

APPLICATION FOR FULL PLANNING PERMISSION DELEGATED REPORT

APPLICATION REFERENCE:	PL/2026/01733
APPLICATION TYPE:	Full Planning Permission
SITE ADDRESS:	Lansdowne, Littleton, Semington, BA14 6JJ
DEVELOPMENT DESCRIPTION:	Change of use of land to use as a residential caravan site comprising 9 Gypsy/Traveller pitches, including the stationing of 9 static caravans/mobile homes, erection of communal day room and construction of new access. (Retrospective)
RECOMMENDATION:	That Planning Permission be GRANTED



PROPOSAL

The application seeks retrospective planning permission for the change of use of land to a residential Gypsy and Traveller caravan site comprising nine pitches, including the siting of nine static caravans/mobile homes, the erection of a communal day room, and the construction of a new site access. The proposal relates to the western part of a wider established site and represents an intensification of the existing use. While planning permission 15/08789/FUL established the principle of Gypsy and Traveller use across the site, including provision for a total of five caravans, the current proposal would result in a net increase of five additional caravans on this section of land, alongside associated operational development.

The proposal is considered to be part retrospective in nature. A site visit confirmed that the land is largely laid to hardstanding and that a number of caravans are already present on site; however, these are not arranged in accordance with the submitted layout and it was not apparent that all were occupied at the time of inspection. The proposed amenity building has not been constructed, and the access arrangements have not been implemented in accordance with the submitted plans. Furthermore, proposed soft landscaping, including areas of grass and boundary hedgerow planting, has not been carried out. The application therefore seeks to regularise elements of development already undertaken, alongside the approval of further associated works.

SITE DESCRIPTION / CONTEXT

The application site is located in open countryside outside defined settlement boundaries, with the nearest settlement being Semington, approximately 460m to the northwest. The site comprises a largely open area of hardstanding, historically converted from agricultural land, and is bounded by major transport infrastructure, including the A350 to the west and the A361 to the north. The surrounding land is predominantly agricultural, although the adjoining land to the east forms part of the wider traveller site, which is more formally organised. The site is subject to several constraints, including its location within Flood Zone 2, with much of the site also at risk of surface water flooding (primarily within the 3.3% AEP extent), although it is at negligible risk from groundwater flooding. The site lies within a 2km Core Roost Buffer and is accessed via an unclassified highway at a sharp 90-degree bend, immediately adjacent to Public Rights of Way SEM14 and SEM21. A tree planting corridor associated with the A350 is identified under saved policy C40.

PLANNING HISTORY

Reference No.	Proposal / Summary	Decision
16/10848/FUL	Erection of day room	Approved
15/08789/FUL	Alterations to an approved gypsy and traveller site from 5 approved pitches to 7 together with associated ancillary development. (amendment to 13/06123/FUL)	Approved
13/06123/FUL	Retention of existing gypsy and traveller site and change of use of agricultural land to create 4 additional pitches with associated ancillary development.	Approved via Appeal APP/Y3940/A/14/2217289

The site has an established planning history relating to Gypsy and Traveller use. Development of the land commenced more than a decade ago, with a retrospective application being submitted under 13/06123/FUL, which was subsequently allowed on appeal under reference APP/Y3940/A/14/2217289. This appeal decision effectively established the principle of residential gypsy and traveller use across the wider site, including the area subject to the current application, although it did not include the access now proposed at the site's corner. A later permission, granted under 15/08789/FUL, further regularised the site and permitted a total of five caravans across the land, including two pitches within the western section of the site that is relevant to this latest application. The current proposal seeks to intensify the use of the site through the addition of further caravans and associated development.

Subsequent to the aforesaid permissions, the Council issued enforcement notices relating to breaches of planning control, which were the subject of dismissed appeals under references APP/Y3940/C/17/3191874 and APP/Y3940/C/18/3217780. These appeals confirmed ongoing concerns regarding the intensification of the site and, in particular, the formation and use of an access at the south-west corner of the site, which Inspectors found to result in unacceptable impacts on highway safety. The access was described as having seriously substandard visibility, with a real risk of conflict between vehicles. The decisions reinforce that earlier approved layouts had sought to remove or close this access, and that its subsequent implementation formed part of the breaches leading to enforcement action. It is evident that elements of the site were developed outside the scope of the approved schemes, prompting the enforcement process and subsequent appeals.



Historic Aerial Images 2014-2017

RELEVANT LEGISLATION, POLICIES AND GUIDANCE

Wiltshire Core Strategy:

Core Policy 1	Settlement Strategy;
Core Policy 2	Delivery Strategy;
Core Policy 15	Spatial Strategy: Melksham Community Area;
Core Policy 47	Meeting the Needs of Gypsies and Travellers;
Core Policy 50	Biodiversity and Geodiversity;
Core Policy 51	Landscape;
Core Policy 57	Ensuring High-Quality Design and Place Shaping;
Core Policy 60	Sustainable Transport;
Core Policy 61	Transport and Development;
Core Policy 64	Demand Management;
Core Policy 67	Flood Risk;

Semington made Neighbourhood Plan 2023-2038

The National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG)

Wiltshire Design Guide

The Wiltshire Local Transport Plan 2011 – 2026: Car Parking Strategy (March 2015).

The Wiltshire Local Transport Plan 4 (LTP4) (March 2025)

West Wiltshire District Plan (Saved Policies)

Policy C40 Tree Planting

Wiltshire Gypsy and Traveller Accommodation Assessment (GTAA) (2024)

Wiltshire Gypsies and Travellers Development Plan Document (DPD)

At Full Council on 19 May, the elected members of Wiltshire Council agreed to formally withdraw the emerging WLP. It will now be subject to a legal process to finalise its withdrawal - which is likely to happen in July or August (2026). The said Plan has no material weight for the purposes of this application.

National Planning Policy for Traveller Sites (PPTS)

CONSULTATION RESPONSES

Semington Parish Council – No Objection - subject to the satisfaction of the Local Highway Authority with regard to the proposed access.

Local Highway Authority (Wiltshire Council) – No Objection (subject to condition)

REPRESENTATIONS

A representation was received raising concerns about increased footfall and safety passing their property in Mere.

{officer note} This representation appears to be an anomaly given the content of the objection and the representors address more than 22 miles from the application site.

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 adopted Wiltshire Core Strategy (2015) and, where applicable, any made Neighbourhood Plans.

The application site benefits from an established lawful use as a Gypsy and Traveller site, as confirmed through previous planning permissions and appeal decisions. As such, the principle of Gypsy and Traveller use on the land has previously been accepted.

The current proposal represents an intensification and reconfiguration of what has previously been granted permission – which must be subject to a fresh assessment and be appraised against the current development plan and material planning considerations. A full assessment of the principle of development, including inter alia the policy appraisal WCS Core Policy 47, NPPF, and NPPTS etc is set out in the section below.

Principle of Development

As noted, the application site benefits from an established lawful use as a Gypsy and Traveller site, with the principle of such development confirmed through a previous appeal decision and subsequent permissions. Notwithstanding this fallback position, it remains necessary to assess the principle of the development as currently proposed against the prevailing development plan and national policy framework, to ensure that no material changes in policy or circumstances would undermine the acceptability of the development.

Core Policies 1 and 2 of the Wiltshire Core Strategy direct development towards defined settlement boundaries; however, Core Policy 2 provides for certain exceptions in the open countryside when supported by other policies, including the provision of Gypsy and Traveller sites under Core Policy 47. Core Policy 47 seeks to meet the identified accommodation needs of Gypsies and Travellers and supports development where proposals accord with its criteria and do not conflict with other policies. The policy also indicates a preference for previously developed land, which is relevant in this case given that the site has formed part of an established, largely hard-surfaced traveller site since approximately 2014.

In addition to the policy framework, the need for Gypsy and Traveller accommodation is a significant material consideration. The Wiltshire Gypsy and Traveller Accommodation Assessment (GTAA) (2024) identifies a need for 188 pitches for people meeting the planning definition, alongside an additional need for unidentified households and those not meeting the definition, resulting in a total requirement of up to 299 pitches over the plan period.

Despite permissions being granted since the base date, the Council is unable to demonstrate a five-year supply of deliverable Gypsy and Traveller sites. The emerging Gypsies and Travellers Development Plan Document (DPD), which seeks to address this need, has yet to be adopted and can therefore only be afforded limited weight.

In these circumstances, national policy set out in the Planning Policy for Traveller Sites (PPTS) and the National Planning Policy Framework (NPPF) indicates that the lack of a five-year supply is a significant material consideration, and that relevant policies are considered out of date.

This engages the “tilted balance” under paragraph 11(d) of the NPPF, whereby planning permission should be granted unless adverse impacts would significantly and demonstrably outweigh the benefits. Significant weight is therefore afforded to the provision of additional Gypsy and Traveller pitches in this case.

WCS Core Policy 47 sets out a series of criteria (i–ix) which proposals must satisfy:

Criterion (i) – Flood risk and site constraints:

The site is located within Flood Zone 2 and is subject to areas of surface water flood risk. These constraints are acknowledged; however, the site has been in continuous use as a traveller site for a number of years, with extensive areas of hardstanding established. As set out in the Flooding and Drainage section of this report, the proposal does not materially alter ground conditions or increase impermeable surfacing beyond that previously accepted, and no significant flood events have been identified. As such, no overriding barrier to development is identified.

Criterion (ii) – Safe and convenient vehicular and pedestrian access:

The acceptability of the access arrangements has historically been a key issue, with previous appeal decisions identifying the former south-western access position being unsafe. However, the current proposal introduces a revised access arrangement designed to improve visibility. The Local Highway Authority has reviewed the proposal, undertaken a site visit, and raise no objection subject to conditions.

It is therefore concluded that the development would be served by a safe and suitable access. In terms of pedestrian movement, whilst the rural nature of the lane limits formal infrastructure such as footways, observed traffic speeds are generally low due to the road alignment, and pedestrian use is possible with appropriate care.

Criterion (iii) – Availability of services and utilities:

The site forms part of an established traveller site and benefits from existing connections to essential services, including water and electricity, with appropriate arrangements for foul drainage and waste disposal. This criterion is therefore satisfied.

Criterion (iv) – Adequate space, parking, and circulation:

The site layout provides sufficient space for parking and manoeuvring within the site, including turning areas. The Highway Authority raises no concerns in this regard, and it is considered that adequate provision is made for on-site circulation and parking.

Criterion (v) – Proximity to services and facilities:

The site lies approximately 2 miles from Bowerhill and Melksham, where a range of services and facilities are available. Whilst the site is located in a rural area and opportunities for walking are limited, national planning policy recognises that Gypsy and Traveller sites may be appropriately located in rural or semi-rural settings. In this context, sustainability is considered in broader economic, social and environmental terms. The site provides reasonable access to services by private vehicle, supports social cohesion through its relationship with the wider established traveller site, and avoids the need to develop undeveloped land elsewhere.

Criterion (vi) – Impact on character, appearance, and amenity:

As set out in the Design section of this report, the proposal represents an intensification of an existing site and would be contained within its established boundaries. The scale and form of development are typical of Gypsy and Traveller sites and would not result in unacceptable harm to the character of the area.

Criterion (vii) – Privacy and amenity for occupiers:

The layout provides appropriate spacing between units and includes boundary treatments to provide privacy. As discussed in the Amenity section, the communal nature of Gypsy and Traveller sites means that a degree of intervisibility is expected and acceptable. Overall, adequate living conditions would be maintained.

Criterion (viii) – Scale in relation to surroundings:

The proposal represents an intensification; however, it remains consistent with the character of the wider traveller site and would not appear incongruous within its immediate context. It would not dominate or overwhelm the surrounding area.

Criterion (ix) – Environmental and ecological impact:

The site is not subject to any national or international designations that would be adversely affected by the proposal. Given its established and largely hard-surfaced nature, the development would not result in significant impacts on biodiversity, as set out in the Ecology section of this report.

Taking into account the established use of the site, the absence of any fundamental policy conflict, and the significant weight to be afforded to the provision of Gypsy and Traveller accommodation in light of the identified unmet need and lack of five-year supply, the proposal is considered to be acceptable in principle. The development complies with the overarching aims of Core Policy 47, subject to detailed consideration of site-specific impacts, which are addressed in the following sections of this report.

Design and Impact upon the upon the character and context of the area

Core Policy 57 Ensuring High Quality Design and Place Shaping of the Wiltshire Core Strategy requires all new development to achieve a high standard of design that responds positively to its local context. Proposals must reinforce and enhance local character and distinctiveness, relate appropriately to the surrounding landscape, and demonstrate a thoughtful response to existing townscape features. This includes careful consideration of elements such as building height, scale, massing, building line, materials, and overall appearance, ensuring new development integrates harmoniously with its setting.

In this case, the use of the site as a Gypsy and Traveller site is well established through the planning history, and the presence of caravans within the landscape is therefore an accepted and characteristic feature of the area. The adjoining land to the east forms part of the wider authorised site and exhibits a similar pattern of development, such that the proposal would appear as a continuation of the existing use.

The development comprises mobile homes, touring caravans and a single-storey amenity building, all of which are limited in scale and typical of this form of development. Whilst the proposal represents an intensification in the number of units on this section of the site, it broadly reflects the established pattern and form of development. A site visit confirmed that a number of caravans are already present on the land, demonstrating how the site is likely to function once complete. Although not currently arranged in accordance with the submitted layout, the site retains a sense of openness with adequate spacing between units, indicating that the proposed density can be accommodated without resulting in an overdevelopment of the site.

The proposed amenity building and boundary treatments are also considered acceptable in design terms. The day room is of a typical scale and form, measuring approximately 4.4 metres in height with a dual-pitched roof, and finished in conventional materials including rendered elevations, a brick plinth and tiled roof. Its design is simple and functional, reflecting the established character of Gypsy and Traveller development,

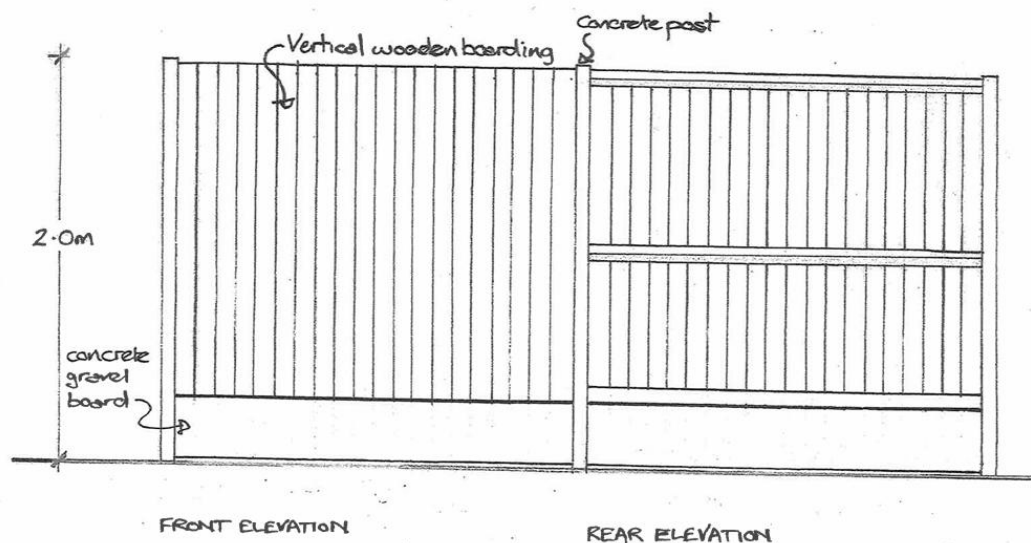
and would be read alongside the surrounding caravans and existing structures on the adjacent site. It is set well within the site and would have limited visibility from the wider public realm. The proposed boundary treatments comprise 2-metre-high timber fencing with concrete posts and gravel boards, which is characteristic of the adjoining site to the east. Whilst sections of fencing adjacent to the highway appear somewhat domestic in nature and are not wholly reflective of the rural setting, the inclusion of a proposed hedgerow along this boundary would help to soften its visual impact, in a manner consistent with the existing vegetation that screens parts of the wider site. Furthermore, much of the boundary treatment would constitute permitted development in any event. Overall, both the amenity building and fencing are considered appropriate and would not result in unacceptable harm to the character or appearance of the area.

Having regard to the above, the proposal complies with the design principles set out in Core Policy 57 of the Wiltshire Core Strategy and Appendix D of the Wiltshire Design Guide.

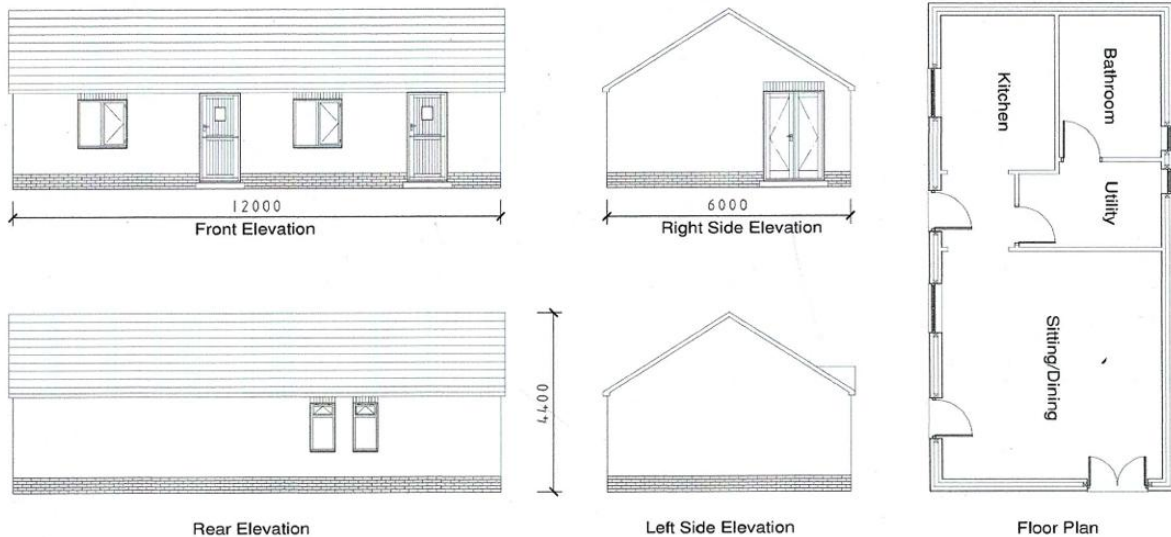


Site Visit (panoramic view from the access)

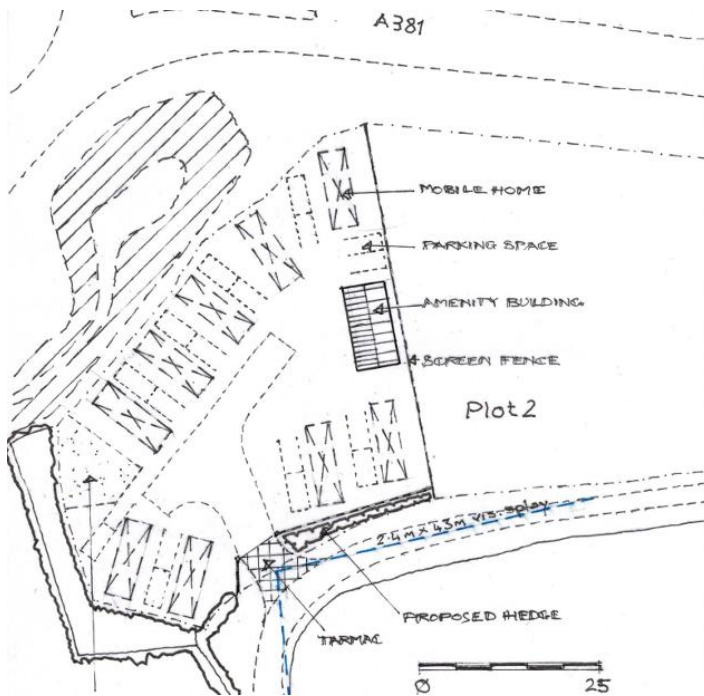
DRAWING No. PBA 4



Proposed Boundary Treatments



Proposed Day Room



Proposed Site Plan and 2021 Aerial Image

Amenity

Point vii of Core Policy 57 Ensuring High Quality Design and Place Shaping of the Wiltshire Core Strategy seeks to ensure that developments do not adversely affect neighbouring properties.

The National Planning Policy Framework (NPPF), particularly Paragraph 135, stresses that planning decisions should ensure developments provide a high standard of amenity for existing and future users.

The site comprises proposed mobile home pitches and a single-storey amenity building, with no neighbouring conventional residential properties. As such, the primary consideration relates to the impact on the adjacent

traveller site to the east. Given the established use of the wider site for Gypsy and Traveller accommodation, relationships between pitches are typically more communal in nature and do not follow the defined curtilage arrangements commonly associated with conventional residential development. In this context, and in the absence of any objections, it is considered that the proposal would not give rise to unacceptable impacts in terms of overlooking, loss of privacy, or general residential amenity. Furthermore, the scale and height of the development are limited, ensuring no overbearing or overshadowing impacts on neighbouring pitches. Overall, the proposal is considered acceptable in terms of residential amenity.

The proposal is appropriately sited, designed, and oriented to ensure that it would not result in unacceptable impact upon/to the amenities or living conditions of neighbouring residential occupiers, particularly in terms of outlook, privacy, or access to natural light.

The proposal therefore accords with Core Policy 57 point vii in respect of safeguarding residential amenity and Appendix D of the Wiltshire Design Guide.

Transport and Highways

Core Policy 60 of the Wiltshire Core Strategy seeks to ensure the safe and efficient movement of people and requires that development proposals provide appropriate mitigation to limit impacts on the transport network. Core Policy 61 further requires development to demonstrate that safe access to the highway network can be achieved. Paragraph 116 of the National Planning Policy Framework (NPPF) confirms that development should only be refused on highways grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts would be severe.

The application site is accessed from an unclassified lane characterised by a sharp bend in close proximity to the site entrance. The planning history of the site is a significant material consideration in this assessment. Previous enforcement appeals (APP/Y3940/C/17/3191874 and APP/Y3940/C/18/3217780) identified the former south-western access arrangements as being unsafe, with Inspectors concluding that visibility at the bend was “seriously substandard” and that conflict between vehicles was a realistic possibility. Those decisions established that the previous access arrangements resulted in unacceptable harm to highway safety and should be closed.

The current application proposes a revised access arrangement, repositioned and designed to improve visibility splays in both directions. This represents a material change from the previously assessed and rejected access configuration. The submitted plans demonstrate that appropriate visibility splays can be achieved, taking into account the alignment of the road and the likely vehicle speeds, which are constrained by the narrow carriageway and geometry of the bend.

The Council’s Highways Officer has reviewed the proposal, including undertaking a site visit, and raises no objection subject to a condition requiring the access to be surfaced to prevent loose material entering the highway. This professional advice confirms that, notwithstanding the historical concerns, the revised access arrangement overcomes the deficiencies previously identified and is considered to provide a safe means of access.

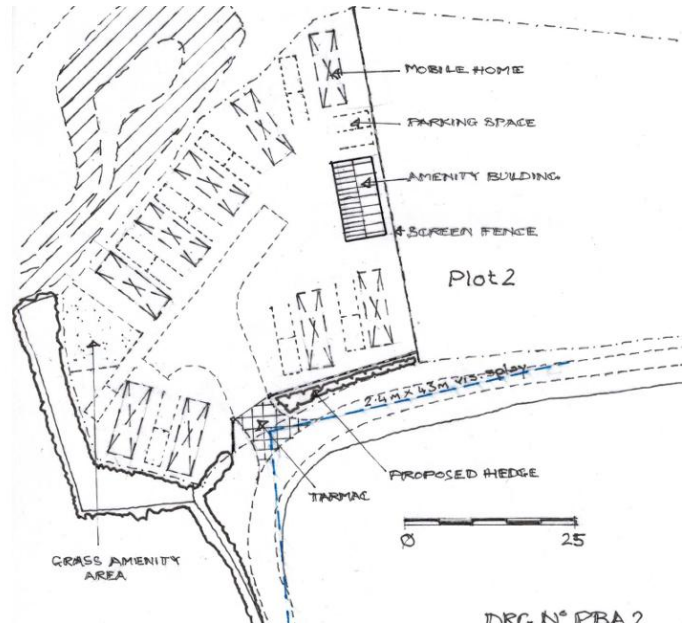
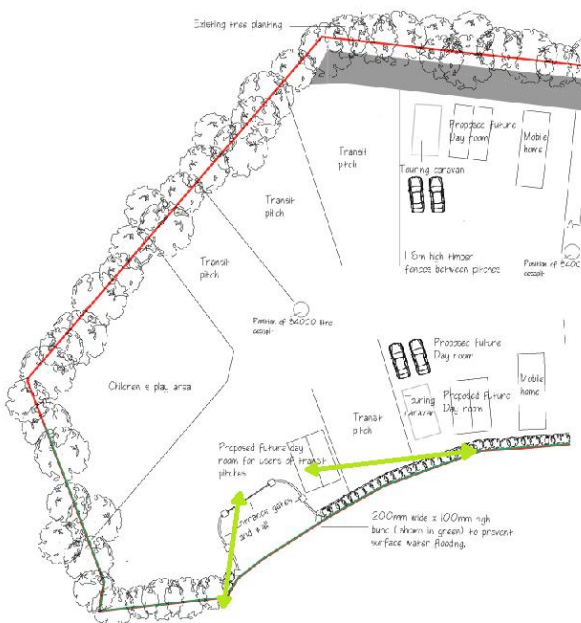
Site observations also indicate that vehicle speeds along this section of road are generally low due to the constrained nature of the lane and the presence of the bend, which naturally moderates driver behaviour.

Whilst it is acknowledged that the posted speed limit would allow for higher speeds in theory, the actual operating conditions of the road are such that traffic movements are typically cautious.

In light of the above, it is considered that the proposal represents a meaningful and material improvement over the previously unacceptable access arrangements. The development would not result in an unacceptable impact on highway safety, nor would it give rise to severe residual impacts on the local road network. Subject to the recommended condition, the proposal is therefore considered to comply with Core Policies 60 and 61 of the Wiltshire Core Strategy and the provisions of the NPPF.



Site Visit (Facing Southwest; Facing East)



15/05428/FUL Site Plan and Proposed Site Plan (green arrows indicate the approximate variation)



Site Visit (access from around corner and indicative proposed end of boundary)

Ecology

Core Policy 50 of the Wiltshire Core Strategy seeks to ensure that development avoids and minimises impacts on biodiversity and features of ecological value. Biodiversity Net Gain (BNG), as required under Schedule 7A of the Town and Country Planning Act 1990 (as amended), is a mandatory consideration for most developments; however, as the proposal relates to retrospective development, the BNG requirement does not apply in this instance. The site lies within a Local Habitat Site (LHS) 2km Core Roost Buffer, which is a recognised ecological constraint. Notwithstanding this, the land has been in use as a Gypsy and Traveller site since approximately 2014 and is characterised by extensive areas of hardstanding, resulting in limited ecological value and a low likelihood of supporting protected species or priority habitats. Given the established and heavily modified nature of the site, the proposal is unlikely to result in any significant adverse impacts on biodiversity. Accordingly, the development is considered to comply with Core Policy 50.

Flooding and Drainage

Core Policy 67 of the Wiltshire Core Strategy requires development to minimise vulnerability to flooding and avoid increasing flood risk elsewhere, ensuring that surface water is managed appropriately. The National Planning Policy Framework (NPPF) advocates a sequential, risk-based approach to the location of development.

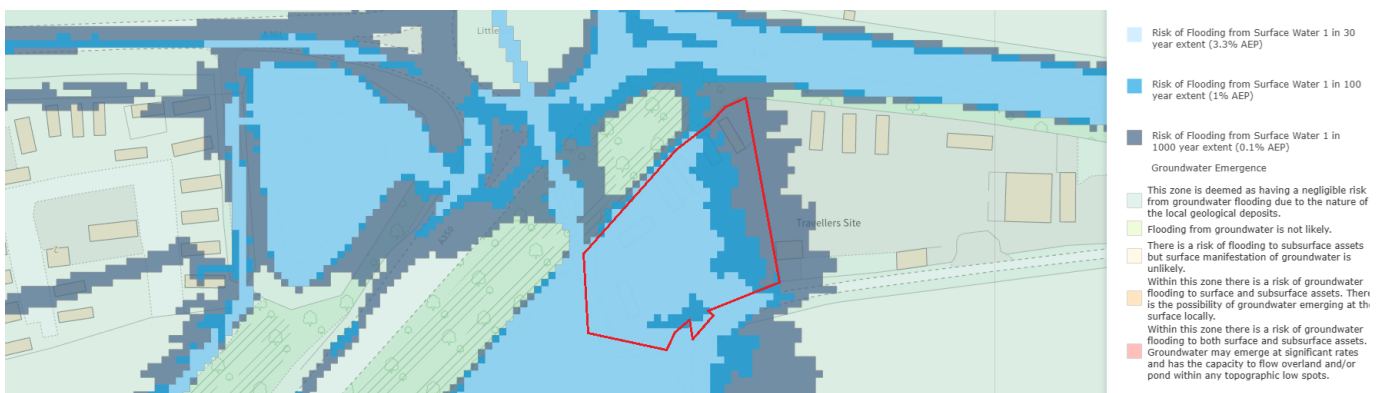
The application site lies within Flood Zone 2 and is identified as being subject to surface water flood risk, with much of the site falling within the 3.3% AEP extent. These constraints are acknowledged and would ordinarily require careful consideration through application of the sequential test and the submission of a site-specific Flood Risk Assessment.

However, the site benefits from an established planning history, including an appeal decision (APP/Y3940/A/14/2217289) and subsequent permission under 15/08789/FUL, which accepted the principle of residential Gypsy and Traveller use with areas of hardstanding. The site has been substantially developed

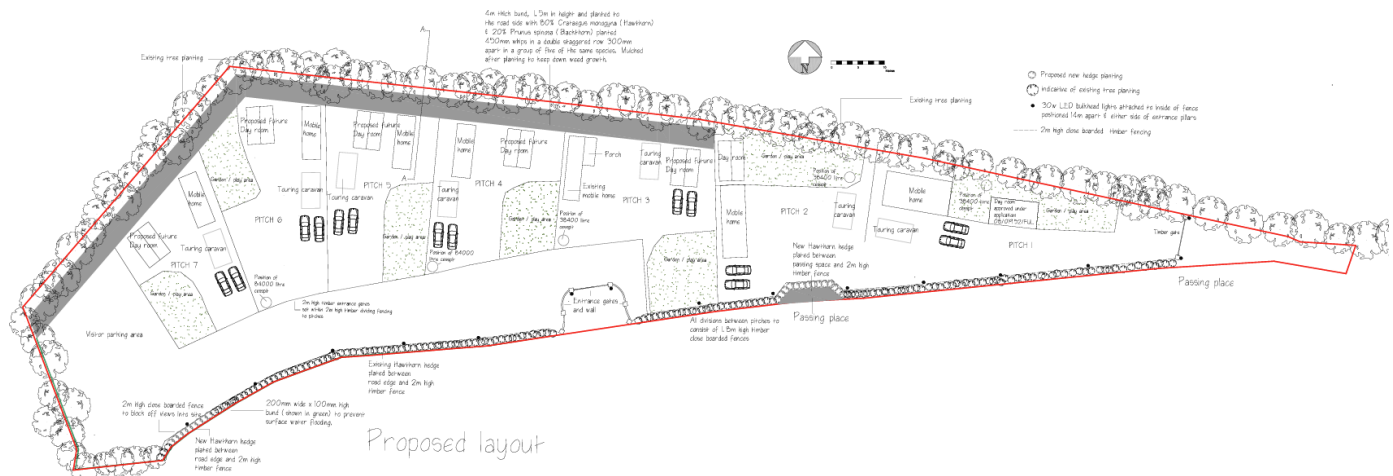
since approximately 2014 and no drainage conditions were imposed under the most recent permission, establishing the baseline condition as a largely impermeable, developed site.

Under the 2015 permission, this part of the site was to accommodate two pitches, day rooms (in principle), touring caravans and associated parking, including areas of visitor parking. The current proposal reconfigures this layout to provide additional mobile home pitches and an amenity building. While this represents an intensification of use, it does not necessarily result in a material increase in impermeable surfacing. The majority of structures proposed are mobile or lightweight in nature, and the previously approved layout could have facilitated extensive areas of vehicle parking, which would have given rise to comparable levels of surface water runoff.

In this context, and having regard to the established fallback position, it is not considered that the proposal would materially increase flood risk on-site or elsewhere. It would therefore be unreasonable to require further technical assessment or to revisit the principle of development in flood risk terms. Accordingly, the proposal is considered to accord with Core Policy 67 of the Wiltshire Core Strategy.



sFRA surface water and ground water flood risk



Previously approves site layout 15/08789/FUL

Planning Balance

Paragraph 28 of the Planning Policy for Traveller Sites (PPTS) states that where a local planning authority cannot demonstrate an up-to-date five-year supply of deliverable Gypsy and Traveller sites, the presumption in favour of sustainable development, as set out in paragraph 11(d), is engaged. In this case, the Council is unable to demonstrate a five-year supply and, as such, the tilted balance applies.

Paragraph 11(d) of the NPPF requires planning permission to be granted unless either: (i) the application of policies in the Framework that protect areas or assets of particular importance provide a clear reason for refusal; or (ii) any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits.

In respect of the first test, the site is not subject to any of the specified constraints including Green Belt, designated heritage assets, National Landscape, or habitat designations. Whilst the site is located within an area of identified flood risk, this has been assessed in detail within the Flooding and Drainage section of this report. It is concluded that the proposal would not give rise to unacceptable flood risk impacts and therefore this does not represent a clear reason for refusal.

Turning to the second test, the proposal has been assessed against the relevant chapters of the NPPF. In transport terms (Chapter 9), the proposal has been found to provide a safe and suitable access, with no objection raised by the Highway Authority. In respect of sustainable development, whilst the site is located in a rural area, Gypsy and Traveller sites are recognised as being appropriately located in such contexts, and the site maintains reasonable access to nearby services and settlements.

With regard to the effective use of land (Chapter 11), the proposal represents the intensification of an established and previously developed site, thereby avoiding the need to release undeveloped land elsewhere. In terms of design (Chapter 12), the proposal is considered to be appropriate in scale, layout and appearance, reflecting the established character of the wider site and causing no unacceptable harm.

The benefits of the proposal include the provision of additional Gypsy and Traveller pitches, contributing towards addressing a recognised unmet need in Wiltshire. This carries significant weight in the planning balance.

No adverse impacts have been identified that would significantly and demonstrably outweigh these benefits.

Accordingly, the proposal is considered to comply with the requirements of paragraph 11(d) of the NPPF, and there are no material considerations that indicate planning permission should be refused.

CONCLUSION

The proposal is considered to be acceptable in principle and in detail, having regard to the development plan as a whole and all material considerations. The development would contribute towards meeting an identified unmet need for Gypsy and Traveller accommodation, with no adverse impacts identified that would significantly and demonstrably outweigh these benefits. The proposal therefore accords with the relevant policies of the Wiltshire Core Strategy and the National Planning Policy Framework.

RECOMMENDATION: That Planning Permission be GRANTED subject to the following conditions:

1.The development hereby permitted is based only on the following approved plans and documents being accurate:

Location Plan

Proposed Day Room – Floor / Elevation Plans

Screen Face Details PBA4

Site Layout Plan PBA2

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

2.The site shall not be occupied by any persons other than Gypsies and Travellers as defined in Annex 1 of Planning Policy for Traveller Sites.

REASON: In order to define the terms of the permission and to ensure the site meets an identified need for Gypsy and Traveller accommodation in accordance with Core Policy 47 of the Wiltshire Core Strategy and national policy.

3.The hereby approved site layout shall be limited to the provision of no more than 9 pitches. No more than 2 caravans shall be stationed on each pitch, of which no more than one shall be a static caravan/mobile home.

REASON: In the interests of the proper planning of the site, to avoid overdevelopment and to safeguard the character of the area in accordance with Core Policies 47 and 57 of the Wiltshire Core Strategy.

4.The amenity building hereby approved shall be used solely for purposes ancillary to the use of the site as a Gypsy and Traveller site and shall not be occupied as a separate unit of residential accommodation.

REASON: To ensure the building remains ancillary to the approved use and to prevent the creation of an additional independent dwelling, in accordance with Core Policies 1, 2, and 47 of the Wiltshire Core Strategy.

5. No commercial activities shall take place on the land, including the storage of materials (which includes commercial waste).

REASON: In order to define the terms of this permission, for the avoidance of doubt, protect the rural scene and character of the countryside and consistency with planning permission reference 13/06123/FUL.

6.No vehicle over 3.5 tonnes shall be stationed, parked or stored on this site.

REASON: In order to define the terms of this permission, protect the rural scene and character of the countryside and consistency with planning permission reference 13/06123/FUL.

7.Within 3 months of the date of this permission, the hereby approved new access shall be constructed and retained in accordance with the approved details and thereafter maintained for the lifetime of the development.

REASON: In the interests of highway safety in accordance with Core Policy 60 of the Wiltshire Core Strategy.

8. Within 3 months of the date of this permission, the first 5m of the access, measured from the edge of the carriageway and/or the whole of the parking area, shall be consolidated and surfaced (not loose stone or gravel). The access shall be maintained as such thereafter.

REASON: In the interests of highway safety

9. Within 3 months of the date of this permission, the parking and turning areas shall be provided, and shall be maintained within the site for the lifetime of the development and kept available for those purposes at all times.

REASON: To ensure adequate on-site parking and manoeuvring in the interests of highway safety in accordance with Core Policy 60 of the Wiltshire Core Strategy.

10. Within 3 months of the date of this permission, the boundary screen fencing hereby approved shall be erected and thereafter retained for the lifetime of the development.

REASON: In the interests of visual amenity and the character of the area in accordance with Core Policy 57 of the Wiltshire Core Strategy.

11. All planting and landscaping shown on the approved plans shall be carried out within the first planting season following the date of this permission and thereafter maintained for the lifetime of the development. Any trees or plants which die, are removed, or become seriously damaged shall be replaced in the next planting season.

REASON: To ensure a satisfactory landscaped setting for the development in accordance with Core Policy 51 of the Wiltshire Core Strategy.

12. Surface water from the site shall be managed so as not to discharge onto the public highway.

REASON: To ensure satisfactory drainage of the site and to prevent increased flood risk or danger to highway users in accordance with Core Policies 60 and 67 of the Wiltshire Core Strategy.

13. No external lighting shall be installed on the site unless details have first been submitted to and approved in writing by the Local Planning Authority.

REASON: In the interests of the character of the area, neighbouring amenity, and biodiversity in accordance with Core Policies 50 and 57 of the Wiltshire Core Strategy.

14. No burning of waste or other materials shall take place on the site at any time.

REASON: In the interests of residential amenity and environmental protection in accordance with Core Policy 57 of the Wiltshire Core Strategy.