

APPLICATION FOR FULL PLANNING PERMISSION

OFFICER REPORT

Date of Meeting	13 May 2026
Application Number	PL/2025/06615
Site Address	Building at Seagry House, Off Henn Lane and Startley Road, Upper Seagry, Chippenham, SN15 5HD
Proposal	Erection of building comprising 4No. flexible B8 storage and distribution and/or Class E(g) Commercial, Business and Service units and erection of building for mixed agricultural and equestrian workshop, storage and estate office and stables, all following demolition of existing B8 storage building and site remediation, together with associated parking, servicing, drainage, infrastructure, biodiversity net gain and landscaping and alterations to existing vehicular access.
Applicant	Thala Family Investments Ltd
Town/Parish Council	Seagry Parish Council
Electoral Division	Kington – Councillor Howard Greenman
Type of application	Full Planning Permission
Case Officer	Andrew Thomas
Reason for the Application being reported to Planning Committee	The application is before the Planning Committee at the request of the Local Division Member (Councillor Howard Greenman) for the following reasons: scale of the development; visual impact upon the surrounding area; relationship to adjoining properties; design, bulk, height and general appearance; environmental and highway impact; consistency with the Neighbourhood Plan.

RECOMMENDATION: That Planning Permission be **GRANTED** subject to conditions

1.0 EXECUTIVE SUMMARY

- 1.1** Section 38(6) of the Planning and Compulsory Purchase Act 2004 and S70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.
- 1.2** The application seeks planning permission for the erection of 2no buildings and associated landscaping. The first, referred to as Block A, is proposed to comprise a mixed agricultural and equestrian workshop, with storage, estate office, and stables.

The second, referred to as Block B, is proposed to comprise four flexible Class B8 / E(g) units.

1.3 Objections have been received to the proposals, including from the Seagry Parish Council.

1.4 For these reasons set out in this report it is recommended that planning permission be granted subject to the imposition of the conditions set out below.

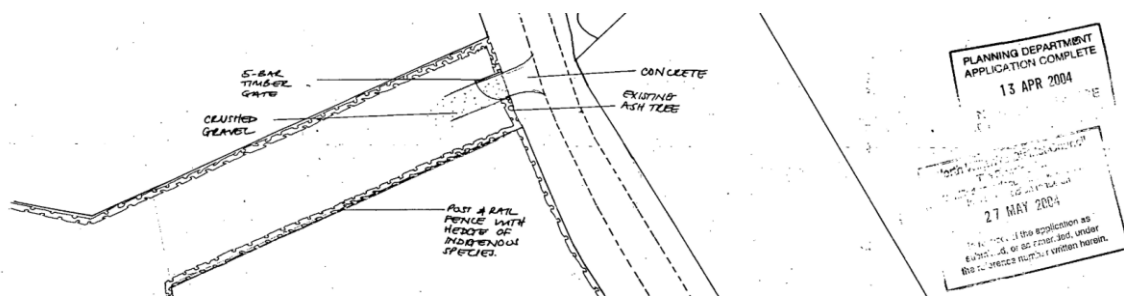
2.0 SITE DESCRIPTION

2.1 The application site comprises land located on the edge of Upper Seagry. Upper Seagry is classified as a "Small Village" under the Wiltshire Core Strategy and does not have a defined settlement boundary.

2.2 The site is predominantly greenfield and open countryside, with the exception of a long chicken shed structure that was previously granted a Certificate of Lawful Use for B8 storage in 2005. The building is in a state of disrepair, but it was observed during a site visit that materials were being stored within the northern most bays.

2.3 The site is characterised by its rural edge-of-village location and is defined by numerous mature trees positioned along its boundaries and several clustered more centrally within the plot. It adjoins residential properties along the southern boundary and lies in close proximity to community facilities, including the village hall and allotments, which are situated immediately adjacent to the eastern access point on Startley Road.

2.4 Henn Lane, to the south, is a single-track rural lane without pavements or substantial street lighting, and Startley Road to the East has a footpath running along the eastern edge of the highway but with equally limited lighting. There is an existing field gate access onto Startley Road which forms the proposed access point for the development. This access was approved in 2004 and conditioned for agricultural use only (3). The proposal included a short section of crushed gravel track, but a site visit to the site found appears to suggest that this was either never implemented, or has since been removed or worn away through use.



Site Plan N/04/00992



Fig. 1: Location Plan and Site Aerial

3.0 RELEVANT PLANNING HISTORY

Reference No.	Proposal / Summary	Decision
N/78/00730/OL	Agricultural workers bungalow	Approved
N/79/00656/D	Dwelling and double garage	Approved
N/04/00992/FUL	Formation of new vehicular access to paddock	Approved
N/05/00532/CLE	Use of Building for Storage (B8) Purposes	Approved

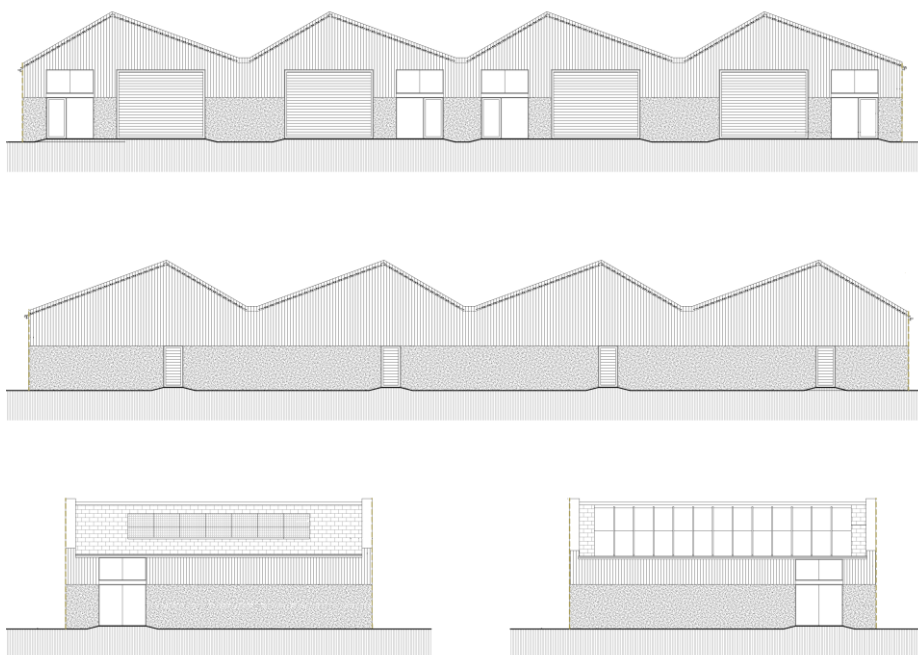
4.0 PROPOSAL

- 4.1** The application seeks full planning permission for the construction of two new buildings with associated landscaping. The first building, identified as Block A, would accommodate a mixed-use agricultural and equestrian workshop, incorporating storage areas, an estate office, and stabling facilities. The second building, referred to as Block B, is proposed to provide four flexible units suitable for Class B8 (storage and distribution) and Class E(g) uses. Class E(g) covers uses such as offices, research and development, and any industrial process which can be carried out in a residential area without detriment to the amenity of that area.
- 4.2** Block A is proposed as a two-storey barn style structure with two shorter wings projecting to the north at either end. The main section of the building is 8.4m in height, 33.7m in length, and 10.5m in width. The design features cream coloured render elevations at the ground floor level and timber cladding to the upper floor, not including the northern elevation which would face onto a courtyard entirely composed of reconstituted rubble stone with a parapet at the top.



Block A – Proposed Elevations

- 4.3** The western wing is proposed to be 5.1m in height, 5.9m in width and 14.8m in length and contains a series of four bays forming tack room and stables. The elevations are predominantly timber cladding with some continuation of the rubble stone for detail.
- 4.4** The eastern wing is proposed to be 5.9m in height, 5.9m in width, and 11.4m in length. The western face of the wing is open fronted with supporting pillars allowing for four covered parking spaces. The elevational design replicates the western wing with timber cladding to the upper section of the external walls and reconstituted rubble stone to the base.
- 4.4** The roof of the structure is dual pitched with fibre cement slate roof tiles throughout. There are several wide arched windows across the structure, and two large barn door openings facing onto the courtyard which lead to workshop storage areas. The first floor features an office space to the eastern side, a mezzanine workshop area above the central internal space, and a storage area to the western side.



Block B – Proposed Elevations

- 4.5** Block B was revised during the application process to reduce the overall height through the removal of a mezzanine floor. The revised designs show the proposed building is 6.6m in height, 15.5m in width, and 44.5m in length. It features a sawtooth roof structure with fibre cement slate tiles, and parapets to the East and West edges. The elevations are mostly devoid of fenestration and composed of timber cladding to the upper section and cream coloured render to the lower half. A single set of glazed windows are positioned in the southern elevation, and the eastern rear elevation features four ground floor rear access doors serving each unit. The front western elevation, for each unit, has a large glass entrance frontage as well as a large roller shutter door. The building is comprised of four open plan units with a small toilet to the rear. The roof plans show that each unit would have rooflights spanning the width of each northern slope.



Whole Site Plan - Proposed

- 4.5** Parking provision is proposed immediately to the west of Block A, comprising 14 vehicular parking spaces arranged in a linear layout aligned parallel with the building. In addition, six dedicated cycle parking spaces are provided adjacent to this area. All parking and cycle facilities would be formed in block-paved surfacing, integrating with the wider hard-landscaped areas of the site. Parking is proposed for Block B to be formed of four covered bays located within the eastern wing that fronts onto the internal courtyard area.
- 4.6** Landscaping for the site includes an access track and footpath from Startley Road which connects to a resin bound courtyard off Block A, as well as continuing to a block paved parking area for Block B. An existing silo is proposed to be relocated to the branching point of the access track as a decorative feature. The supporting tree schedule identifies a total of 89 trees, some of which are off-site and of relevance, but mostly on site. The development proposes the removal of 41 trees, of which the

supporting schedule identifies as no higher than grade C and largely subject to stage 1 or 2 ash dieback disease. The landscaping includes the proposal for fifty-three (53) new trees to be planted in replacement in various locations throughout the site.

5.0 CONSULTATION

5.1 Seagry Parish Council: Objection:

- Upper Seagry is a small, unsustainable village; policy limits development to small infill, conversions, or re-use of buildings.
- Proposal relies on a derelict chicken shed with historic B8 use, likely abandoned; redevelopment scale far exceeds original use.
- Application conflicts with Wiltshire Core Strategy (CP34) and Seagry Neighbourhood Plan.
- Fails all five CP34 criteria: not sustainable, inconsistent in scale, harms residential amenity, lacks evidence of local need, and infrastructure is inadequate.
- No justification for large-scale commercial development in this location; strategic sites exist elsewhere.
- Applicant did not follow Community Involvement Protocol under the Neighbourhood Plan.
- Pre-application advice did not reflect local views.
- Significant increase in traffic from workforce and commercial vehicles; estimated 50–60 additional vehicle movements daily.
- No public transport; reliance on private cars.
- Narrow lanes already suffer congestion, damage, and safety issues; increased risk near school and village hall.
- New Startley Road access introduces urban feature to rural frontage; enforcement of “emergency-only” Henn Lane access questioned.
- Overdevelopment: scale and bulk out of keeping with village; two-storey elements inappropriate.
- Loss of mature landscaping and biodiversity; signage and lighting will alter rural character.
- Potential noise, dust, and operational impacts from B8 and E(g) uses; concerns over enforceability of conditions.
- Claimed local job benefits unrealistic given small population; jobs likely filled by non-local workers.
- Increased traffic undermines safety and amenity.
- Concerns over drainage and surface water management; no clear evidence of adequacy.
- Recent changes (e.g., removal of second storey) do not address fundamental objections.
- Principle of development remains unacceptable.

5.2 Council Highway Engineer: No objection subject to conditions:

- Parking and turning areas must be completed prior to start of use.

- Any measures to prevent water entering the highway must be completed prior to the start of use.
- Visibility splays must be maintained and completed prior to the start of use.
- Applicant must submit a Construction Management Plan before start of development.
- A required means of closure for Henn Lane access which is also subject of emergency access strategy as per drainage comments.

5.3 Council Drainage Engineer: No objection subject to conditions:

- Submission of a surface water drainage strategy prior to development.

5.4 Council Ecologist: No objection subject to conditions:

- Compliance with submitted plans and documents.
- Submission of a construction method statement.
- Submission of a Landscape and Ecological Management Plan.
- Submission of a Lighting Scheme.

5.5 Council Arboriculturist: No objection subject to conditions:

- Works must be carried out in compliance with Arboricultural Report and Tree Protection Plan.

5.6 Council Conservation Officer: No objection.

5.7 Council Archaeologist: No objection.

5.8 Council Landscape Officer: No objection

5.9 Council Public Protection team: No objection subject to conditions:

- No burning of materials on site.
- Limitation of construction hours.
- Noise levels for the installation of plant.
- Agreement of contamination remediation process.

5.10 Natural England: No objection.

6.0 REPRESENTATIONS

6.1 At the time of the completion of this report, sixty-six (66) objections have been received from thirty-three (33) individuals and three (3) organisations acting under instruction from one of the objectors. Three (3) comments of support were received for the application. They raise the following summarised issues.

6.2 Summary of objections

- Proposal conflicts with Wiltshire Core Policy 34: fails all four tests for commercial development in rural areas.
- Inconsistent with Seagry Neighbourhood Plan, which supports home working and small-scale business, not large commercial estates.
- Site is greenfield/open countryside, not adjacent to a defined settlement; historic B8 use is abandoned.
- Development is disproportionate to the size and character of Upper Seagry.
- No demonstrated local economic need; job creation figures are exaggerated and inconsistent.
- Local roads (Henn Lane, Startley Road) are narrow, unlit, without pavements, unsuitable for HGVs and increased traffic.
- Significant risk to pedestrians, schoolchildren, cyclists, and horse riders.
- Existing damage to verges, property boundaries, and infrastructure from current traffic.
- Emergency access via Henn Lane is unsafe and likely to be misused.
- Transport Statement underestimates traffic, ignores route constraints, and assumes unrealistic travel modes.
- Industrial-scale buildings will dominate nearby homes, causing loss of light, privacy, and rural views.
- Risk of noise, vibration, and light pollution, especially if operations run 24/7.
- Increased traffic and activity will harm the tranquillity and character of the village.
- Emergency access and construction traffic threaten safety and daily life for Courtyard residents.
- Removal of over 50% of trees, including Priority Habitat woodland; encroachment into Root Protection Areas.
- Loss of habitat for protected species (bats, great crested newts, dormice, reptiles, birds).
- Biodiversity Net Gain requirement (10%) not met; application shows a net loss.
- No lighting strategy to protect bat corridors; ecological assessment contains material errors.
- Proposed access lies in a medium surface-water flood risk area; Sequential Test not applied.
- Increased hard surfacing will worsen run-off and local flooding.
- Drainage strategy unclear; potential impact on private gardens and highway.
- Foul water disposal plan relies on private agreements or requisition orders, raising viability concerns.
- Application misstates existing lawful use and site history.
- Inaccurate/misleading transport data and comparisons (e.g., Corston site).
- Lack of community engagement prior to submission, contrary to NPPF guidance.
- Legal impediments: restrictive covenants affecting access and development deliverability.
- Four large commercial units and associated infrastructure are out of character with a rural village setting.
- Visual intrusion and overbearing impact on neighbouring properties and village hall.
- Threat to the viability of community assets (e.g., Goss Croft Hall).

6.3 Summary of support:

- Sustainable redevelopment of previously developed land within Upper Seagry.
- Replaces a dilapidated B8 storage building with two new buildings:
- Flexible B8/Class E(g) units.
- Estate-related workshop, office, and stabling facilities.
- Sensitive design that respects local character:
- Use of natural materials (stone, timber fencing).
- Balanced ratio of buildings to open space.
- Landscaping and tree retention:
- Mature trees retained.
- Generous new planting scheme to enhance visual and environmental quality.
- Commitment to ecological enhancements and achieving 10% biodiversity net gain.
- Submitted reports confirm issues of contamination, highways access, arboriculture, and drainage can be satisfactorily addressed.
- Delivers significant socio-economic benefits:
- Job creation and support for local businesses.
- Investment in the local economy.
- Secures long-term viability of Seagry Estate.
- Revised scheme strikes a balance between economic growth and protection of rural character.
- Meets local business need and provides employment opportunities in the village.
- High-quality development that adds value to the area and maintains peace and tranquillity.
- Encourages small business growth in a rural setting, aiding diversification away from traditional farm buildings.
- Comparable to successful rural developments (e.g., Daylesford in Oxfordshire) that integrate commercial use without harming amenity.
- Application accords with national and local planning policy and constitutes sustainable development.
- Overall, considered a positive, well-designed proposal with no identified downsides.

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

7.1 National Planning Policy

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- National Design Guide

7.2 Wiltshire Core Strategy

- Core Policy 1 Settlement Strategy
- Core Policy 2 Delivery Strategy

- Core Policy 3 Infrastructure Requirements
- Core Policy 10 Spatial Strategy: Chippenham Community Area
- Core Policy 34 Additional Employment Land
- Core Policy 41 Sustainable Construction and Low Carbon Energy
- Core Policy 50 Biodiversity and Geodiversity
- Core Policy 51 Landscape
- Core Policy 57 Ensuring High-Quality Design and Place Shaping
- Core Policy 58 Ensuring Conservation of the Historic Environment
- Core Policy 60 Sustainable Transport
- Core Policy 61 Transport and Development
- Core Policy 62 Development impacts on the Transport Network
- Core Policy 63 Transport Strategies
- Core Policy 64 Demand Management
- Core Policy 67 Flood Risk

7.4 Seagry Parish Neighbourhood Plan 2019-2036 (Made May 2021)

- SNP1 Valued Views
- SNP2 Local Heritage Assets
- SNP3 Footpaths and Bridleways
- SNP4 Local Green Space
- SNP5 Character and Design
- SNP6 Small Infill Development
- SNP8 Permeable Surfacing of Drives and Parking Areas
- SNP9 Electric Charing Points
- SNP10 Telecommunication Infrastructure

7.5 Saved policies of the North Wiltshire Local Plan

- Policy NE14 Trees and development

7.5 Supplementary Planning Documents/Guidance

- Wiltshire Design Guide (April 2024)
- Wiltshire Council's Waste Storage and Collection (January 2017)
- Air Quality SPD (October 2025)

7.6 Other Relevant Policies and Documents

- The Wiltshire Local Transport Plan 2011 – 2026: Car Parking Strategy
- The Wiltshire Local Transport Plan 3 (WLTP3)
- The Wiltshire Local Transport Plan 4 (WLTP4)
- Noise Policy Statement for England (NSPE) (March 2010)
- Institute of Environmental Noise Impact Assessment (November 2014)

8.0 ASSESSMENT

- 8.1** Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:
- 8.2** “if regard is to be had to the development plan for the purposes of any determination to be made under the planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.”
- 8.3** In accordance with this statutory requirement, this application has been assessed against the relevant policies of the Development Plan, including the adopted Wiltshire Core Strategy (2015).

8.4 Principle of development

Core Policy 1 of the Wiltshire Core Strategy sets out the Council's settlement hierarchy. In respect of designated Small Villages, the policy recognises that these locations typically have limited services, facilities, and employment opportunities. Development in such settlements is therefore expected to be restricted to that which helps to enhance local employment provision, services, and community vitality. The emerging Local Plan reiterates this position at Policy 1, stating that new development in Small Villages should respond to locally identified needs and make a positive contribution to the settlement's ongoing viability.

- 8.5** Core Policy 2 outlines the delivery strategy for directing development. It states that, outside defined limits of development, proposals will not be permitted unless supported by other policies listed at paragraph 4.25, which include Core Policies 34 (Additional Employment Land) and 48 (Supporting Rural Life). At the Small Village tier, Core Policy 2 restricts development to infill within the existing built area, supporting proposals that deliver employment, services or facilities, provided they respect the settlement's established character and form, do not elongate the village, avoid sensitive landscape areas, and do not consolidate a loose-knit or sporadic pattern of development.
- 8.6** Core Policy 34 sets out the criteria for employment development falling within the former B1, B2 and B8 use classes (with B1 now forming part of Class E(g)). Outside Principal Settlements, Market Towns and Local Service Centres, such development is supported where it is for new and existing rural based businesses within or adjacent to large or small villages, and subject to several criteria (a)-(e). In this case, the application site clearly adjoins the built form of Seagry village with the development proposed stated by the applicant as being to support the agricultural/forestry operations of Seagry House, along with additional floorspace for new rural based businesses. Criteria (a)-(e) to policy CP34 is considered below.
- 8.7** *(e) meet sustainable development objectives as set out in the policies of the core strategy*

The proposal aligns with the sustainable development objectives of the Wiltshire Core Strategy. As discussed under Core Policies 1 and 2, the site adjoins the existing built form of Upper Seagry, supports rural employment provision in a

sustainable location, and makes efficient use of previously developed land. On this basis, the development is considered to contribute positively to the Core Strategy's aims of balancing homes and jobs, reducing out-commuting, supporting the rural economy, and minimising the need to travel. The submission outlines that the workshop and storage space will support the activities already carried out at the Seagry Estate, with the light industrial and storage units to be for rent, with no existing business identified.

8.8 *(b) are consistent in scale with their location, do not adversely affect nearby buildings and the surrounding area or detract from residential amenity*

The design, scale and massing of the buildings have been assessed in detail in the design and amenity sections of this report. Block A and Block B are considered appropriate to their context, and no unacceptable impacts on neighbouring residential amenity have been identified. The proposal therefore satisfies criterion (b), with detailed considerations addressed later in the report.

8.9 *(c) are supported by evidence that they are required to benefit the local economic and social needs*

The application is supported by clear evidence of economic and social benefit. The Planning Statement identifies the creation of new employment floorspace capable of supporting a meaningful number of full-time equivalent jobs, while also enabling the reuse of previously developed land and the removal of a deteriorating structure. The Council's Economic Development Officer raises no objection and describes the scheme as an appropriate form of rural economic diversification that will strengthen the viability of the Seagry Estate and provide opportunities for local businesses, potentially reducing out-commuting. Overall, the evidence indicates that the proposal would deliver tangible economic and social benefits to the locality and therefore meets criterion (c).

8.10 *(d) would not undermine the delivery of strategic employment allocations*

The development is modest in scale and does not conflict with, compete with, or otherwise undermine any strategic employment allocation identified within the Core Strategy. Criterion (d) is therefore satisfied.

8.11 *(e) are supported by adequate infrastructure*

The proposal is supported by appropriate infrastructure, as confirmed through consultee responses. The Highways Authority raises no objection and confirms that the upgraded Startley Road access, internal circulation, turning space, visibility splays, parking provision (vehicular and cycle), and footpath connection are all acceptable. The development incorporates EV charging provision and includes on-site solar arrays to support low-carbon energy use. Surface-water drainage is managed through a detailed SuDS strategy, with attenuation, infiltration features and a rainwater harvesting system secured by condition. Utilities, access and servicing

can be accommodated without placing undue pressure on local infrastructure. The proposal therefore satisfies criterion (e).

8.12 Policy SNP6 of the Seagry Neighbourhood Plan sets expectations for small-scale infill proposals, and outlines support for modest development that reflects the existing built pattern and, where appropriate, provides local employment opportunities. Map 8 identifies existing built clusters and key breaks within the village, none of which include or relate to the application site. The proposal adjoins the established edge of Upper Seagry, sharing boundaries with residential curtilages and the public highway, rather than occupying an isolated or visually detached position. In this context, the development respects the spatial form outlined in Policy SNP6, with its design considerations addressed separately under the design section of this report.

8.13 Objectors have suggested that the Neighbourhood Plan resists employment uses in favour of home-working; however, no Neighbourhood Plan policy restricts small-scale commercial development, nor does support for home-working create any presumption against rural employment proposals. On the contrary, the scheme—comprising four SME-scale units—aligns with national and local policy objectives to support rural enterprise. Claims that B8 or E(g) uses are inherently unsuitable for a village of this size are not supported by policy: neither the NPPF nor Core Policy 34 imposes such a limitation, and the proposal has been assessed on its scale, siting and impacts rather than its use class in isolation. No evidence suggests that the development would harm local character or conflict with the role and function of Upper Seagry, and it is therefore considered to accord with SNP6 and the Neighbourhood Plan as a whole.

8.14 In this case, the proposal represents an employment-led development comprising uses within B8 and Class E(g) (formerly B1), intended to support both new and existing rural-based businesses. The site immediately adjoins existing built development forming part of Upper Seagry, such that it can reasonably be regarded as adjacent to the small village of Seagry, as is required by criterion (iii) to policy CP34. And as per the above evaluation, it is considered the development meets the points a) to e) of Core Policy 34 and does not conflict with policy SNP6 of the Seagry Neighbourhood Plan. On this basis, the principle of employment development in this location is considered acceptable, subject to the detailed assessment of all other material planning considerations as set out in the following sections of this report.

8.15 *Abandonment of historic B8 use*

Several comments received argue that any former B8 storage use of the existing building has ceased or been abandoned and therefore cannot be relied upon as a fallback. For the purposes of this application, the lawful status of that historic use is not determinative, as the proposal has been assessed as a policy-compliant form of rural employment development in its own right under Core Policy 34, without recourse to any fallback scenario. Determining whether a use has been abandoned is a matter of fact and degree that can only be formally established through a specific Lawful Development Certificate application supported by substantive evidence. No such application has been made since the previous 2005 certificate

(N/05/00532/CLE), and no evidence has been provided to the authority to otherwise justify reaching a definitive conclusion on abandonment within this planning application. The fallback position is therefore given no material weight in the assessment, and its status does not weigh against the acceptability of the scheme as proposed.

8.16 *Restriction of uses and further operational development*

Given the sensitive edge-of-village location, the proximity of neighbouring dwellings, and the careful balance of uses established through this application, it would be considered necessary to restrict permitted development rights to ensure that the site could operate only for the employment purposes expressly approved—namely Class E(g), B8 and activities associated with the management of the Seagry Estate. Uncontrolled extensions or later changes of use under the GPDO could result in additional built form, different patterns of activity, or the introduction of uses that have not been assessed as part of this application, with the potential for unacceptable effects on local character, residential amenity and the rural setting. Removing these PD rights ensures that any future operational development or change of use is subject to planning control, allowing the Local Planning Authority to consider its impacts on the landscape, amenity and the role of the village.

8.17 Design and appearance

Core Policy 57 Ensuring High Quality Design and Place Shaping requires new development to achieve a high standard of design that responds positively to its context, reinforcing the established character and distinctiveness of the surrounding area. Proposals should integrate appropriately with their landscape setting and reflect existing townscape qualities, including height, scale, massing, building line, materials and overall appearance. Complementing this, Policy SNP5 of the Seagry Neighbourhood Plan provides locally specific guidance by expecting development to follow the established form and materiality of buildings and spaces within the parish, supporting a context-responsive and visually coherent design approach.

8.18 *Block A*

Block A is proposed as a two-storey barn-style structure with two shorter single-storey wings projecting northwards to form a courtyard arrangement, together with a detached single-storey parking block and an adjoining stable wing. The main section of the building would measure approximately 8.4 m in height, 33.7 m in length, and 10.5 m in width, and is designed to present the appearance of a contemporary agricultural building adapted for estate management and office use. The elevational treatment combines cream-coloured render at ground-floor level with timber cladding above, while the north-facing courtyard elevation is distinguished by reconstituted rubble stone and a stone parapet, framing a set of large barn-style doors and a prominent glazed opening that echoes their form. This combination of elements delivers a consciously hybrid character: the barn doors, parapets and massing reference a traditional estate outbuilding, while the glazing and render lend

the building an appropriate degree of refinement for its office and workshop functions.

- 8.19** The chosen materials are supported by a clear local context. The entrance to the site on Startley Road sits almost directly opposite Goss Croft Village Hall, which is faced predominantly in horizontal timber cladding, providing an immediate precedent for the use of timber as a primary material. Several dwellings along Henn Lane incorporate cream render in their external elevations, demonstrating that this finish is characteristic of the settlement and visually compatible with surrounding development. Meanwhile, reconstituted rubble stone appears on the street-facing elevations of Hill House, portions of the New Inn public house, and in various garden and boundary walls throughout the vicinity, making this material a familiar and established part of the local palette. The retention of existing mature trees and the wooded copse character around the site further supports the use of timber cladding, which complements the landscape setting and lends Block A a softened, rustic presence when viewed against the backdrop of trees.
- 8.20** Overall, the design of Block A strikes a coherent and contextually appropriate balance. The removal of any major element—whether the glazed barn-front, the stone parapets, or the rendered elevations—would cause the building to lean too strongly towards either a purely agricultural appearance or a more conventional contemporary office form. As proposed, however, the building successfully mediates between these identities, presenting a high-quality, well-considered design that respects the site’s rural-edge context, reinforces the existing landscape character, and aligns with the expectations of Core Policy 57 and Core Policy 51 in achieving an appropriate and locally grounded form of development.

8.21 *Block B*

Block B comprises the four proposed Class E(g) and B8 commercial units and is positioned on the footprint of the existing storage building. Its design employs a similar material palette to Block A—most notably cream render at ground-floor level and timber cladding above—ensuring a coherent visual relationship between the two buildings while allowing Block B to remain clearly subordinate in height and prominence. Unlike Block A’s traditional dual-pitched roof form, Block B incorporates a contemporary saw-tooth roof profile, reaching a maximum height of approximately 6.6 m. The roof design has a functional logic: the north-facing rooflights provide natural light to the internal workspace, while the south-facing planes accommodate solar PV panels, reinforcing sustainability objectives without altering the overall rural-edge character. The building’s eastern elevation is intentionally restrained, with only small ground-level access doors and no upper-floor openings, ensuring minimal visual distraction when viewed from the neighbouring residential direction. The western frontage presents the operational face of the units, formed by large roller shutters paired with glazed elements, producing an appearance that is consistent with a small-scale rural workshop or storage cluster.

8.22 Although Block B shares certain materials with Block A, its simpler, more utilitarian character ensures that it occupies a distinct and appropriately modest presence within the site hierarchy. The use of timber cladding again connects strongly with local context—previously discussed in relation to Goss Croft Village Hall—and sits comfortably within the semi-wooded setting that is being retained around the development. Similarly, cream render is a recognisable feature of several properties along Henn Lane, providing a familiar visual reference point for the more publicly perceptible parts of the scheme. While the incorporation of parapet end capping on the roof does not have immediate prevalence within the closest cluster of dwellings—aside from an example at 22 Startley Road, located approximately 220 m to the south-west—it is well integrated into the overall roof composition and assists in delivering a refined edge to what would otherwise be a purely industrial profile. Its use here serves to temper the building's form, preventing Block B from appearing harsh or overly utilitarian, especially in comparison to the existing shed it replaces.

8.23 Overall, Block B represents a significant visual improvement on the appearance of the current building, both in terms of architectural quality and integration into the landscape. The massing remains comfortably subordinate to Block A and to the nearby residential buildings, while the chosen palette of materials, roof form, and restrained detailing allow the structure to function as an effective transition between the operational parts of the estate and the adjacent residential area. In tandem with the analysis provided for Block A, the proposals for Block B are considered to respond positively to local character, reinforce material distinctiveness already established in the vicinity, and respect both the built and landscape context of Upper Seagry, thereby complying with Core Policy 57 and SNP5.

8.24 *Hard and Soft Landscaping*

In terms of parking and hardstanding, the layout has been designed to sit comfortably within the site's established pattern of use and landscape structure. The areas of hard surfacing are deliberately modest and concentrated around the building footprints, with the parking for Block A largely occupying land already characterised by loose gravel and informal hardstanding surrounding the existing dilapidated shed. This both rationalises and tidies the previously ad hoc surface arrangement. The courtyard to Block A, along with the covered parking bays within its eastern wing, are enclosed within the U-shaped form of the building, ensuring these functional areas are well contained and not visually prominent from the wider landscape. The arrangement reflects the semi-agricultural character of the estate's operational buildings and aligns with the rural design cues used throughout the scheme, while the wider site remains predominantly soft-landscaped to preserve the verdant setting and maintain a sensitive relationship with the edge-of-village context. The landscape proposals will be discussed further in the followings section of this report.

8.25 Heritage

Core Policy 58 requires that development conserves, and where appropriate enhances, the historic environment as well as safeguarding heritage assets and ensuring that proposals do not result in harm to their significance or setting. Policy

SNP2 of the Neighbourhood Plan highlights the contribution of non-designated heritage assets to the parish's character and expects development to take account of their significance and setting when assessing potential impacts. The nearest such heritage asset is the New Inn public house to the Southwest. The application site lies approximately 42m and 63m from two Grade II listed gatepiers associated with Seagry House. The Council's Conservation Officer raises no objection, confirming that the dense intervening boundary treatments effectively screen the heritage assets from the proposed development and prevent any harmful visual or spatial interaction. Furthermore, the separation distances and the position of the proposed buildings within the site ensure that the development would not intrude upon or diminish the character, appearance or setting of these listed structures. It is also considered that there would be no visual interactivity between the proposed development and the New Inn such that it would not conflict with neighbourhood plan policy SNP2. As such, the proposal is considered to comply with Core Policy 58, emerging Policy 99, and the provisions of the NPPF relating to the conservation of the historic environment.

8.26 Landscape and arboriculture

Core Policy 51 seeks to conserve and enhance existing landscape character, requiring development to respect locally distinctive natural features such as trees, hedgerows, watercourses and other elements that contribute to the intrinsic qualities of the area. The Seagry Neighbourhood Plan reinforces this landscape-led approach: Policy SNP1 identifies locally important views and expects development to maintain these visual relationships and avoid harm to the rural setting of Upper Seagry, while Policy SNP4 designates specific Local Green Spaces and seeks to protect their recreational, environmental and visual value. Saved Policy NE14 of the North Wiltshire Local Plan complements these provisions by resisting the loss of important landscape or ecological features—such as trees, hedges or ponds—where they could be appropriately retained within a development layout. Taken together, these policies establish a clear expectation that proposals should be informed by, and positively integrated within, both their natural landscape features and their wider rural context.

- 8.27** On approaching the site from Startley Road, the initial access strip—measuring approximately 15.6 m in width and 65.8 m in length—is tightly framed by a residential garden to the south and the Seagry cricket pitch to the north. This immediately establishes a distinctly village-edge character, rather than a setting dominated by open agricultural landscape. The proposed access track, finished in a soft beige bituminous material, reflects the tone and appearance of nearby driveways and informal tracks, and would integrate comfortably with the existing palette of surfaces surrounding this part of Upper Seagry. The alignment of the track incorporates a slight curvature to accommodate a retained mature tree positioned centrally within the strip. This results in an approach more consistent with a gently winding rural footpath than a formal access road, preserving the soft, green context and minimising intrusion into the surrounding grassed areas and canopy extent.

- 8.28** Beyond this corridor, the site opens into the main body of the development area. During the site visit, this central space read visually as a large, managed residential-garden-type lawn, reflecting recent mowing and the relative openness created by the absence of centrally placed trees. The proposed access continues along this space before dividing to serve Block A to the north and Block B to the south. New tree planting is proposed along this route, which would help re-establish a more wooded and rural character, softening the current garden-like appearance and strengthening the landscape structure across the site. At the point where the access diverges, the applicant proposes to relocate the existing grain silo as a focal landscape feature. While views of the silo from the wider public realm will likely diminish as new planting matures, it would remain perceptible in filtered glimpses and serve as a reminder of the site's agricultural origins, adding legibility and interest to the internal landscape.



Site visit from end of access track off Startley Road facing west

- 8.29** Hard landscaping is modest and appropriately scaled. Block paving, used only as a narrow edging around the base of Blocks A and B and within the parking area for Block B, reflects materials already present locally—particularly at Goss Croft Village Hall, located adjacent to the site entrance. The courtyard of Block A is proposed in resin-bound gravel, which is largely contained within the U-shaped footprint of the building and would not be visually prominent beyond the site. This finish is also consistent with several private access ways off Henn Lane, providing further contextual support. The footpath connection from the Block A courtyard toward the northern estate access would transition naturally to the existing gravel track beyond the site boundary, offering a seamless continuation of surface treatment and reinforcing a rural aesthetic.
- 8.30** Across the site as a whole, the landscape strategy proposes the removal of 41 low-quality trees—primarily category C specimens, many affected by stage 1 or 2 ash dieback—balanced by the planting of 53 new trees dispersed throughout the development area. This approach will enhance long-term canopy cover, reinforce the semi-wooded setting, and deliver meaningful landscape benefits, consistent with Core Policy 51's requirement to conserve and strengthen local landscape character and natural features.

- 8.31** The site contains a significant tree population—including TPO-protected trees along the southern boundary of the Startley Road access track—and areas of priority habitat within the southwest of the site. A comprehensive Arboricultural Impact Assessment, Method Statement and Tree Protection Plan accompany the application, supported by a detailed survey of 89 trees, identifying 48 for retention and 41 for removal, the majority of those to be removed being Category C specimens or ash in Stage 1–2 decline due to ash dieback. The Council’s Arboricultural Officer initially raised concerns about potential encroachment into the Root Protection Areas (RPAs) of several high-value trees—most notably T30 (Category A beech)—and requested clarification on demolition methodology, root-handling procedures, and compliance with BS5837:2012 requirements regarding the 20% threshold for permanent hard surfacing within RPAs. Following submission of the amended Arboricultural Method Statement and Tree Protection Plan, which now prescribes full arboricultural supervision, detailed root-protection protocols, and a clearly specified CellWeb cellular confinement system for the access track, the Officer subsequently issued a no-objection response, confirming that all works are acceptable subject to compliance with the approved documents.
- 8.32** A key element of the proposal is the applicant’s reliance on “no-dig” construction for the upgraded access track. The AMS makes clear that the “no-dig” terminology refers not to an absence of ground penetration entirely, but to the avoidance of conventional excavation that would sever roots or compact subsoils. In accordance with industry guidance (AA Guidance Note 12) and the Arboricultural Report, the track will be constructed using a geotextile base, a CellWeb geocell layer, and infill of clean angular stone, with the final build-up forming a depth of approximately 520 mm, topped by a permeable wearing course. This engineering approach is explicitly recognised in the guidance and the AMS as compliant with “no-dig” principles, because it avoids root severance, avoids soil compaction, and maintains air and water permeability to the underlying RPAs. The Council’s Arboricultural Officer has confirmed that this method appropriately mitigates impacts and that the extent of encroachment into RPAs remains within acceptable limits under BS5837. In terms of overall arboricultural balance, the proposal results in the removal of 41 trees (largely low-grade or diseased) while delivering a net environmental enhancement through the planting of 53 new trees across the site, aligning with the scheme’s wider landscape strategy and supporting biodiversity and long-term canopy continuity.
- 8.33** Policy SNP1 identifies a series of valued local views, but the viewpoints closest to the site do not have any meaningful visual relationship with the development. Viewpoint 7 looks inward toward the village centre and does not face the application site; Viewpoint 6 looks northward from beyond the cricket ground and is oriented away from the site entirely. Viewpoint 8 faces generally in the site’s direction, but is separated from it by intervening residential properties, mature tree cover and rising topography, resulting in no actual visibility or visual interaction. With respect to SNP4, the nearest designated Local Green Space (US1 – the allotments on Startley Road) lies opposite the site access but at a substantial separation from the developable area. The proposed buildings sit well beyond this space and are visually screened by

existing vegetation and landform, such that the development would have no adverse effect on its character, function or designated status.

- 8.34** While the scheme inevitably introduces a more structured and intensified pattern of built form, this must be understood in the context of the site's existing mixed and transitional character, which includes a dilapidated agricultural shed, domestic garden-like spaces, and elements of semi-industrial backland. The proposed landscaping provides a coherent framework that both softens the new development and enhances rural qualities that are already present when viewed from the public realm. The result is a landscape scheme that integrates the proposed buildings effectively, reinforces local patterns of vegetation and surfacing, and delivers a perceptible improvement over the current condition of the land. Both the Council's Landscape Officer and Arboricultural Officer raise no objection to the proposal, with the Landscape Officer noting that the site benefits from an established and mature landscape setting, that any landscape or visual effects would be minimal and highly localised, that views are largely screened by existing topography, vegetation and built form, and that the proposed hard and soft landscaping—together with the removal of the dilapidated shed—will integrate the development effectively as new planting matures. Taken together, the proposals are considered to achieve a balanced and contextually appropriate landscape response in accordance with Core Policy CP51, Neighbourhood Plan Policies SNP1 and SNP4, and saved policy NE14 of the North Wiltshire Local Plan.

8.35 Amenity

Core Policy 57 (vii) of the Wiltshire Core Strategy requires all development to protect the amenities of neighbouring occupiers, ensuring that proposals do not result in unacceptable impacts through noise, disturbance or other forms of nuisance. This aligns with the National Planning Policy Framework, which instructs decision-makers to ensure that development is appropriate for its location by taking account of its potential effects on living conditions, including noise, and by mitigating adverse impacts to a minimum (NPPF, paras. 187 and 198). Complementing this, the Planning Practice Guidance on Noise emphasises the need to consider how new development may affect the acoustic environment, identifying appropriate mitigation and distinguishing between noise levels that are noticeable, intrusive, or significantly harmful (PPG, Noise Guidance). Taken together, these policies require a balanced and evidence-led assessment of amenity effects, ensuring that development safeguards the living conditions of existing residents while enabling appropriate, sustainable growth.

8.36 *Built form*

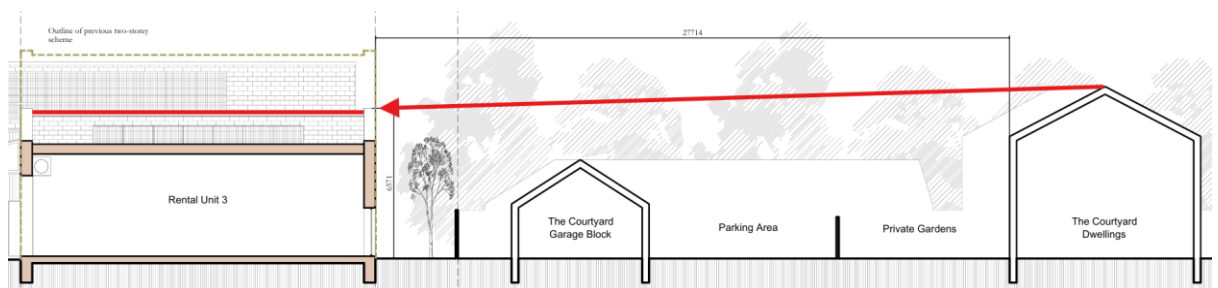
The existing shed on the site has a substantial footprint of approximately 941.6m², whereas the proposed Block B would have a significantly reduced footprint of 688.1m², representing a notable decrease in built coverage as part of this replacement development. In terms of height, the existing shed stands at around 4.4 m, broadly comparable to the adjacent garage block serving the Courtyard dwellings. The proposal introduces a moderate height increase of approximately 2.2 m, but Block B

would still remain visibly lower than the neighbouring Courtyard dwellings themselves. The Whole Site Plan illustrates a separation distance of roughly 25 m between the rear elevations of the Courtyard properties and Block B; however, as those dwellings contain rear gardens of around 5.5 m in depth, the relevant separation to the start of private amenity space is more accurately expressed as a minimum of 20 m. This refinement does not alter the assessment: such a separation remains substantial in planning terms and is sufficient to avoid an overbearing relationship.



Seperation Distances – Whole Site Plan (Proposed)

- 8.37** At this minimum 20m distance, someone standing within their rear garden and looking west would first encounter the existing garage block at a height of approximately 4.4 m, with the new Block B positioned further behind it and rising only 2.2m above this established built form. The presence of the garage block in the immediate foreground acts as a visual intermediary, further reducing any perceived massing or dominance of the proposed building. Taken together—the reduced overall footprint, the controlled height increase, the substantial separation distances, and the screening effect of existing structures—it is concluded that Block B would not result in harmful overbearing, or visual dominance. The proposal is therefore acceptable with regard to its scale, built form and its effects on the amenities of neighbouring properties.



Site Sections (Proposed) – line indicating roof pitch connection to Courtyard dwellings

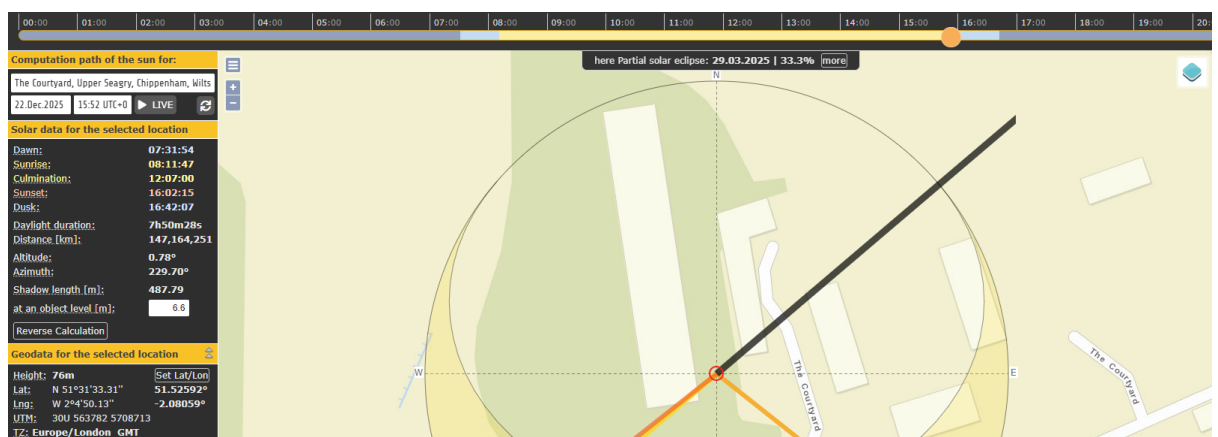
- 8.38** Shadow modelling undertaken for the proposal demonstrates that a structure of approximately 6.6 m in height positioned along the western boundary would not give

rise to any adverse overshadowing effects on the Courtyard dwellings. This conclusion reflects the relative orientation of the development and neighbouring properties: the Courtyard dwellings sit directly to the east, meaning that throughout most of the day the sun tracks across the southern sky and casts shadows predominantly towards the north, not eastwards. As a result, potential shadowing from the proposed Block B only becomes theoretically relevant at the very end of the day, when the sun is in its lowest western position.



Site visit image of existing shed facing North

- 8.39** Critically, review of the 22 December sun-path calculations—the date on which overshadowing impacts are at their most pronounced due to the lowest annual sun angle—confirms that the path of cast shadows does not intersect with the Courtyard dwellings or their primary private amenity spaces during usable daylight hours. Even at the winter solstice, shadows fall short of the neighbouring properties until after daylight has effectively passed. On this basis, and combined with the substantial separation distances already identified, it is concluded that the proposed development would not result in any materially harmful overshadowing effect on neighbouring occupiers.



Sun Calculation – Structure 6.6m in height 22nd December at 4pm

- 8.40** In assessing the relationship between Block A and the neighbouring Courtyard properties, it is acknowledged that Block A reaches a maximum height of approximately 8.4 m, representing an increase of around 1.8 m above the height of Block B. However, this is offset by the substantial separation distances involved, with a minimum distance of 30.6 m between Block A and the rear boundary of the nearest private gardens, and approximately 39.9 m to the closest residential elevation of the

Courtyard dwellings. These distances are materially greater than those applicable to Block B and provide a generous spatial buffer that significantly diminishes any potential for perceived overbearing impact.

- 8.41** Furthermore, Block A occupies a position further north of both Block B and the Courtyard dwellings. Given the southern trajectory of the sun, this northern positioning ensures that no shadows would be cast southwards toward the neighbouring gardens or dwellings at any point during daylight hours. In addition to this favourable orientation, there are meaningful intervening features that further mitigate visual and massing effects: the existing garage block at approximately 4.4 m in height sits directly in the foreground relative to views from the Courtyard gardens, and the retained apple tree (T6) lies along the same sight line, providing further softening of views toward the new structure. Taking these factors collectively—height moderation relative to dwellings, extensive horizontal separation, sun-path behaviour, and existing intervening structures and vegetation—it is concluded that Block A would not give rise to unacceptable overbearing or overshadowing effects on adjoining residential properties.

8.42 *Noise and disturbance*

Turning to the potential for noise and disturbance from the proposed uses, it is noted that planning permission is sought for a flexible Class E(g) or B8 use in Block B. Class E(g) is, by definition, restricted to uses that are capable of operating acceptably in close proximity to homes without undermining residential amenity, and therefore align with the expectations of Core Policy 57(vii). This definition is expressly set out in the Use Classes Order such that Class E(g) is qualified as *“a use, which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit”*. On this basis, the proposed E(g) uses are considered acceptable in principle with regard to neighbouring residential amenity.

- 8.43** By contrast, B8 (storage and distribution) does not carry the same built-in safeguard and therefore requires a more detailed assessment. The applicant has submitted a Noise Impact Assessment (Ref. 11686/FD, 18 November 2025), which evaluates both operational noise and noise associated with vehicle movements. The assessment concludes that predicted noise levels at the nearest dwellings—including the Courtyard, Oakhill House and 39 Henn Lane—would be 26–39 dB LAeq(1hr) at the nearest homes. For context, the World Health Organization’s daytime guide for outdoor amenity is around 50 dB, and typical internal comfort guidance is 35 dB; the predicted levels are below these references, even before allowing for the usual reduction as sound passes through a façade. The assessment also indicates the overall change in the local noise climate would be 0–1 dB, which the IEMA guidance (at table 7-14) classifies as negligible, meaning most people would not notice any difference.
- 8.44** The Council’s Public Protection team has reviewed the Noise Impact Assessment and raises no objection, subject to conditions securing appropriate controls over any future external plant. They recommend that the rating level of any plant shall not

exceed background noise levels, measured in accordance with BS4142:2014+A1:2019, ensuring that fixed equipment will not give rise to adverse effects. They also recommend standard controls relating to construction hours and burning on site to protect amenity during the construction phase.

8.45 *Overlooking and privacy*

Block B has been designed to avoid any opportunities for overlooking, with no first-floor spaces and no windows on its eastern (rear) elevation. As a result, there is no realistic prospect of direct or indirect views toward the neighbouring properties, and this element of the scheme raises no privacy concerns.

- 8.46** Block A includes a small cluster of first-floor casement windows on its southern elevation, positioned toward the eastern end of the building. Of these, only the easternmost window serves a first-floor room—a mezzanine office space. The remaining two windows sit above a double-height tractor store and therefore do not serve habitable rooms. The nearest point of private garden associated with the Courtyard dwellings lies approximately 30.6 m from the window in question, and the retained apple tree (T6) is located directly along this sight line, providing additional natural screening. The separation distance to the rear elevations of the dwellings themselves is approximately 39.9 m, which is comfortably in excess of the typical thresholds used to safeguard residential privacy. Given these substantial distances, the presence of intervening structures and vegetation, and the limited scale of first-floor glazing, it is concluded that the proposal would not result in any harmful overlooking or loss of privacy for neighbouring occupiers.

8.47 Highways and parking

Core Policies 60, 61 and 62 of the Wiltshire Core Strategy collectively require development to support the safe and efficient movement of people, demonstrate a clear hierarchy of transport users, provide safe and appropriate access to the highway network, and ensure that any adverse impacts on the transport system—during both construction and operation—are properly mitigated. Core Policy 64 further requires compliance with the Council's adopted minimum parking standards. These local policy expectations align with paragraph 116 of the National Planning Policy Framework, which makes clear that development should only be refused on highways grounds where it would result in an unacceptable impact on highway safety, or where residual cumulative impacts on the road network, following mitigation, would be severe. The Neighbourhood Plan, through Policy SNP3, places emphasis on maintaining and enhancing the parish's footpaths and bridleways, encouraging development that supports safe, attractive and well-connected routes within the local network. Policy SNP9 supports the incorporation of electric vehicle charging infrastructure in new development to promote sustainable transport choices within the parish. Together, these policies establish the framework against which the transport and access implications of the proposal must be assessed.

- 8.48** The applicant's Transport Statement identifies that the development—specifically the new commercial units within Block B—is likely to generate up to 17 vehicle

movements in the peak hour, equating to approximately one vehicle every four minutes. This is explicitly acknowledged as a worst-case scenario, based on 100% occupation by Class E(g) uses, which represents the higher trip-generating end of the proposed flexible uses; actual trip rates are expected to be lower where B8 use predominates. The Local Highway Authority accept the methodology and confirm that this scale of movement would not create a severe impact on network capacity nor pose an unacceptable highway safety risk in this location.

- 8.49** The supporting Technical Note also clarifies that the size of the proposed B8 units is such that they would not accommodate large-scale distribution or significant HGV activity. Users are expected to fall within the small to medium enterprise bracket (SME), with the predominant vehicle type being light goods vehicles (parcel vans), supplemented only by occasional refuse vehicles or small rigid HGVs for servicing. This aligns with the scale and design of the units and reflects the fact that Block B does not provide the floorspace required for heavy distribution operations. On this basis, and given the confirmation from the Highway Authority, it is reasonable to conclude that the expected level and type of vehicle movement is acceptable.
- 8.50** A total of 14 parking spaces identified on the site plan for Block B, including dedicated van bays, disabled bays, and EV charging points, with further ducting provided to allow future expansion of EV capability. Block A contains four covered bays with EV provision. The number of spaces for Block B is shown at 1 space per 50m². While the baseline parking standard is 1 space per 30 m² as set out in Appendix C of the parking strategy, the Highways Authority has applied the permissible accessibility and contextual discounts within the LTP, and has confirmed that a reduced ratio of 1 space per 50 m² is appropriate in this rural setting and for the type of small SME units proposed. Based on the submitted architectural plans, each of the four Block B units has an approximate floorspace of around 150 m², which—using the reduced parking ratio accepted by the Highways Authority—equates to a requirement of around three parking spaces per unit, or twelve spaces in total. When compared to the forecast peak-hour vehicle movements, the scheme offers sufficient on-plot parking to ensure that staff, visitors and servicing operations can be managed on site. This reduces risk of overspill parking onto the surrounding highway network. Given that the Highway Authority raise no objection to either the parking level or layout, it is considered that the proposal provides adequate mitigation and avoids displacement of parking onto nearby residential streets.
- 8.51** Cycle parking for the development is proposed opposite the principal (west-facing) elevation of Block A, providing convenient access for staff and visitors. While the Transport Statement refers to the provision of “safe and secure” cycle parking, no detailed specification of the stand type, enclosure, or weather protection has been submitted at this stage. A condition will therefore be required to secure the final design, ensuring that the cycle facilities are covered, secure and appropriately integrated into the wider hard-landscaped area.
- 8.52** The existing access onto Startley Road—previously approved and utilised for agricultural vehicles—is proposed to be widened and upgraded. The access incorporates 2.4m × 43m visibility splays, meeting Manual for Streets standards for a

30mph road, and these splays are contained within the existing highway verge. Startley Road forms a relatively long and straight section of carriageway at this point, with vehicle speeds controlled by the 30mph limit and good forward visibility in both directions. Swept-path analysis demonstrates that both agricultural vehicles and delivery vehicles can enter and exit safely. In reviewing this detail, the Highway Authority confirm that the access arrangements are safe and appropriate and raise no objection.

8.53 Henn Lane is notably narrower, is bordered by dwellings and boundary treatments, and is not suited to serve the forecast movements of the development. The Highway Authority notes these constraints and advise that this access is unsuitable as a primary vehicular route. Whilst this access is established, it has historically served far lower levels of activity associated with agricultural use. The applicant proposes restricting this access to emergency egress only (e.g. flood conditions). This is considered necessary and reasonable in order to prevent it from being used as an alternative daily access point. Matters relating to how the access is to be restricted can appropriately be secured through a pre-commencement condition, requiring the submission and approval of an emergency access management plan. Given the limited and infrequent circumstances in which the access would be used, the proposal is acceptable in highway safety terms.

8.54 The footpaths and bridleways identified under Policy SNP3 run around the wider site but do not connect directly to the development area, and the proposal would not disrupt or harm these established routes. The existing footpath along Startley Road provides the main pedestrian connection, and the scheme includes a parallel footpath alongside the new access track, ensuring safe and convenient pedestrian access into the site. This will support active travel and improve connectivity for those walking to the development rather than relying solely on vehicles, and the proposal is therefore considered to accord with the aims of SNP3.

8.55 Having regard to the technical submissions, the scale of trip generation, the type of vehicles anticipated, the safety of the Startley Road access, adequate on-site parking provision, and the proposed restriction of the Henn Lane access, the development is not expected to result in any unacceptable highway safety impacts nor cause a severe residual cumulative impact on the road network. The Local Highway Authority confirm no objection, and there is no evidence that would justify a contrary view. The proposal therefore complies with Core Policies 60, 61 and 62, and the test set out at paragraph 116 of the NPPF.

8.56 Ecology

National policy (NPPF paras 187–195) requires avoidance of significant harm, retention of ecological networks and measurable net gains; Core Policy 50 expects features of nature conservation to be retained, buffered and managed, with impacts avoided, mitigated or—where necessary—compensated. The mandatory BNG regime under the Environment Act 2021 also applies. The site includes priority deciduous woodland (Priority Habitat Inventory) and forms part of a wider network functionally linked to Seagry Wood and Oak Hill CWS (approx. 360 m), with the

eastern woodland edge highlighted as a key commuting/foraging corridor for bats. The Council's Ecology Officer initially issued a holding objection (02/10/2025) seeking fuller baseline and BNG detail; following submission of the Ecological Impact Assessment (EclA), BNG metric, landscape and arboricultural documents, the Officer issued no objection subject to conditions.

- 8.57** EclA (surveys May 2024–Sept 2025) records mixed-age deciduous woodland, other neutral grassland, ruderal/scrub and areas of existing hardstanding. Two small day roosts of common and soprano pipistrelle were confirmed in Building B1 (the existing shed); static detectors logged at least nine bat species foraging/commuting, with occasional barbastelle and horseshoe activity at very low levels. Surrounding ponds were eDNA-positive for great crested newt, and reptile surveys confirmed a good grass snake population (peak 15). The site supports suitable habitat for nesting birds, with no badger setts recorded, albeit baseline notes potential badger movement. This evidence base is the foundation for effects assessment and informs the precautionary measures secured by condition.
- 8.58** Block B and its yard largely replace the dilapidated shed and existing hardstanding (muddy gravel/stone). The EclA characterises this substrate as of negligible ecological value, so—with standard construction safeguards—effects are not expected to be significant. Block A and the central courtyard produce the greater change; however, the layout is structured that it avoids the primary woodland corridor along the eastern boundary that functions as the main ecological receptor. The Arboricultural Impact Assessment confirms removal is limited to low-quality trees, with higher-value trees and woodland belts retained and protected via RPAs/CEZs under BS5837; dust control and exclusion fencing further reduce construction-phase risk. With the mitigation hierarchy applied (avoid/minimise/compensate), the EclA concludes residual effects on priority habitat and protected species are non-significant.



Site Visit image of existing shed facing Southeast

- 8.59** The Council's Ecologist accepts the EclA methodology and conclusions, raising no objection subject to conditions that (i) secure compliance with the submitted ecological documents; (ii) require a Construction Method Statement detailing precautionary measures for bats, nesting birds, great crested newts, reptiles,

badgers and priority woodland; (iii) secure a Landscape and Ecology Management Plan (LEMP) with long-term objectives, responsibilities and monitoring; and (iv) require a Lighting Strategy demonstrating ≤ 0.5 lux along woodland/sensitive corridors and alignment with ILP/BCT guidance, thereby maintaining dark commuting/foraging routes for bats. These controls, alongside retained habitat and the arboricultural protection measures, ensure the scheme accords with Core Policy 50 and the NPPF. In addition to protected species/ecosystem impacts, the statutory BNG requirement is assessed separately below.

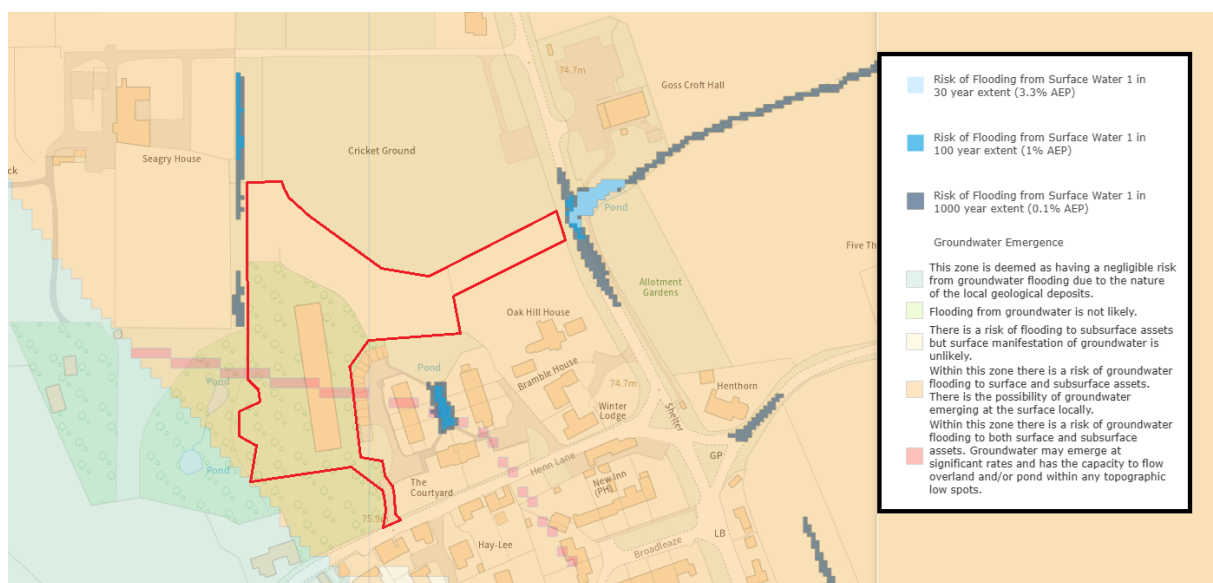
8.60 The submitted Ecological Impact Assessment and Statutory Biodiversity Metric demonstrate that the proposal is not capable of achieving the mandatory 10% Biodiversity Net Gain (BNG) within the red-line boundary, due primarily to the loss of woodland habitat on site. The on-site metric shows a net loss of habitat units (−2.117 units) with only hedgerow units achieving a positive gain on the land itself. However, the applicant has provided a verified off-site BNG area within their wider landholding to the north of the application site, and the metric confirms that when this off-site creation of 1.5 ha of woodland and 0.5 ha of scrub is included, the scheme achieves an overall +11.15% net gain in habitat units, thereby meeting the statutory BNG requirement. The Council's Ecology Officer has reviewed the metric, condition assessments, baseline mapping and habitat trading rules, and confirms that the approach and calculations are sound and the statutory net gain is achieved through this combined on- and off-site strategy.

8.61 Because the required uplift in biodiversity units is delivered off-site, the Ecology Officer advises—and the Environment Act (via Schedule 7A TCPA 1990) requires—that these off-site gains must be legally secured for a minimum of 30 years through a Section 106 agreement or conservation covenant. The Ecology consultation response therefore concludes with no objection, subject to conditions and the completion of a planning obligation to secure the off-site BNG land and its long-term management. It is standard and acceptable practice for an application to be reported to committee on the basis of a resolution to grant permission subject to a Section 106 agreement, even where the off-site BNG land has not yet been formally secured, as the legal agreement must be completed before any permission is issued.

8.62 Flood risk and drainage

Core Policy 67 of the Wiltshire Core Strategy requires all new development to manage flood risk from all sources and to ensure that proposals do not increase flood risk elsewhere. It supports the use of Sustainable Drainage Systems (SuDS) and requires surface water to be managed in a sustainable and coordinated manner. Policy 95 of the emerging Wiltshire Local Plan similarly directs new development to follow the NPPF's sequential, risk-based approach to flood risk, ensuring that development is steered towards the areas at lowest probability of flooding and incorporates measures to reduce rainwater run-off and integrate SuDS. Through Policy SNP8, the Neighbourhood Plan encourages the use of permeable surfacing for drives and parking areas to reduce run-off and support sustainable drainage approaches.

8.63 The site lies within Flood Zone 1 at the lowest risk of fluvial flooding; however, the Strategic Flood Risk Assessment and the submitted FRA identify localised constraints linked to both surface water and groundwater behaviour. The FRA confirms that while the developable area itself is at low risk of surface water flooding, there are off-site surface water flowpaths, most notably along Startley Road at the proposed access, where the EA's Risk of Surface Water Flooding maps show predicted depths of up to 0.2m at low likelihood and deeper 0.6–0.9m areas further east outside the red line boundary. The site also contains an established north–south surface water flow path, shown on the drainage catchment plans, which runs through the land before continuing beneath the courtyard dwellings and draining southwards into Upper Seagry. In relation to groundwater, the SFRA and FRA identify a risk to surface and subsurface assets.

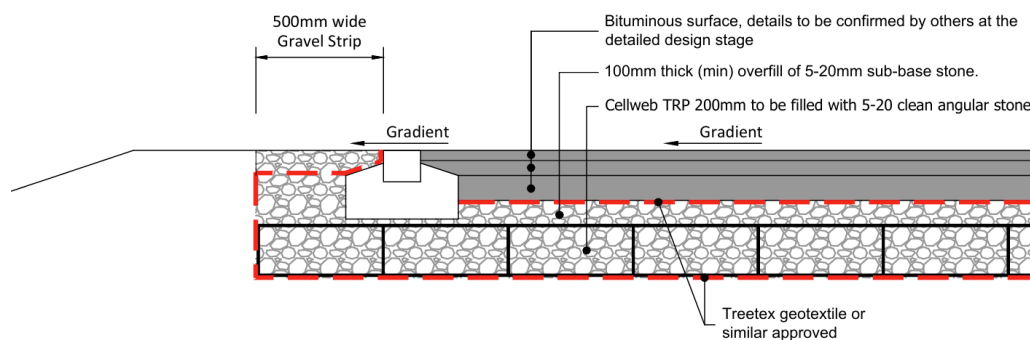


Strategic Flood Risk Assessment 2024: Ground and Surface Water Flood Risk

8.64 The proposed development has been accompanied by a full Flood Risk Assessment and Drainage Strategy, including Addendum 3 (February 2026), detailed drainage modelling, SUDs construction sections, and updated topographical information.

8.65 Concerns raised by objectors suggesting that the proposals involve raising the ground levels or increasing finished floor levels, such that it could worsen flood risk to neighbouring land were considered. However, no part of the submitted application proposes raising existing ground levels, and the technical documents in fact demonstrate the opposite. The topographic survey submitted in August 2025 and the drainage strategy plan PDL-01 show finished floor levels for all buildings matching existing site levels (typically around 76.6–76.8m AOD in the vicinity of Block B and 77.0m AOD for Block A). The FRA Addendum confirms that the drainage design is based explicitly on existing ground levels, that no re-levelling is required, and that the submitted post-development levels replicate the topography recorded in the survey. This directly addresses the LLFA's request to confirm whether any regrading was necessary; the Addendum states that the updated plan now clearly shows that no re-levelling is proposed to enable exceedance routing.

8.66 Furthermore, the SuDS construction details (PDL-02) clearly demonstrate that the proposed access path and external areas will utilise a cellweb permeable sub-base system embedded into the existing ground level, overlaid only with a bituminous surface and a shallow stone overfill. This design does not require raising the ground and is specifically intended to maintain natural ground levels while improving infiltration and providing storage for runoff within the sub-base system. Contrary to assertions of objectors, the proposals therefore do not introduce built-up land, but instead incorporate sustainable drainage that is likely to provide a betterment when compared with the current compacted agricultural track, which shows evidence of ponding because of heavy vehicle rutting and naturally low-permeability soils.



SuDS Sections

8.67 As previously noted, the Strategic Flood Risk Assessment identifies a susceptibility to groundwater flooding to surface and subsurface assets in this part of Upper Seagry. This is consistent with the officer's site visit, where standing water was observed along the existing agricultural access, likely reflecting a combination of compacted earth and limited natural percolation typical of rural tracks. It is important to note that the presence of shallow ponding on the existing track does not, in itself, indicate that a formalised road construction would worsen flood risk; properly designed SuDS can, and often do, deliver a measurable betterment in runoff management and ground permeability.



Site Visit view into site from Startley Road

- 8.68** The drainage strategy separates the site into two natural catchments, reflecting existing topography. The western catchment drains via a new online attenuation basin and a controlled outfall to the existing private surface water drain within the applicant's landholding. The eastern catchment drains towards the Startley Road ditch system, with flows controlled through a small-diameter orifice housed within a Polypipe Permafilter unit to reduce blockage risk. The modeller has provided full hydraulic calculations demonstrating that both networks achieve significant betterment over existing runoff — up to 65% reduction in peak discharge for the western catchment and 57% reduction for the eastern catchment.
- 8.69** To address the concern regarding discharge to the roadside drainage network, the applicant has undertaken a surcharged outfall sensitivity test, which shows that the system remains functional without flooding under 1 in 30 year storm events even with a 490mm surcharge in the receiving network, and only exhibits minimal, model-insignificant exceedance at 500mm surcharge—a scenario considered highly conservative and unlikely. The LLFA has expressly accepted this evidence.
- 8.70** The LLFA has also confirmed that the use of proprietary flow-control devices, the addition of a bullnose kerb at the Startley Road interface to prevent exceedance water from entering the highway, the use of permeable systems within the access sub-base, and the maintenance requirements set out in the FRA together form a sound and workable SuDS approach. They conclude that the strategy will not increase flood risk on- or off-site, subject to final detailed design conditions and the submission of an emergency access plan for periods when Startley Road may be temporarily flood-affected.

8.71 *Sequential Test*

Paragraphs 172 to 177 of the National Planning Policy Framework (NPPF) set out the requirement for the Sequential Test, which is intended to steer new development to areas with the lowest probability of flooding. Under this approach, a Sequential Test is normally required for development located in areas identified by the Environment Agency Flood Zones 2 or 3, or where site-specific evidence—such as the Local Planning Authority's Strategic Flood Risk Assessment (SFRA)—identifies additional sources of flood risk, including surface water, groundwater, ordinary watercourse flooding, or known overland flow paths. The Planning Practice Guidance (PPG) expands on this requirement by explaining that the Sequential Test must consider all sources of flood risk identified by national datasets (e.g., Environment Agency mapping) and local evidence (e.g., SFRA mapping and groundwater susceptibility layers) and is not limited solely to fluvial Flood Zones.

- 8.72** However, the September 2025 update to the PPG introduced an important clarification: where a development can be demonstrated—through a site-specific Flood Risk Assessment—to avoid increasing flood risk on- or off-site for all future users, and where the proposal incorporates a drainage strategy that appropriately manages surface water and groundwater pathways in accordance with national SuDS standards, a Sequential Test may not be required, even where other flood-risk

indicators (such as surface water or groundwater susceptibility) are present. In these cases, the test becomes one of whether the development is compatible with the identified risks and whether it can be safely accommodated without displacement or exacerbation of flooding elsewhere.

- 8.73** The NPPF requires consideration of flood risk associated not only with the site itself but also with its access and egress arrangements, noting that development must be able to achieve safe access during flood conditions and must not rely on a route at unsafe depths of surface water. These combined factors—groundwater susceptibility across the site, an established overland flow path, and surface water hazard affecting the off-site access corridor—form the basis for evaluating whether the Sequential Test is engaged and, in light of the updated PPG, whether the proposal can be demonstrated to be acceptable without benefiting from alternative, lower-risk locations.
- 8.74** Given the above context, while such indicators of non-fluvial flood risk would ordinarily trigger the need for a Sequential Test under NPPF and the associated PPG guidance, the September 2025 amendment to the PPG provides a clear exception. Where a site-specific FRA demonstrates that a development will remain safe for its lifetime and will not increase flood risk elsewhere, the Sequential Test does not need to be applied. In this case, the submitted FRA and drainage strategy — which the LLFA has confirmed to be technically sound and to deliver betterment in runoff rates — show that the proposal can be safely accommodated without any increased off-site risk. Consistent with the Court of Appeal’s judgment in *Mead Realisations Ltd v SSCLG* [2025] EWCA Civ 32, which established that the PPG holds equal status to the NPPF and must be applied accordingly, the updated PPG position is decisive. The development therefore does not require a Sequential Test.
- 8.75** Although objectors argue that this application should be refused on the basis that a Sequential Test has not been undertaken, it is essential to note that national policy and the recent High Court judgment in *Gladman v Secretary of State & Lancaster City Council* (15 January 2026) confirm that the absence of a Sequential Test does not, in itself, constitute an automatic or determinative reason for refusal. In that case, the Inspector had dismissed a major housing scheme solely because no Sequential Test had been provided, treating this as a fatal policy conflict. However, Mrs Justice Lieven quashed the decision, holding that the Inspector had acted unlawfully by treating the Sequential Test failure as determinative and by failing to weigh the conflict against the full range of material considerations. Crucially, the Court held that:

“considering the decision as a whole, it is apparent that [the Inspector] viewed the lack of a Sequential Assessment as fatal to the proposal, without carrying out any proper or meaningful balance with the other policies in the Development Plan and NPPF, and the other material considerations. She therefore did not approach the policy conflict in accordance with s.70(2) and the caselaw.”

- 8.76** This directly confirms that even where a Sequential Test is required and has not been submitted, that failure is only one material consideration—not an overriding or automatic ground for refusal. The Court further emphasised that the Inspector’s approach represented “an inflexible and mechanistic” misinterpretation of policy and that treating the lack of a Sequential Test as an “overriding consideration” was an error in law (paras 49–50). In the present case, the Lead Local Flood Authority has explicitly confirmed, after multiple rounds of technical review, that the proposed drainage strategy is robust, safe for its lifetime, provides measurable betterment, and will not increase flood risk elsewhere. To refuse permission solely on Sequential Test grounds—despite the updated PPG (Sept 2025) confirming that the ST is not required where a site-specific FRA demonstrates safety and no increased off-site risk—would therefore place the authority at odds with both national guidance and the principles affirmed in Gladman, and would be vulnerable to challenge for failing to undertake a lawful planning balance.
- 8.77** For completeness, and in light of the level of public interest, the proposal has been assessed against the Exception Test on a hypothetical basis, despite the previous evaluation. The Exception Test is set out at NPPF paragraphs 177–178, and Annex 3 confirms that the proposed uses—professional services, offices, storage and distribution, and car parking—fall within the “Less Vulnerable” category, compatible with all zones except functional floodplain. Under paragraph 178(a), the development must deliver wider sustainability benefits that outweigh flood risk. In this case, those benefits include the economic contribution of new business space within Upper Seagry, environmental gains through additional tree planting, and a drainage strategy confirmed by the LLFA to provide measurable betterment in runoff rates, as well as social improvements arising from the removal of a dilapidated structure and enhancement of the site’s visual quality. Taken together, these represent clear sustainability benefits of the type anticipated by paragraph 178(a).
- 8.78** Under paragraph 178(b), development must also be demonstrated to be safe for its lifetime without increasing flood risk elsewhere. The submitted FRA and drainage strategy, which have been reviewed in detail by the LLFA, confirm that the site can be safely developed with no increase in flood risk on- or off-site, and that the proposed SuDS deliver resilience even under extreme stress-testing, including surcharged outfall scenarios. The LLFA’s no-objection response and repeated confirmation of betterment provide strong technical assurance that the flood-risk management measures are robust and appropriate. On this basis, if the Exception Test were required, both limbs would be satisfied, and the development would be expected to pass the Exception Test.
- 8.79** Economic and social

Referring to the prerequisite of Core Policy 34, which requires that proposals for additional employment land be supported by evidence demonstrating economic or

social benefit to the locality, the applicant has provided detailed justification at paragraph 4.27 onwards of their Planning Statement and within Appendix 1. This includes an assessment of direct, indirect and net employment generation, with the development estimated to support between 26 and 62 full-time equivalent jobs depending on the final mix of occupiers, and potentially up to 15-76 net additional FTE positions once adjustments are applied. This represents a clear economic benefit for a small rural settlement such as Upper Seagry, and the reuse of previously developed land, the remediation of contamination, and the renewal of a dilapidated commercial building further reinforce the social and environmental value of the proposal. Taken together, the evidence demonstrates that the development would meaningfully strengthen the local rural economy, diversify employment opportunities, and contribute positively to the vitality of the settlement.

- 8.80** The Council's Economic Development Officer similarly raises no objection, describing the proposal as a proportionate form of rural economic diversification that will enhance the economic viability of the Seagry Estate and provide new employment opportunities for local residents. Their consultation response highlights that the scheme will enable the clearance of redundant buildings, support the ongoing functioning of the estate, and create flexible commercial space capable of reducing out-commuting by allowing small local businesses to locate within the village. This professional view corroborates the applicant's own evidence of economic and social benefit and confirms that the proposal is consistent with the intentions of Core Policy 34 in supporting rural-based enterprises, facilitating estate diversification, and sustaining the economic fabric of small villages. In this context, it is considered that the proposal satisfactorily meets the policy requirement for demonstrating local economic and social benefit.

9.0 CONCLUSION AND PLANNING BALANCE

- 9.1** In considering the overall planning balance, it is acknowledged that the proposal will change the character of activity on the site compared with its present, largely dormant condition. Nearby residents have expressed understandable concerns about increased vehicle movements, noise, and the perception of more intensive operations. However, the applicant's Noise Impact Assessment—reviewed in full by the Council's Public Protection Officer—demonstrates that noise from the development would remain well below levels associated with adverse effects. Conditions are recommended to fix a maximum plant-noise threshold and to restrict operational hours for the Class E(g) units, ensuring that activity remains compatible with neighbouring residential use. The Highways Officer similarly raises no objection, confirming that the projected level and type of vehicle movements can be safely accommodated on the local network.
- 9.2** Concerns have also been raised regarding drainage, particularly in relation to surface-water ponding on Startley Road and the groundwater susceptibility within the site. These matters have been addressed through detailed flood-risk modelling and a robust SuDS strategy. The Council's Drainage Engineer confirms that the scheme provides a measurable betterment over current conditions, with controlled outfall and

on-site attenuation demonstrated to be effective even under surcharged network scenarios. Arboricultural impacts have been mitigated through the removal of only low-value or ash-dieback-affected trees, substantial re-planting, and the use of CellWeb 'no-dig' construction within root-protection areas. Both the Landscape Officer and Arboricultural Officer raise no objection, noting that the long-term landscape structure will be reinforced and that views toward the site are already heavily filtered.

- 9.3** Balanced against the limited and well-mitigated harms identified are clear economic, environmental and visual benefits. The scheme will deliver modern rural employment space, generate local jobs, diversify the economic role of the Seagry Estate and have the potential to reduce out-commuting, as supported by the Council's Economic Development Officer. It will also replace a dilapidated and visually harmful structure with two purpose-designed buildings set within a coherent landscape framework, resulting in an overall improvement to the appearance and condition of the site. While it is recognised that Block B represents an intensification of built form within an area that is currently more treed, this part of the site exhibits a more transitional "backland" or paddock-edge character rather than forming part of the wider open countryside or woodland. When considered in the context of the development plan as a whole, the technical evidence, and the safeguards secured through condition, the identified impacts do not outweigh the benefits. The proposal therefore represents an acceptable and sustainable form of development, subject to the recommended conditions and completion of the Section 106 agreement securing the off-site Biodiversity Net Gain land and its long-term management.
- 9.4** Taking all matters into account, the proposal represents a policy-compliant form of rural employment development that accords with Core Policies 1, 2 and 34, as well as Core Policy SNP6 of the Seagry Neighbourhood Plan, delivers clear economic and social benefits, and achieves a high standard of design and landscape integration in accordance with Core Policies 51 and 57. Technical assessments demonstrate that the scheme would not give rise to unacceptable impacts on residential amenity, highway safety, ecology, trees, heritage assets or flood risk, and all statutory and internal consultees raise no objection subject to conditions. While the development cannot achieve the mandatory 10% Biodiversity Net Gain within the red-line boundary, the submitted statutory metric confirms that the required uplift is achievable through the applicant's off-site landholding, and the Council's Ecologist has accepted this methodology. The off-site BNG delivery must be secured through a Section 106 agreement in accordance with Schedule 7A of the Town and Country Planning Act 1990. Accordingly, it is recommended that planning permission be granted subject to the conditions set out in this report and to the completion of a Section 106 agreement securing the off-site biodiversity net gain provision and its long-term management.

RECOMMENDATION: That the application be GRANTED planning permission subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans and documents:

- Flood Risk Assessment and Drainage Strategy Addendum 24013 (24 October 2025)
- Flood Risk Assessment and Drainage Strategy Addendum 24013 (18 November 2025)
- Flood Risk Assessment and Drainage Strategy (8 August 2025)
- Flood Risk Assessment Addendum 3 Version 2 (23 February 2026)
- Drainage Strategy 23075-PDL-01 Rev F (19 February 2026)
- SuDs Sections 23075-PDL-02 Rev C (19 February 2026)
- Block B – Roof Plans 2386-036C (3 October 2025)
- Block B – Floor Plans 2386-035C (3 October 2025)
- Block B East and West Elevations 2386-045C (3 October 2025)
- Block B North and South Elevations 2386-046C (3 October 2025)
- Proposed Block A East and West Elevations 2386-040A (8 August 2025)
- Proposed Block A Roof Plan 2386-032A (8 August 2025)
- Proposed Block A North and South Elevations 2386-041A (8 August 2025)
- Proposed Block A Ground Floor Plan 2386-030C (8 August 2025)
- Proposed Block A First Floor Plan 2386-031C (8 August 2025)
- Proposed Block A Parking and Stable Elevations East and West 2386-042A (8 August 2025)
- Proposed Block A Parking and Stable Elevations North and South 2386-043A (8 August 2025)
- Site Sections 2386-050B (3 October 2025)
- Whole Site Plan Proposed 2386-020Q (3 October 2025)
- Proposed Soft Landscaping PRI124552 11 (8 August 2025)
- Proposed Hard Landscaping PRI124552 12 (8 August 2025)
- Site Plan Proposed 2386-021J (3 October 2025)
- Location Plan 2386-001B (8 August 2025)
- Proposed Bin Store 2386-060 (8 August 2025)
- Soft Landscape Specification (8 August 2025)
- Boundary Details 2386-061 (8 August 2025)
- Sustainable Energy Strategy (8 August 2025)
- Prelim Access Layout 23075-PHL-01 Rev D (3 October 2025)

- Swept Path Analysis – Rigid HGV 23075-SPA-01 Rev C (3 October 2025)
- Swept Path Analysis (Stable Courtyard Access) 23075-SPA-02 Rev C (3 October 2025)

REASON: For the avoidance of doubt and in the interests of proper planning.

3. The development will be carried out in strict accordance with the following documents:

Arboricultural Report Rev A (30 October 2025)

Tree Protection Plan 251022-SH-Comm-TPP Rev A (30 October 2025)

REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features

4. The development will be carried out in strict accordance with the following documents:

- Sections 7, 8, and Appendices 7 and 8 of the Ecological Impact Assessment (EclA). 24 July 2025. ACD Environmental. Doc File Ref. PRI24552_EclA. Rev. A;
- Certificate. 10 July 2025. Natural England. Enquiry No. DLL-ENQ-WILT-00127;
- Soft Landscape Specification. July 2025. ACD Environmental. Doc File Ref. PRI24552 Spec;
- Soft Landscape Proposals. July 2025. ACD Environmental. Drawing No. PRI24552 11;
- Hard Landscape Proposals. July 2025. ACD Environmental. Drawing No. PRI24552 12;
- Arboricultural Impact Assessment, Arboricultural Method Statement, Tree Protection Plan. 30 October 2025. Hillside Tree Ltd. Rev A;

REASON: For the avoidance of doubt and for the protection, mitigation and enhancement of biodiversity.

5. No development shall commence (including any works of demolition) until a Construction Traffic and Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include, as a minimum:

- a) Routing plan for construction traffic;
- b) Traffic Management Plan (including signage drawings);
- c) Number, frequency, and size of delivery vehicles;
- d) Staff and visitor vehicle movements and parking arrangements;
- e) Details of any temporary or permanent Traffic Regulation Orders;
- f) Phasing plan for construction activities;
- g) Swept path analysis for the largest construction vehicle;
- h) Hours of construction, including deliveries;

- i) Measures to control the emission of dust and dirt during construction;

The development shall thereafter be carried out in full accordance with the approved Plan unless otherwise agreed in writing by the Local Planning Authority.

REASON: To minimise detrimental effects on neighbouring amenity and the local environment, reduce risks of pollution, and ensure highway safety during the construction phase.

6. No development shall commence on site (including any vegetation removal or works to existing structures), until a Construction Method Statement has been submitted to, and approved in writing by the Local Planning Authority. The Construction Method Statement shall include all precautionary measures to be implemented during the construction period, for the protection of sensitive habitats and species known to be present within or adjacent the site, with particular reference to:

- Bat Species
- Nesting Birds
- Great Crested Newts
- Reptiles
- Badgers
- Priority Habitat Deciduous Woodland

The development shall be carried out in strict accordance with the approved Construction Method Statement.

REASON: To ensure adequate protection, mitigation and compensation for protected species and priority habitats throughout the construction period.

7. Prior to the start of construction, a Landscape and Ecology Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The LEMP will include long term objectives and targets, management responsibilities and maintenance schedules for each ecological feature within the development, together with a mechanism for monitoring success of the management prescriptions, incorporating review and necessary adaptive management in order to attain targets. The LEMP shall be implemented in full and for the lifetime of the development in accordance with the approved details.

REASON: To ensure the long-term management of landscape and ecological features retained and created by the development, for the benefit of visual amenity and biodiversity for the lifetime of the scheme.

8. Prior to commencement of development, a lighting plan that includes a Lux Plot, shall be submitted to the LPA for approval. The plan will demonstrate that bat habitat (trees,

scrub and hedgerows) on the perimeter of the site will remain below 0.5 lux. All lighting provided on site shall be in accordance with the appropriate Environmental Zone standards set out by the Institute of Lighting Engineers in their publication GN01:2021, 'Guidance for the Reduction of Obtrusive Light' (ILP, 2021), and Guidance note GN08/23 "Bats and artificial lighting at night", issued by the Bat Conservation Trust and Institution of Lighting Professionals.

REASON: In the interests of the amenities of the area and to minimize impacts on biodiversity caused by light spillage to areas above and outside the development site.

9. No development shall commence, including any site preparation, groundworks or demolition, until an Emergency Access and Henn Lane Access Management Strategy has been submitted to and approved in writing by the Local Planning Authority. The Strategy shall be prepared in consultation with the Local Highway Authority and shall include, as a minimum:
- a) A detailed plan and specification showing the measures to restrict vehicular access via the Henn Lane entrance, ensuring that the Henn Lane access cannot be used for daily, routine or operational ingress or egress associated with the development;
 - b) Clear identification of the circumstances in which the Henn Lane access may be used, limited strictly to emergency situations where the primary Startley Road access is temporarily unavailable owing to surface-water flood conditions or other events that prevent safe use of the principal access, having regard to the requirements of paragraphs 116 and 181 of the National Planning Policy Framework concerning safe access during flood events;
 - c) Procedures for unlocking, temporary opening and controlled use of the Henn Lane access during such emergency events, including details of the responsible persons, notification arrangements, and a record-keeping process;
 - d) Details of the physical or operational measures to reinstate the restricted status of the Henn Lane access immediately following any emergency use; and
 - e) A programme for the installation, maintenance and retention of all control measures for the lifetime of the development.

The approved Strategy shall be fully implemented prior to first use of the development and shall be adhered to at all times thereafter, unless a variation is first submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure that the Henn Lane access is not used as a primary or routine access/egress point, as the Local Highway Authority considers Henn Lane unsuitable for daily traffic associated with the development, and to ensure safe and appropriate access arrangements in accordance with Core Policies 60, 61 and 62 of the Wiltshire Core Strategy and paragraphs 116 and 181 of the National Planning Policy Framework, which require development to achieve safe access during flood conditions.

10. No development shall commence, including any site preparation, groundworks or demolition, until full and detailed design information for the proposed rainwater harvesting system has been submitted to and approved in writing by the Local Planning Authority. The submitted details shall include:
- a) A full hydraulic design demonstrating the performance of the rainwater harvesting system for all relevant design storm events and showing how the system integrates with the wider surface-water drainage strategy;
 - b) Detailed engineering drawings and specifications for all system components, including storage tanks, filtration units, conveyance pipework and any flow-control or pumping arrangements;
 - c) Confirmation of proposed tank volumes, storage capacity calculations, inflow and outflow rates, and allowances for exceedance or emergency discharge; and
 - d) Details of all by-pass or overflow arrangements, including how exceedance flows will be safely routed without increasing flood risk on- or off-site.

The development shall thereafter be carried out in complete accordance with the approved details prior to first occupation and the rainwater harvesting system shall be retained and maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that the design and hydraulic performance of the rainwater harvesting system are appropriate and fully integrated into the site-wide drainage strategy, in the interests of managing surface-water flood risk in accordance with Core Policy 67 of the Wiltshire Core Strategy, Policy 95 of the emerging Wiltshire Local Plan, and Chapter 14 of the National Planning Policy Framework.

11. No development, other than demolition and remediation set out in the 'Phase 1 and 2 Desk Study & Ground Investigation (8 August 2025)', shall commence on site until the approved remediation has been completed.

The Local Planning Authority must be given at least two weeks written notification of commencement of the demolition and remediation works and the demolition and remediation works must be carried out in accordance with the details hereby approved.

Reporting of Unexpected Contamination:

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it should be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment should be undertaken and where remediation is necessary, a remediation scheme should be prepared and submitted to and approved in writing by the Local Planning Authority.

Verification of remedial works:

Following completion of measures identified in the approved remediation scheme a verification report must be produced. The report should demonstrate the effectiveness of the remedial works. The verification report should be submitted to and approved in writing of the Local Planning Authority.

Long Term Monitoring and Maintenance:

If a monitoring and maintenance scheme is required as part of the approved remediation scheme, reports must be prepared and submitted to the Local Planning Authority for approval at the relevant stages in the development process as approved by the Local Planning Authority in the scheme approved until all the remediation objectives in that scheme have been achieved.

REASON: To ensure that risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, in accordance with Core Policy 56 of the Wiltshire Core Strategy and the Environment Agency's Land Contamination Risk Management (LCRM) guidance.

12. No part of the development shall be first brought into use until details of the cycle parking facilities shown opposite the west elevation of Block A have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall include the design, type of stands or racks, method of security, and means of enclosure or weather protection. The approved cycle parking shall be fully installed prior to first use of the development and thereafter retained and maintained for the lifetime of the development.

REASON: To ensure the provision of secure, covered and accessible cycle parking in the interests of promoting sustainable travel, in accordance with Core Policies 60, 61 and 62 of the Wiltshire Core Strategy and the National Planning Policy Framework.

13. No later than 3 months following completion of the SuDS infrastructure and any associated watercourse or ditch modifications, and in any event prior to the first occupation of any dwelling (or first use of the development, whichever is sooner), the developer shall submit to and obtain written approval from the Local Planning Authority, in consultation with the Lead Local Flood Authority, the following as-built information:
 - a) As-built SuDS construction drawings, including all attenuation basins, flow controls, pipe networks, swales, inlets/outlets, exceedance routing and all constructed drainage assets.
 - b) As-built plans of all watercourse, ditch or land-drain modifications, including dimensions, levels, cross-sections, long-sections and construction details.
 - c) All as-built SuDS and watercourse/ditch drawings shall be provided in AutoCAD (DWG) format, fully georeferenced to OS National Grid; and PDF format for record purposes.

- d) A full drainage asset schedule including dimensions, levels, materials, and long-term maintenance responsibilities.
- e) An updated SuDS Maintenance Plan reflecting the final as-built arrangement.

The approved as-built drawings and documentation shall thereafter form the definitive drainage record for the development and must be complied with for the lifetime of the drainage system.

REASON: To ensure the constructed drainage system and watercourse/ditch modifications accord with the approved design, to maintain accurate LLFA drainage records, and to ensure the development does not increase flood risk on- or off-site, in accordance with the NPPF and Wiltshire Council SuDS guidance.

14. There shall be no burning undertaken on site at any time.

REASON: To protect the amenity of the area and to prevent air pollution, in accordance with Core Policy 57 and the NPPF.

15. The rating level (L_{Ar},Tr) of noise from any external plant, machinery or equipment installed as part of the development shall not exceed 41 dB L_{Ar},Tr at the boundary of the nearest residential property. Compliance with this limit shall be assessed using the methods and definitions set out in BS 4142:2014+A1:2019.

REASON: To protect the amenity of nearby residents in accordance with Core Policy 57 of the Wiltshire Core Strategy and the National Planning Policy Framework.

16. No part of the development hereby permitted shall be first brought into use until the access (including associated drainage works), internal access road, turning areas and the vehicle parking, and cycle parking facilities serving that part of the development have been completed in accordance with the details shown on the approved plans and made available for use. These areas and facilities shall be retained and maintained for their respective purposes in accordance with the approved details at all times thereafter.

REASON: To ensure satisfactory facilities for vehicles and cycles are provided in the interests of highway safety and to encourage travel by means other than the private car.

17. No part of the development shall be first brought into use until the visibility splays shown on the approved plans have been provided with no obstruction to visibility at or above a height of 600mm above the nearside carriageway level. The visibility splays shall always be maintained free of obstruction thereafter.

REASON: In the interests of highway safety

18. The Class E(g) uses within Block B shall only operate between the following hours:

- 08:00–20:00 Monday to Friday
- 08:00–19:00 Saturdays
- 09:00–16:00 Sundays and Bank Holidays

No operations, including deliveries, collections, loading or unloading associated with the Class E(g) uses, shall take place outside of these hours.

REASON: To safeguard the amenity of nearby residential occupiers by limiting noise and activity during sensitive hours, in accordance with Core Policy 57 of the Wiltshire Core Strategy and the National Planning Policy Framework.

19. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any Order revoking and re-enacting that Order with or without modification, the buildings hereby permitted shall be used only for purposes falling within Class E(g), Class B8, and activities directly associated with the management and operation of the Seagry Estate. No change of use permitted by Class G, Class MA, or any other provision of Part 3 of Schedule 2 to the Order shall be undertaken. Furthermore, no extensions, external alterations or other operational development permitted under Part 7 of Schedule 2 shall be carried out unless express planning permission has first been obtained from the Local Planning Authority.

REASON: To ensure that the use and scale of the development remain compatible with the character of this edge-of-village location, to safeguard the amenities of neighbouring occupiers, and to retain appropriate planning control over future alterations or changes of use, in accordance with Core Policies 34, 51 and 57 of the Wiltshire Core Strategy and the National Planning Policy Framework.

INFORMATIVES:

Bat Species

The roof space of (Building at Seagry House, Off Henn Lane and Startley Road, Upper Seagry, Chippenham, SN15 5HD) is used as a bat roost. Under the Conservation of Habitats and Species Regulations 2017 (as amended), it is an offence to harm or disturb bats or damage or destroy their roosts. Planning permission for development does not provide a defence against prosecution under this legislation. The applicant is advised that a European Protected Species Licence will be required before any work is undertaken to implement this planning permission. Future conversion of the roof space to living accommodation or replacing the roof could also breach this legislation and advice should be obtained from a professional bat ecologist before proceeding with work of this nature.

Great Crested Newts (GCN)

The scheme will be operating under a District Level Licence (DLL) for Great Crested Newts. Great Crested Newts are protected under Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 which implements the EC Directive 92/43/EEC in the United Kingdom, and the Wildlife and Countryside Act 1981 (as amended). Planning permission for development does not provide a defence against prosecution under this legislation.

Works to the Public Highway

The developer/applicant will be expected to enter into a S278 Agreement with the Highway Authority for the access works before commencement of works hereby approved.

BNG Informative

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition “(the biodiversity gain condition”) that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Wiltshire Council.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. For further information on exempt developments please refer to:

<https://www.gov.uk/guidance/biodiversity-net-gain-exempt-developments>

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements are considered to apply.

Irreplaceable habitat

If the onsite habitat includes irreplaceable habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements for the content and approval of Biodiversity Gain Plans.

The Biodiversity Gain Plan must include, in addition to information about steps taken or to be taken to minimise any adverse effect of the development on the habitat, information on

arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat.

The planning authority can only approve a Biodiversity Gain Plan if satisfied that the adverse effect of the development on the biodiversity of the irreplaceable habitat is minimised and appropriate arrangements have been made for the purpose of compensating for any impact which do not include the use of biodiversity credits.