

## **APPLICATION FOR PERMISSION IN PRINCIPLE CASE OFFICER REPORT**

|                                 |                                                                           |
|---------------------------------|---------------------------------------------------------------------------|
| <b>APPLICATION REFERENCE:</b>   | PL/2026/02415                                                             |
| <b>APPLICATION TYPE:</b>        | Permission in Principle                                                   |
| <b>SITE ADDRESS:</b>            | Land at No 34 Broad Town Road, Broad Town, Royal Wootton Bassett, SN4 7RB |
| <b>DEVELOPMENT DESCRIPTION:</b> | Permission in Principle for Erection of 2No dwellings                     |
| <b>RECOMMENDATION:</b>          |                                                                           |

### **SITE DESCRIPTION/CONTEXT**

The land at 34 Broad Town Road, the 'site', comprises part of an existing residential plot and is located on the eastern side of Broad Town Road; the main road through the settlement of Broad Town. Designated a 'Small Village' in the Wiltshire Core Strategy.

The site measures circa 800sqm and specifically comprises the access and most of the rear garden of No. 34. The existing property is a modern semi-detached two-storey house with a hipped roof. To the rear of the house is a patchwork of hardstanding which consists of the footprint of multiple outbuildings that have been removed.

The rest of the site comprises lawn with a large mature tree at the centre of the northern boundary and mature tree planting on the rear boundary. In terms of immediate surroundings, the site adjoins 33 and 35 Broad Town Road to the north and south respectively, a playing field to the east and Broad Town Road to the west with agricultural fields beyond.

In terms of the wider context, Broad town constitutes the main built-up area to the south and the separate modern housing development to the north, within which the site is located. Broad Town has a modest level of services and facilities including a primary school, church, village hall and other community facilities. The northern area of Broad Town is characterised by low density two-storey residential development, though the density of local development has been gradually increasing over time with five redbrick dwellings added to the corner of Broad Town Road and Redhills and a back land property to the rear of 4 Redhills in the mid-2000s.

More recently, a back land dwelling was built in the middle of the rear garden of 36 Broad Town Road in 2018 (see planning history section) – the proposed dwelling seeks to mimic this mid-plot siting.

### **PROPOSAL**

The application seeks Permission in Principle under the provisions of the Town and Country Planning Act 1990 (as amended).

The development proposed is for two dwellings.

Albeit detailed matters are not required as part of a Permission in Principle application, detailed scaled plans have been submitted in terms of floor plans, front elevations and a site plan.

The dwellings would be sited approximately 32m to the rear (east) of the host dwelling and would broadly align with the building line of No's 1-4 Redhills to the south.

The properties would be accessed via a new driveway that would pass the southern aspect of No34 and would lead to a parking forecourt providing for a total of 4 parking space.

## PLANNING HISTORY

It is noted that a recent Permission in Principle application for the same site, but for one dwelling, was recently approved.

| Proposal / Summary                                                                                    |
|-------------------------------------------------------------------------------------------------------|
| PL/2026/00894 - Permission in Principle Decision - Approve Date: 12/3/2026 – Erection of 1No dwelling |

## RELEVANT LEGISLATION, POLICIES AND GUIDANCE

### Statutory Legislation:

#### National Planning Policy:

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

#### Development Plan:

The development plan for Wiltshire comprises the *Wiltshire Core Strategy (WCS)* (adopted January 2015) and any made neighbourhood plans, which remains the principal statutory planning document guiding development across the county. In line with Section 38(6) of the Planning and Compulsory Purchase Act 2004, planning decisions must be made in accordance with the development plan unless material considerations indicate otherwise.

Though the development plan is considered as a whole, those parts deemed to be particularly relevant to this application are listed below:

The adopted *Wiltshire Core Strategy (WCS)*, with particular regard to:

- Core Policy 1 Settlement Strategy;
- Core Policy 2 Delivery Strategy;
- Core Policy 19 Spatial Strategy: Royal Wootton Bassett & Cricklade Community Area
- Core Policy 41 Sustainable Construction and Low-Carbon Energy
- Core Policy 50 Biodiversity and Geodiversity;
- Core Policy 57 Ensuring High Quality Design and Place Shaping;
- Core Policy 60 Sustainable Transport;
- Core Policy 61 Transport & Development;
- Core Policy 62 Development Impacts on the Transport Network;
- Core Policy 64 Demand Management

### Draft Wiltshire Local Plan

The examination of the emerging Wiltshire Local Plan has been paused and the weight to be afforded to any part of the emerging plan can be no more than very limited. At the time of writing, a decision on how to proceed will be made by the Council by the end of May 2026.

### Supplementary Planning Documents and other Guidance:

- National Design Guide (January 2021)
- Wiltshire Design Guide (March 2024)
- Wiltshire Local Transport Plan 2011-2026 (LTP3): Car Parking Strategy

## **PERMISSION IN PRINCIPLE – PURPOSE AND SCOPE OF ASSESSMENT**

Permission in Principle (PiP) is an alternative route to obtaining planning permission, introduced by the Housing and Planning Act 2016. It is intended to provide an early and proportionate decision on whether a site is suitable for development, before detailed design work is undertaken.

The PiP process operates as a two-stage planning permission route for housing-led development:

- *Stage 1 – Permission in Principle:*  
Establishes whether the principle of development on a site is acceptable.
- *Stage 2 – Technical Details Consent:*  
If PiP is granted, a subsequent application is required to consider the detailed proposals, including layout, scale, appearance, access, landscaping, drainage and infrastructure.

At the Permission in Principle stage, the assessment is deliberately high-level and limited in scope. The purpose of a PiP is not to approve detailed plans, but to provide certainty at an early stage about whether development of a particular type is acceptable in principle at a given location. This approach is intended to help streamline the planning process by allowing developers and communities to understand development potential before significant time and expense is committed to detailed designs.

Importantly, the grant of Permission in Principle does not authorise development to commence. Development can only proceed once Technical Details Consent has been granted.

Planning conditions cannot be imposed on the grant of PiP however conditions can be applied in the usual way at the technical details consent stage. Any PiP approved for residential development must be expressed indicating the minimum and maximum net number of dwellings which are, in principle, permitted. For a valid PiP application only a plan to identify the land to which the application relates is required.

### Matters that Can Be Considered at the PiP Stage

Legislation restricts the assessment of a PiP application to the following matters only:

- The location of the development

- The proposed land use(s)
- The amount of development proposed

These are the only issues that can lawfully be taken into account when determining whether Permission in Principle should be granted or refused.

#### Matters Excluded from Consideration at the PiP Stage

Detailed matters, including (but not limited to) the following, are not considered as part of a PiP application:

- Detailed design and appearance
- Site layout and internal arrangements
- Access arrangements and parking
- Landscaping and boundary treatments
- Drainage and flood mitigation measures
- Utilities and other technical infrastructure

Such matters are reserved entirely for consideration at the Technical Details Consent stage, should Permission in Principle be granted.

#### **KEY ISSUES FOR ASSESSMENT**

In determining this application for Permission in Principle, the Local Planning Authority must consider the following key issues:

1. **Whether the location of the site is suitable** for the proposed form of development, having regard to the spatial strategy set out in the development plan and relevant national policy.
2. **Whether the proposed land use is acceptable in principle** at this location, taking into account the character and role of the settlement and surrounding area.
3. **Whether the amount of development proposed is appropriate**, assessed at a high-level and in broad terms only.
4. **Whether there are any overriding constraints** which would clearly and demonstrably prevent the site from being developed in principle, even allowing for detailed matters to be addressed at the Technical Details Consent stage.

A Permission in Principle application should therefore only be refused where it is clearly demonstrated that the principle of the proposed development is unacceptable, and that such concerns could not reasonably be addressed through a subsequent Technical Details Consent application.

#### **CONSULTATION RESPONSES**

Broad Town Parish Council: No objection

WC Highway: No Objection

WC Ecology: No Objection

## **REPRESENTATIONS**

In accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), the application was publicised by way of:

- Neighbour notification letters sent to adjoining and nearby properties;
- A site notice displayed near the site; [delete as appropriate].
- An advertisement placed in the local press [delete as appropriate].

These methods were used to inform interested parties and provide a period of 21 days for comments to be submitted.

- No third party comments were received

## **ASSESSMENT**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

*"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."*

In accordance with this statutory requirement, this application has been assessed against the relevant policies of the Development Plan, including the Wiltshire Core Strategy (2015) and, where applicable, any made Neighbourhood Plans. Consideration has also been given to the policies of the National Planning Policy Framework (NPPF) as a material consideration in the assessment.

### **Principle of Development – Location**

The development plan establishes a spatial strategy which seeks to direct new development towards defined settlements where residents have reasonable access to services, facilities and sustainable transport options. Development beyond these locations is generally more restricted in order to protect the countryside and promote sustainable patterns of growth.

The National Planning Policy Framework supports the delivery of new homes in appropriate locations, whilst seeking to ensure development is well related to existing settlements and does not result in unsustainable patterns of development.

By way of the preceding application, the principle of the site for one dwelling has already been established as acceptable. However, the principle of two dwellings in this location still must be considered.

Core Policies 1, 2, 19 and 45 of the Wiltshire Core Strategy set out the spatial strategy of Wiltshire. The policies collectively categorise Broad Town as a Small Village and the adopted

WCS defines Small Villages as settlements with a low level of services and facilities and few employment opportunities.

The strategy establishes that development in Small Villages is limited to infill (defined by supporting paragraph 4.34 as the “filling of a small gap within the village that is only large enough for not more than a few dwellings,” within the existing built area. Such development is supported where it meets the housing needs of the settlement and/or improves employment opportunities, services and facilities, provided that it:

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

### *Assessment*

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

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

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

In addition, WC Highways confirmed that there would not be a highways objection to the principle of two residential units in this location.

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

### **Principle of Development – Land Use**

The development plan supports the provision of appropriate land uses in locations identified as suitable by the spatial strategy. In particular, policies seek to ensure that proposed uses are compatible with their surroundings and contribute positively to the function and character of settlements.

The National Planning Policy Framework promotes sustainable development and supports the delivery of housing in principle, subject to it being located in suitable areas and not giving rise to conflicts that would fundamentally undermine the objectives of the development plan.

At the Permission in Principle stage, the key test is whether the type of development proposed is acceptable in principle at this location, not whether the finer details of how it would operate can be resolved.

### ***Assessment***

It is acknowledged that the site benefits from Permission in Principle for a single dwelling, thereby establishing the acceptability of residential development in land use terms. The addition of a further dwelling, as illustrated on the supporting plans, could be accommodated without compromising the provision of appropriate levels of parking or private amenity space. The surrounding area is characterised by similarly positioned two-storey dwellings, with a mix of smaller terraced and semi-detached properties evident within the immediate vicinity. As such, the introduction of an additional dwelling would not appear incongruous within this established residential context.

There is nothing inherent in the proposed use that would give rise to a conflict with the character or function of the area in principle. Matters relating to the detailed scale, design, layout and any associated impacts are not for consideration at this stage and would be appropriately assessed as part of a subsequent application for Technical Details Consent, should Permission in Principle be granted.

Having regard to the provisions of the development plan and relevant national policy, the proposed development is considered acceptable in principle.

### **Amount of Development**

The development plan seeks to ensure that the scale of new development is appropriate to its location, having regard to the size, role and character of the settlement, and the capacity of the area to accommodate change in principle.

The National Planning Policy Framework supports a proportionate approach to the assessment of scale at an early stage in the planning process, recognising that detailed matters of layout, design and appearance are to be addressed through subsequent stages of decision-making where appropriate.

Core Policy 57 requires a high quality of design for all types of development and that proposed development create a strong sense of place by responding positively to and complementing its local context. Residential development of this scale is expected to:

- i. Enhance local distinctiveness (including by responding to the existing pattern of development)
- ii. Retain and enhance natural features (including trees)
- iii. Respond positively to the existing townscape and landscape (including plot layouts and building lines)
- iv. Conserve and enhance the historic environment
- v. Employ environmentally sustainable design principles

- vi. Make an efficient use of land
- vii. Protect neighbouring amenity
- viii. Design out crime
- ix. Create a high-quality public realm
- xi. Design for adaptability and futureproofing
- xii. Incorporate high-quality materials, finishes and public amenities
- xiv. Meet transport requirements

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

### *Assessment*

It is considered that a modest level of development of this scale would respond positively to the established pattern of development, particularly in terms of plot layout and building line.

Under the preceding application, it was concluded that, having regard to the prevailing density of development in the area, the site could reasonably accommodate one additional dwelling. This could take the form of a pair of semi-detached properties, delivered in a manner that respects and maintains the rural character of the locality. In this instance, such an approach, and the corresponding number of units proposed, is considered to be acceptable.

Having regard to the provisions of the development plan and relevant national policy, the quantum of development proposed is considered acceptable in principle.

### **Constraints and Infrastructure Considerations (PiP Context)**

The development plan and national planning policy recognise that sites may be subject to environmental, physical or policy constraints. At the Permission in Principle stage, the key consideration is whether any such constraints are of a nature or severity that they would clearly and demonstrably prevent development from coming forward in principle, even allowing for detailed matters to be addressed at the Technical Details Consent stage.

The National Planning Policy Framework confirms that planning decisions should be proportionate, and that early-stage permissions should not seek to resolve detailed technical matters prematurely.

Consideration has been given to the presence of any known constraints affecting the application site that are capable of undermining the principle of development.

These include:

- Flood risk designations
- Heritage assets or their settings
- Landscape or environmental designations
- Ecological designations

- High-level transport or access limitations
- Other site-specific constraints apparent at this stage

The existence of a constraint does not, in itself, justify refusal of a Permission in Principle application. The crucial question is whether the constraint is so severe that it could not reasonably be overcome or mitigated, even in principle, through the consideration of detailed proposals at the Technical Details Consent stage.

#### *Assessment*

In this case, no other known constraints have been found and while these matters will require detailed assessment and, where necessary, mitigation, there is no evidence at this stage to demonstrate that they represent an overriding barrier to development in principle.

Having regard to the development plan and relevant national policy, it is considered that there are not overriding constraints affecting the site which would clearly and demonstrably prevent the proposed development from coming forward in principle.

#### **Transport**

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

WC Highways commented that the proposal would;

*“ . . . place 2 new 3-bedroom dwellings to the rear of the existing property with a shared access, retaining the existing property vehicle parking of 3 spaces and providing 2 spaces for each new dwelling.*

*The vehicle parking provision for the has been demonstrated on the proposed site plan, which shows parking for all dwellings and turning space to enable access and egress with the public highway in a forward gear.*

*The principle of additional residential dwellings in this location with regard to the impact on the surrounding highway network would not be considered a significant impact and therefore subject to the technical details' application where access and parking for both cycles and vehicles should be in line with minimum standards. There would not be a highways objection to the principle of 2 new residential units”.*

Given this, it is considered that the proposed amount of development is acceptable in transport terms, subject to the TDC submission.

#### **PLANNING BALANCE AND CONCLUSION**

The application seeks Permission in Principle for up to two dwellings with off-road parking and private amenity space.

In reaching a decision on a Permission in Principle application, the Local Planning Authority is required to assess only the location of the development, the proposed land use, the amount of development and whether any overriding constraints exist that would clearly and demonstrably prevent development from coming forward in principle.

### *Assessment*

Having regard to the provisions of the development plan and the National Planning Policy Framework, it is considered that the site is suitable, in principle, for the proposed development. The site's location, together with the nature and scale of development proposed, does not give rise to any fundamental concerns that would justify refusal at this stage. Furthermore, no overriding constraints have been identified that would preclude the site from accommodating development in principle.

### Five-Year Housing Land Supply

The Local Planning Authority is currently unable to demonstrate a deliverable five-year supply of housing land against its identified requirement.

The National Planning Policy Framework confirms that, in such circumstances, the policies most important for determining planning applications should not be considered up to date, and the delivery of new housing becomes a significant material consideration.

In the context of an application for Permission in Principle, the absence of a five-year housing land supply does not alter the scope of assessment, which remains confined to matters of principle as set out above. Nevertheless, it is a material consideration in the overall planning balance and weighs in favour of granting Permission in Principle where the principle of development is otherwise acceptable.

In this instance, the proposal would make a contribution towards local housing supply, and this benefit attracts positive weight. When considered alongside the assessment of the principle of development, it reinforces the conclusion that Permission in Principle should be granted.

### Conclusion

It is therefore concluded that Permission in Principle should be granted.

### What This Permission in Principle Approves

The grant of Permission in Principle confirms only that the principle of development is acceptable on the site. It establishes that the site is suitable for development in accordance with:

- the broad location of development
- the type of development (use)
- and the maximum amount of development

No approval is given at this stage for the detailed form of development.

### Matters Reserved for Technical Details Consent

Permission in Principle does not grant consent for development to commence. A separate application for Technical Details Consent will be required before any development can proceed.

The Technical Details Consent application will consider matters including, but not limited to:

- detailed site layout
- scale, design and appearance of buildings
- access arrangements and parking
- landscaping and boundary treatments
- drainage and flood risk mitigation
- ecological, heritage and other technical matters

These issues have been intentionally excluded from consideration at the Permission in Principle stage and will be assessed in detail at the subsequent stage of the planning process.

### **RECOMMENDATION:**

**That Permission in Principle be GRANTED**

### **Informatives**

1. This Permission in Principle (PiP) shall cease to have effect three years after the date of this Decision Notice. The Technical Details Consent (TDC) relating to the proposed development must be granted prior to the expiration of this PiP.

2. Please note that, in applying for Technical Details Consent pursuant to this Permission in Principle, the Applicant is advised to provide the following, as a minimum:

- i. Full plans and elevations of the proposed dwellings drawn to a recognised scale
- ii. A Design and Access Statement which addresses how any proposed development would:
  - a. respect the established pattern and character of the surrounding area;
  - b. ensure that a high standard of amenity for existing and future users would exist and that future occupants of the proposed dwelling would have access to an acceptable level of private outside amenity space in accordance with the Council's adopted Wiltshire Design Guide, privacy and level of natural light;
  - c. provide specific details of proposed materials including a full specification with sample photos/brochures.
  - d. provide details of parking to meet the Wiltshire Residential Parking Standards set out in the adopted Local Transport Plan , along with sufficient turning space to ensure that vehicles can manoeuvre.
- iii. An Ecological Assessment that meets the relevant legislative requirements, and which should also be accompanied by the relevant information and metric tool to

demonstrate the statutory 10% biodiversity net gain (BNG) requirement. A plan relating to any key habitat features and requirements for avoidance/mitigation or compensation should also be provided.

iv. A survey of trees on and in the vicinity of the site, and a plan showing the root protection areas of those trees. Should the proposed development affect any tree or tree root protection area, an Arboricultural Impact Assessment, with tree protection plan and method statement, should be submitted, along with details of new planting, landscaping and boundary treatment to be created, on a landscaping plan, to a recognised scale.

v. A site/block plan which confirms the on-site car parking provision in accordance with the Council's adopted Car Parking Strategy, full details of the proposed access, the intervisibility from the site access for both vehicles and pedestrians.

3. The development may represent chargeable development under the Community Infrastructure Levy Regulations 2010 (as amended) and Wiltshire Council's CIL Charging Schedule. CIL would apply to the development consented through the Permission in Principle route if a Technical Details Consent has been granted. Charges would become due from the date that a chargeable development is commenced.

4. For the avoidance of doubt, the permission in principle hereby approved relates solely to the site identified in the 1:500 Site Plan submitted on 08 April 2026. Further, it is advised that the determination of this application has been made in consideration of that specific site, and that a separate assessment would be carried out by the local planning authority in determining any application for a different proposed site including one that wholly or partially incorporates the site relating to this permission in principle.