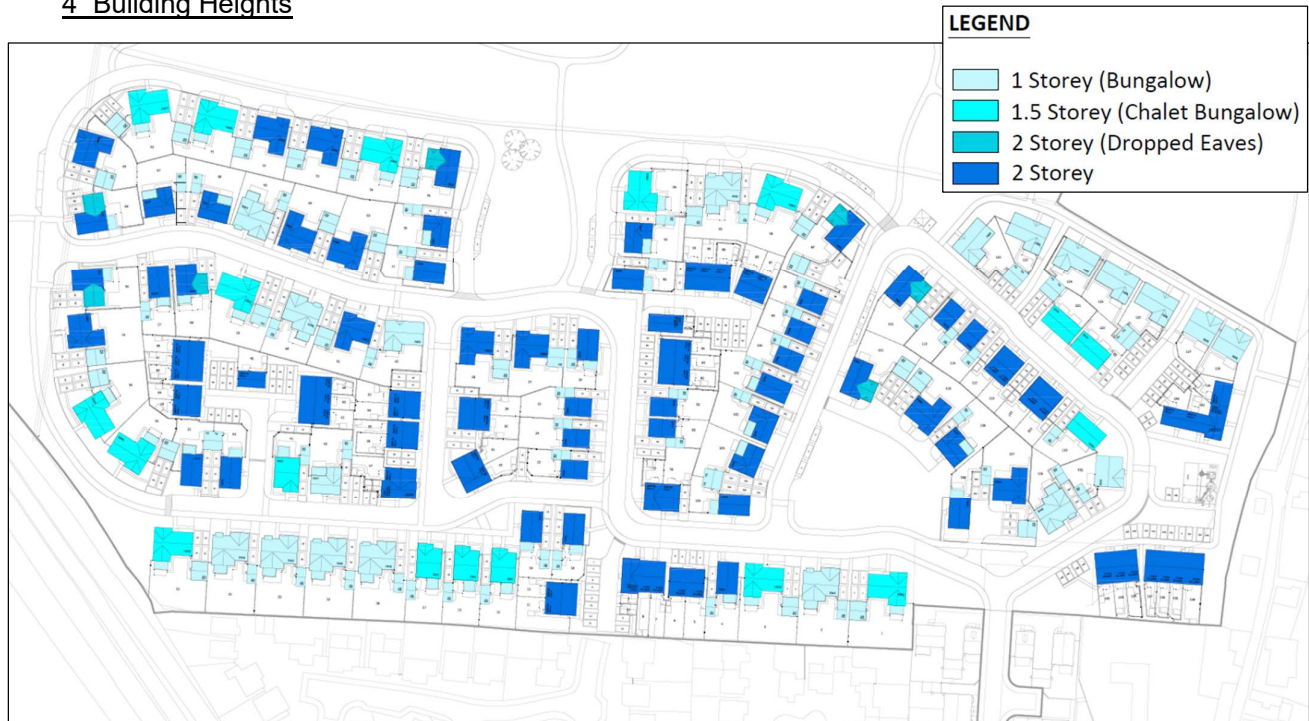
Thames Water are obviously aware of the problems and their website says:

“Cricklade STW is being upgraded at a cost of more than £7 million. This project will provide a major increase in treatment capacity, from 26 to 30 litres per second, reducing the need for untreated discharges in wet weather as well as including an increase in storm tank capacity. We expect the project to complete in autumn 2026. We expect this location to meet all government targets for storm overflows by 2045 - 2050.”
extract from Thames Water website 19th February 2026”

Whilst this is welcome news, it is not clear that the 15.4% increase in capacity will be sufficient to cope with the current constraints, let alone the additional throughput from the 140 dwellings of this application. A condition should be placed requiring TW to confirm in writing that, once upgraded, the Cricklade STW can deal with the expected volumes.



4 Building Heights



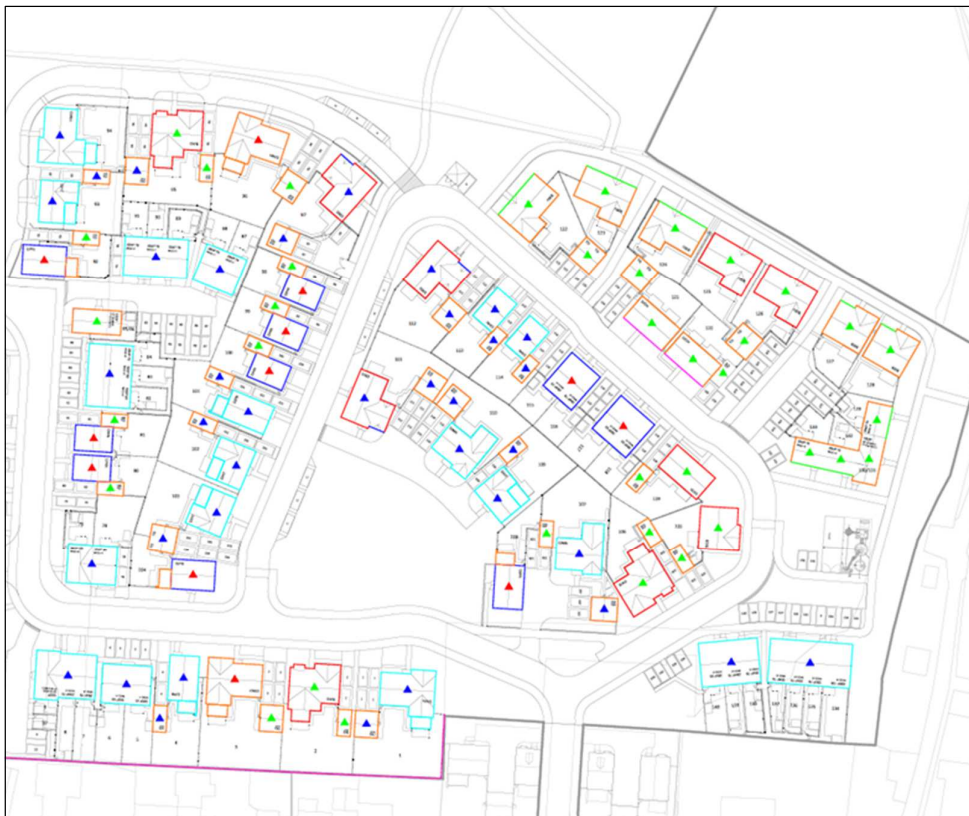
The plans include a number of bungalows which we had previously requested and is welcome. To reduce the visual impact of the development, they are mainly situated adjacent to the southern boundary with Reeds and also the northern boundary looking towards North Meadow.

5 Construction Materials and Street Scene



Western section
(next to old railway line)

LEGEND	
—	Brick
—	Stone
—	Stone with brick detailing
—	Render
—	Cladding 1 (Horizontal)
—	Cladding 2 (Vertical)
Roof Finish	
▲	Tile 1 (Pantile)
▲	Tile 2 (Plain)
▲	Tile 3 (Slate Grey)



Eastern section
(by West Mill Lane)





The street scene plans and graphics above show that the applicant is proposing to use a mixture of materials with dwellings built of brick, stone and render for walls. Differing colours for roofs are shown and a wide variety of building designs. The housing consultation carried out as part of the current Cricklade Neighbourhood Plan showed that residents were of the view that Stockham Close – which has a mixture of building materials - was the most highly regarded of the recent housing developments in the town with 61 'likes' compared to 40 for the next.

The most noticeable feature is a preponderance of red roofs because those described as 'plain' are also red, albeit muted, which could make the solar panels stand out even more. In the Design Statement the applicant displays 18 photographs of housing scenes in the town and the only ones that are red are on the adjoining Jenner Close. In view of the visual impact of the development towards North Meadow and the Thames Path National Trail it is suggested that more traditional grey slate approach be used.

We note that reference is made to the use of gravel for certain footpaths, this is not appropriate where bins and bikes have to be moved around. Further, all parking areas must be permeable block or tarmac to reduce maintenance requirements and ensure longevity.

6 Parking and Garages



The above plan shows the private parking spaces marked in blue and the visitor parking spaces in red.

WC parking standards require 0.2 visitor spaces per dwelling which equates to a need for 28 visitor spaces. The plan shows 10 'on road' marked spaces and 19 in layby parking bays. The on road spaces will obviously disrupt traffic flows and should be replaced by additional layby spaces.

Wiltshire Council parking standards require a garage to have internal dimensions of 6m x 3m minimum to qualify as a parking space. However sufficient parking spaces are provided without the need to include the garages.

Garages will be provided as follows:

Type	Number
None	57
Single or half twin	54
Double	<u>29</u>
Total	<u>140</u>

The WC parking standards requirement is 1 bed = 1 space, 2 or 3 bed = 2 spaces and 4 or more bed = 3 spaces. This equates to a requirement for 310 allocated parking spaces. The plans show that 337 will be provided with the main reason for the excess being that most of the 4/5 bed properties are provided with 4 spaces in front of a double garage.

We note that the parking provision for the Affordable Housing is mainly in the form of parking courts as opposed to the 'within curtilage' provision for the market housing. We would echo the comments of the WC Project and Enabling Officer:

"For consistency and integration, we normally seek in-curtilage parking for affordable homes wherever possible. We would therefore encourage a redesign to bring parking forward and locate spaces adjacent to the homes they serve."

This will be especially helpful for those units providing accommodation for the less mobile.



7 Site Layout and Connectivity

The WC Design Code (para 9.2.2) requires that “*minimum garden areas for all houses should be equivalent to the footprint of the house or 50sqm whichever is greater.*”

For certain plots this condition appears not to have been met, for example on plots 41 – 44 and 47 – 50 as can be seen below. These gardens should be made bigger.



The Cricklade Neighbourhood Plan (policy TT2) is very supportive of the concept of connectivity and active travel. We are pleased to see that the road layout has been designed to allow a pedestrian and cycle link to be created to Reeds in due course – subject to land ownership issues being resolved and public consultation.



The pedestrian and cycle links to the old railway line in the west and West Mill Lane in the east are vital elements of this development. We agree with the requirements of the WC Highways Engineer that these should be a minimum 3 metres wide for shared use to the point where they meet the development road. All the footpaths in the residential area, including the linking paths to the old railway line, West Mill Lane and the HSA recreation area shall be tarmac. Street lighting should be provided on the West Mill link to enable safe access to and from the site at all times.

8 Affordable Housing

Total Affordable Housing = 56 which meets the agreed WC policy requirement of 40%.



Affordable Rented (60%)				
Ref	Type	Sqm	No.	
1B2P 50 M4(2) (GF)	1 Bed/ 2 Person	50.0	3	
1B2P 57.5 M4(1) (FF)	1 Bed/ 2 Person	57.5	3	
2B4P 79 M4(2) v1	2 Bed/ 4 Person	79.0	2	
2B4P 79 M4(2) v2	2 Bed/ 4 Person	79.0	11	
2B4P 79 M4(2) v4	2 Bed/ 4 Person	79.0	1	
3B5P 93 M4(2) v1	3 Bed/ 5 Person	93.0	3	
3B5P 93 M4(2) v2	3 Bed/ 5 Person	93.0	9	
3B5P 93 M4(2) v3	3 Bed/ 5 Person	93.0	1	
4B6P 108 M4(2) v2	4 Bed/ 6 Person	108.0	1	
Sub-Total			34	

Shared Ownership (15%)				
Ref	Type	Sqm	No.	
2B4P 79 M4(2) v1	2 Bed/ 4 Person	79.0	3	
2B4P 79 M4(2) v2	2 Bed/ 4 Person	79.0	3	
3B5P 93 M4(2) v1	3 Bed/ 5 Person	93.0	1	
3B5P 93 M4(2) v3	3 Bed/ 5 Person	93.0	1	
Sub-Total			8	

First Homes (25%)				
Ref	Type	Sqm	No.	
1B2P 50 M4(2) (GF)	1 Bed/ 2 Person	50.0	1	
1B2P 57.5 M4(1) (FF)	1 Bed/ 2 Person	57.5	1	
2B4P 79 M4(2) v1	2 Bed/ 4 Person	79.0	2	
2B4P 79 M4(2) v2	2 Bed/ 4 Person	79.0	4	
2B4P 79 M4(2) v3	2 Bed/ 4 Person	79.0	3	
3B5P 93 M4(2) v2	3 Bed/ 5 Person	93.0	3	
			14	

WC Core Policy 43 requires "Affordable housing units will be dispersed throughout a development and designed to a high quality, so as to be indistinguishable from other development. In determining the level of integration that can be achieved, consideration will be given to the practicalities of management and maintenance associated with the proposal whilst still ensuring affordability, particularly in developments of flats."

It is not clear that the proposed layout meets these requirements - although we note the somewhat contradictory comments of the WC Projects and Enabling Officer that "Plots 35 and 36 appear to pair Affordable Rent and Shared Ownership in a semi-detached arrangement. To support effective marketing, we generally ask that different affordable tenures are not attached to one another. Ideally, each affordable tenure type should sit within its own small cluster to ensure clarity for residents, registered providers, and prospective purchasers."

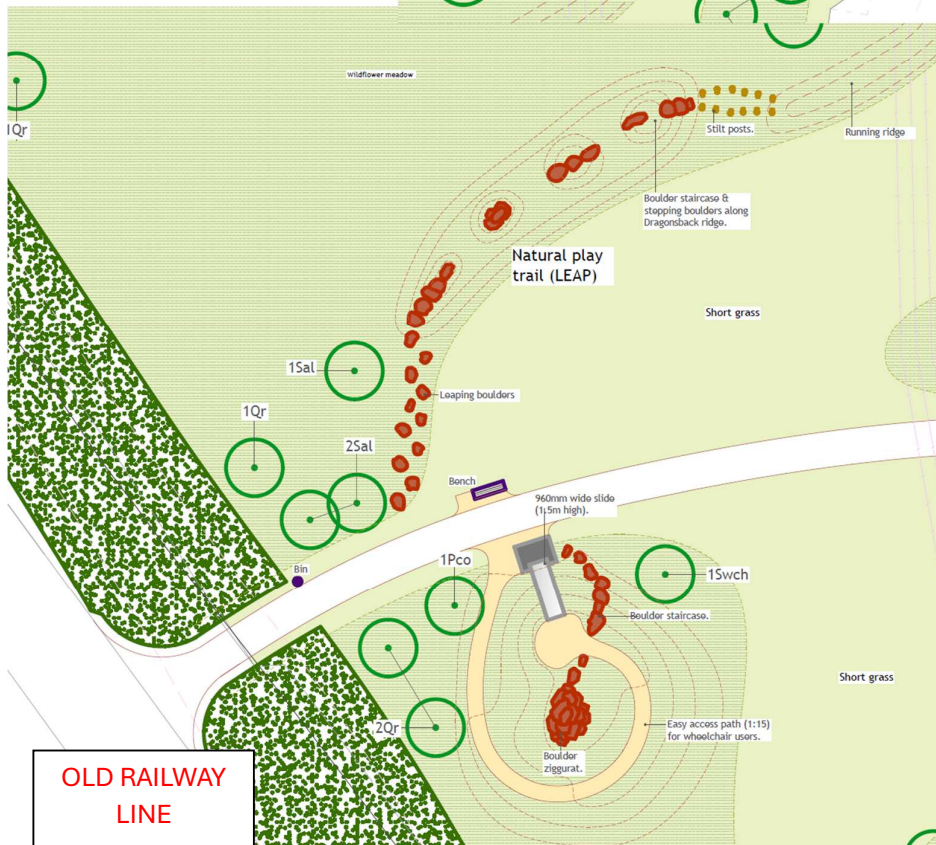
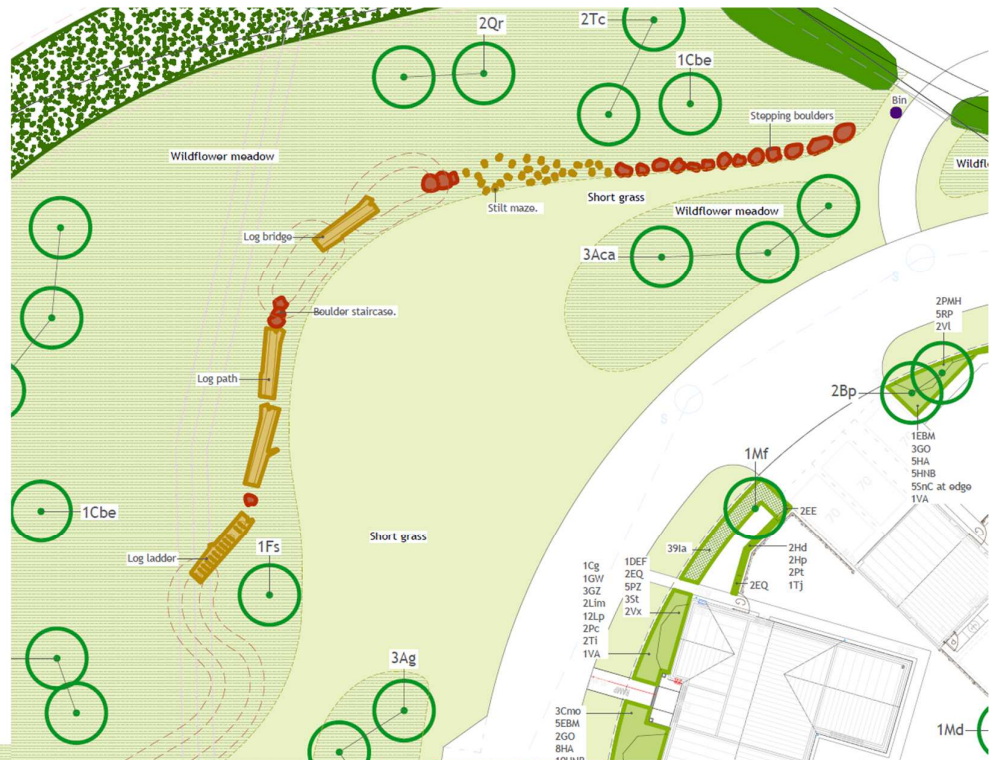
We are the opinion that the location of the affordable houses is suitable.

9 Local Equipped Area for Play (LEAP)

As shown in the outline application, the LEAP is located at the far western end of the site near the old railway line (see note 11 below)

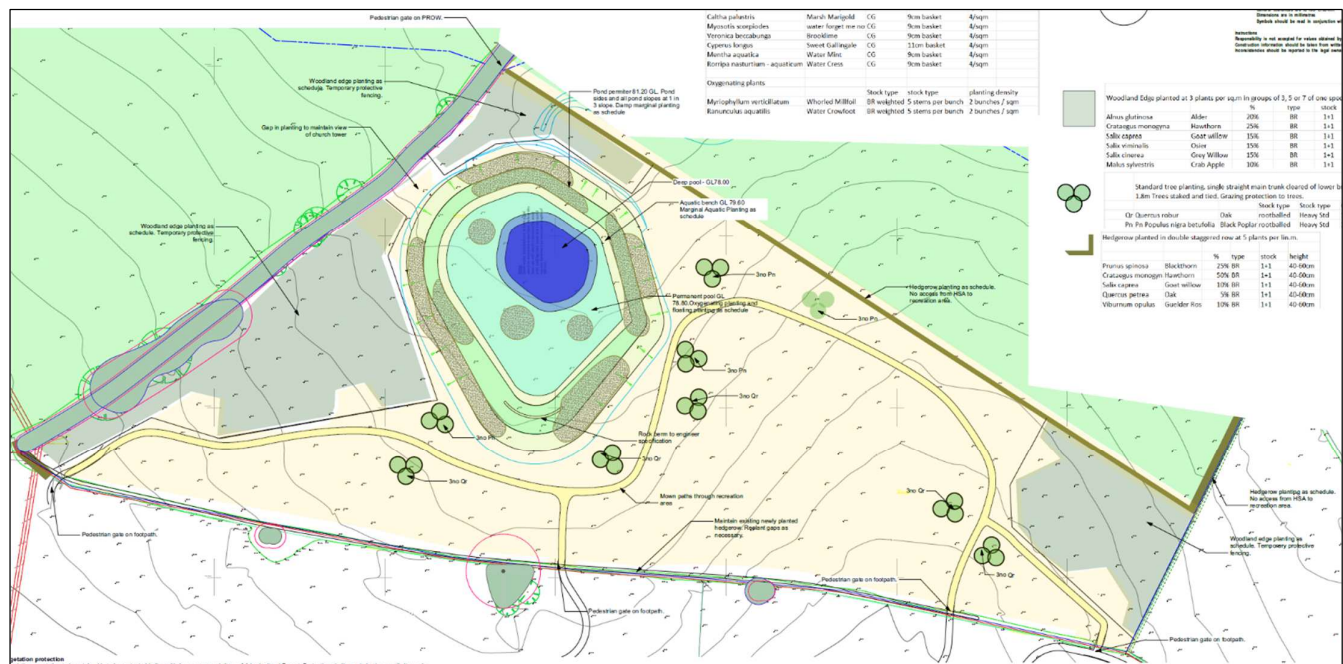
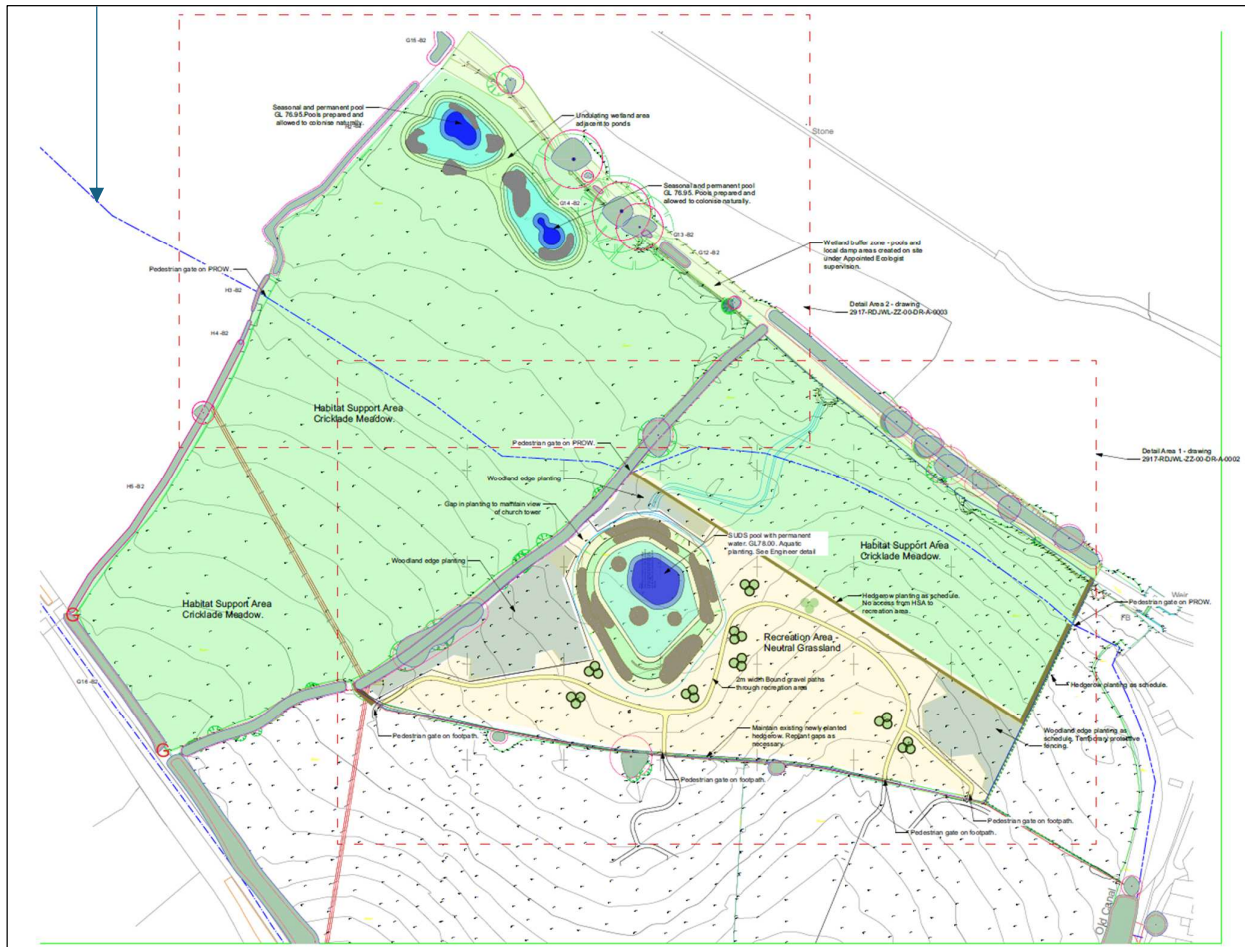
It is described as a 'Natural Play Trail' to distinguish it from the type of play equipment more usually seen.

WC standards suggest that LEAP facilities should be aimed at 4 to 8 year old children. It is not clear that this would meet the needs of this age range.



We have previously commented that the LEAP would be better located near the entrance to the development from Jenners Yard where it would be more likely to be used - especially by younger children coming home from school. The submitted plans show that children have to walk the whole length of the estate to get to the LEAP area.

CRIC34 Bridleway shown in blue:



The Recreational HSA will be neutral grassland with mown footpaths to aid accessibility and with woodland edge planting to the east and west boundaries – shown in the darker green. The attenuation pond is designed to have water in at all times. We are of the opinion that the paths should be hoggins to ensure year round use otherwise they will just become muddy in wet conditions.

The Biodiversity HSA will be sown with 'Cricklade' wildflower meadow mix and have a wetland area at the northern tip. It is crossed by the existing bridlepath CRIC34 which follows the route of the old canal and is shown in blue on the plan.

The section 106 agreement (signed by WC and the landowner at the time of the appeal) includes Plan 3 which states "Perimeter path delineated by mowing" in the HSA Biodiversity area and two pedestrian access points from that area to the old railway line.

We note with great concern that there has been a significant change in the proposed arrangements for the Biodiversity HSA and the features mentioned in the above paragraph have been deleted.

CTC has objected to development of this Stones Farm site, one of the main reasons being its proximity to North Meadow which, as is well known, is a site of international importance - being a Special Area of Conservation (SAC), a National Nature Reserve (NNR) and a Site of Special Scientific Interest (SSSI).

The recreational pressure is already great on North Meadow and building more houses close by will obviously add to that. This fact has long been recognised and the HSA has been devised as a means of not only not increasing but to actually reduce those recreational pressures. The objective of the HSA is to discourage residents from accessing North Meadow by providing an alternative space to walk, especially for dog walkers. By attracting existing residents from nearby housing developments to the HSA it is hoped that the numbers going into North Meadow will reduce.

Unfortunately the plans submitted with this Reserved Matters application show that direct access from the Recreation HSA (yellow) to the Biodiversity HSA (green) will not be possible, the linking paths shown on earlier plans have all been removed. The plan above showing the new hedge to be planted to demarcate the boundary between the Recreation and Biodiversity HSA areas to the north east explicitly states that "no access from HSA to recreation area." Whilst access to the bridleway CRIC34 is possible from West Mill Lane, the path beside the old canal is not level, very muddy in wet weather and goes through the yard at West Mill Farm (see schedule of photos below).

These changes mean that the chance of this development reducing recreational pressure on North Meadow will disappear and, further, it means that the pressure is guaranteed to increase. The new footpath to be created in the Recreational HSA is far too short to provide an attractive option for dog walkers.

The plans for the HSA must be revised to:

- 1) Reinstate the linking paths from the Recreational HSA north east and north west to the Biodiversity HSA that were shown in previous versions of the plans,
- 2) Create a mown path around the whole of the Biodiversity HSA which will produce a circular walk of 1.5km including of 400m of riverbank,
- 3) Convert at least one of the two five-bar gates that open on to the old railway line to allow pedestrian & cycle access thereby enabling more circular walks to be created. (This is in addition to the access point from the residential area that will be created).

Cricklade Court Leet own a part of North Meadow and have been responsible for managing the grazing for many years. They have raised a number of very important matters regarding the impact of this housing development on the Meadow. CTC is supportive of their representations.



CRIC34 access from
West Mill Lane



path follows route of disused canal



uneven slope down to West Mill Farm

Note: the photographs of CRIC34 on this page are all of third party land

11 Management Regime – residential area



The Plans and a 10 Year Maintenance Programme have been submitted covering the residential area. They show a schedule of works for each of the first ten years of the development as the plants and new hedges become established. The Maintenance Programme is detailed and encompasses matters such as frequency of grass cutting, bin emptying, play equipment inspection etc. The first 10 years schedules are described as 'establishment operations' and after year 10 there is an 'annual schedule' of jobs to be carried out on an ongoing basis. All these works will be carried out by private contractors and funded by a management fee charged on the residents.

Bins are shown on the plan where the paths leave the residential area to go onto the recreational area but they are also required at the entrance to the estate from Jenners Yard and at the pedestrian/cycle link to West Mill Lane.

There only appears to be one bench proposed – by the play area at the western end by the old railway line. This is insufficient, benches should also be provided on the other green spaces.

We would like to see the option explored for residents to operate the management company. There should be some element of control to keep the costs down for the residents.

12 Management Regime – Habitat Support Areas (HSA's)

Management Plans for the two HSA's by Ethos Environmental Planning were filed with the outline planning application. We assume that the establishment and management will be carried out by a company set up by the developer as we understand that Natural England do not have the resources to do so.

13 Housing Mix

Outline Application:	1 bed	2 bed	3 bed	4/5 bed	Total
Affordable	7	29	19	1	56
Open Market	0	4	41	39	84
Total	7	33	60	40	140

Reserved Matters:					
Affordable	8	29	18	1	56
Open Market	0	9	38	37	84
Total	8	38	56	38	140

We previously requested that the number of 2 bed Open Market houses be increased and it has been, from 4 to 9. However, we would still prefer to see a greater number of small open market dwellings (1/2 bed) with less emphasis on the larger 4/5 bed dwellings.

14 Other Matters

(i) Road Access via Jenners Yard.

Although this was considered as part of the outline application (granted on appeal January 2025) it remains the case that the residents of Jenners Yard will be confronted with much more traffic past their houses. Particular problems have been identified at the 90° right-hand bend where parked cars can make manoeuvring difficult (see photo below). Double yellow lines at this point should be considered and other options such as road widening.

The construction period will be especially difficult with HGV's bringing deliveries of materials and will require careful control in the interests of road safety.

We note the intention to designate the whole development site (including Jenners Yard) as a 20mph Zone from the junction with West Mill Lane, something which we welcome.

The route through Jenners Yard will be the main pedestrian entrance and exit from the development. A Zebra crossing on West Mill Lane will be key to ensuring road safety for new and existing residents, especially young children on their way to school.

(ii) Allotments.

The Cricklade Neighbourhood Plan (policy LAF2) requires allotment space to be provided and this is not shown on the plans. The CNP does allow the allotments to be provided offsite and CTC does own land which might be suitable.



15 CTC DECISION

Members unanimously VOTED to OBJECT this application on the following grounds:

- a) Flood Risk on neighbouring sites has not been properly considered – see the written submissions from Cricklade Court Leet, the Environment Agency and the WC Drainage Engineer.

- b) The current foul water treatment capacity in Cricklade is inadequate resulting in untreated effluent being discharged directly into the River Thames. A condition should be placed requiring Thames Water to confirm in writing that, once their current upgrade works have been completed later this year, the Cricklade STW will be able to deal with the expected volumes from this development in addition to the existing level.
- c) In view of the visual sensitivity of the site from North Meadow and the Thames Path National Trail, the preponderance of red roofs should be significantly reduced and replaced with grey slate to more properly reflect the local vernacular.
- d) The 28 visitor parking spaces shall all be provided in layby type arrangements rather than just a proportion as shown on the plan. Parking on road will restrict traffic flows around the development.
- e) To ensure consistency with the market housing, the parking provision for the Affordable Housing shall be in the curtilage rather than in parking courts.
- f) The Wiltshire Council Design Code requires that the footprint of the house shall not be greater than the area taken by the garden which does not appear to be the case for every plot.
- g) The footpath links to the east, west and to the Recreational HSA shall be tarmac with street lighting provided at the West Mill Lane link.
- h) In the interests of amenity – especially to children – the Local Equipped Area for Play would be better located closer to the entrance to the development from Jenners Yard.
- i) In the interests of the amenity of residents the footpaths on the Recreational HSA shall be hoggins (rather than just mown paths) to guarantee year round access in all conditions.
- j) The design of the Biodiversity HSA will not mitigate the widely recognised recreational pressures on the North Meadow SAC caused by visitor numbers. The scheme as currently constituted will guarantee that these pressures will increase. To stand any chance of success the HSA must be revised to:
 - Reinstate the linking paths from the Recreational HSA north east and north west to the Biodiversity HSA that were shown in previous versions of the plans,
 - Create a mown path around the whole of the Biodiversity HSA which will produce a circular walk of 1.5km including of 400m of riverbank,
 - Convert at least one of the two five-bar gates that open on to the old railway line to allow pedestrian access thereby enabling more circular walks to be created. (This is in addition to the pedestrian and cycle access point from the residential area that will be created).
- k) The Recreational HSA Management Plan should be amended to include the provision of more bins – especially on all entrances/exits to the site and more benches – especially by the areas of green space.
- l) The Biodiversity HSA should be updated to demonstrate how the programme will be delivered and funded and which organisation will be delivering it.
- m) In the interests of road safety:
 - the road access through Jenners Yard shall be reviewed and the possibility of double yellow lines or road widening considered
 - the installation of a Zebra crossing on West Mill Lane shall be provided
- n) Allotment spaces shall be provided – either on or off site.

References: Wiltshire Council Core Strategy: CP43, CP50, CP57, CP67 and Design Code
Cricklade Neighbourhood Plan 2026: H3, H7, H8, TT1, TT2, LAF2, LAF5