

APPLICATION FOR FULL PLANNING PERMISSION OFFICER REPORT

Date of Meeting	8 th July 2026
Application Number	PL/2026/02397
Site Address	Land south of Malmesbury Church of England Primary School, Tetbury Hill, SN16 9JR
Proposal	Construction of a new path, to be used as a temporary vehicle access route during construction for the proposed extension of Malmesbury Church of England Primary School.
Applicant	Mr Steve Heal
Town/Parish Council	Malmesbury CP
Electoral Division	Malmesbury ED
Type of application	Full planning permission
Case Officer	Julie Mitchell
Reason for the Application being reported to Planning Committee	At the discretion of the Director of Planning due to the proposal being for public infrastructure and subject to third party objections

RECOMMENDATION: That Planning Permission be GRANTED subject to conditions.

Executive summary

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.

The application site comprises land adjacent to the southern boundary of Malmesbury CE Primary School. The development comprises a new footpath alongside the boundary of the school site. This would provide a new pedestrian link from the Backbridge Farm residential development at the west of the school to the east of the school site to provide a more direct access route towards the centre of Malmesbury. The development of the footpath would also serve as a temporary means of access for construction traffic during the construction phase of an application for the extension of the school to provide up to 190 additional school places in nine additional classrooms and a multi-purpose hall, which is to be determined concurrently with this proposal. The temporary construction access is proposed due to direct access to the

site from Gleiser View, as intended by the associated application, not being agreed with the landowner. A new section of footpath within the southern edge of the school site is proposed as part of the site plan within the linked application to enable the proposed footpath to facilitate connection to an existing pedestrian access at the eastern boundary of the school.

In the short term the proposed development would give rise to additional traffic movement in Poole Road and its junction with Tetbury Hill for the duration of the construction of the extension, if approved. Such impacts are of concern to local residents and include safety concerns when combined with existing school traffic and associated pedestrian movements in this area. It is proposed that this can be suitably managed through condition to secure submission of a Construction Traffic Management Plan which will need to take account of the potential conflict with school traffic particularly at peak drop off and collection times.

In the longer term, the delivery of a new footpath link would deliver a significant improvement to pedestrian connectivity and promote active travel, which is currently prevented by the necessarily secure fencing which encloses the school site, avoiding the need for a more indirect route to the south or north.

Beyond the construction phase, the development would not result in any unacceptable impacts to the amenities of the occupants of the surrounding residential properties or adverse visual impact on the character and the appearance of the area or heritage assets. Ecological impacts and biodiversity are suitably addressed and mitigated as necessary via conditions as necessary

After consideration of all representations and consultations, planning policy and material considerations, including the planning history and the scope of the application, the application is considered appropriate for the reasons set out in the report and it is recommended that planning permission be granted subject to the imposition of the conditions set out below.

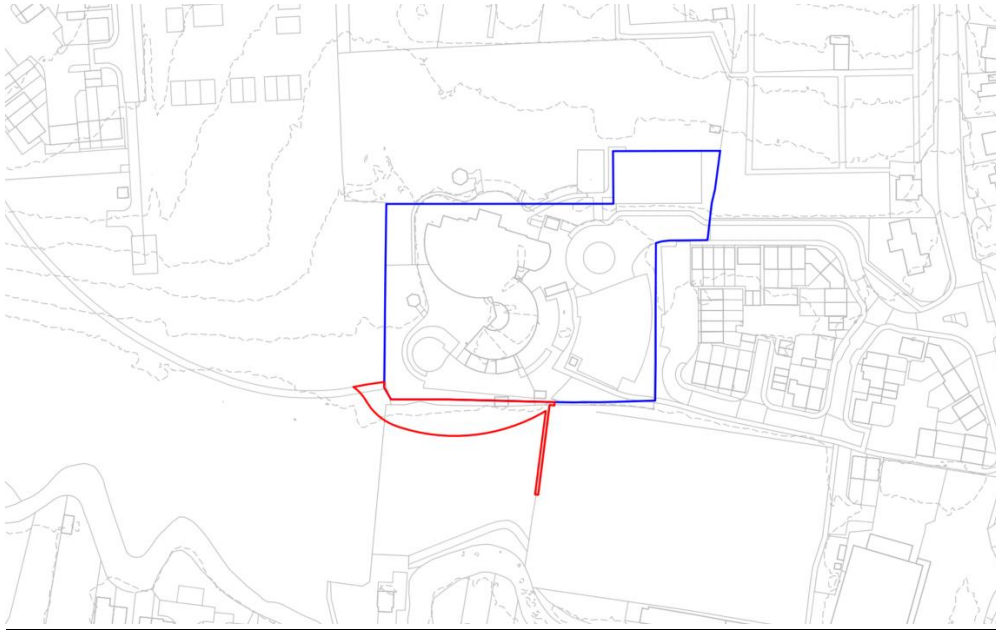
Planning conditions

The application is considered acceptable, subject to the conditions included within this report, covering the following matters, as necessary to secure an acceptable form of development:

1. Time Limit
2. Approved Plans
3. Ecology compliance
4. Arboricultural compliance
5. Construction Traffic Management Plan/Construction Method Statement
6. Soft Landscaping
7. Lighting

Proposed development site and surroundings

Site location



Site location plan

Proposal

The development comprises a new footpath alongside the boundary of the school site. This would provide a new pedestrian link from the Backbridge Farm residential development at the west of the school to the east of the school site to provide a more direct access route towards the centre of Malmesbury. The development of the footpath would also serve as a temporary means of access for construction traffic during the construction phase of an application for the extension of the school to provide up to 190 additional school places in nine additional classrooms and a multi-purpose hall, which is to be determined concurrently with this proposal. A new section of footpath within the southern edge of the school site is proposed as part of the site plan within the linked application to enable the proposed footpath to facilitate connection to an existing pedestrian access at the eastern boundary of the school.

The temporary construction access is proposed due to direct access to the site from Gleiser View, as intended by the associated application, not being agreed with the landowner.

Site description

The site comprises a small section of undeveloped grassland between the school site and the river to the south. The land borders Malmesbury Primary School to the north, the Malmesbury FC football pitch to the east and further grassland lies to the west. Residential development in Park Road lies beyond the river (Tetbury Avon) to the south.

The land is classified as Grade 4 agricultural land. It lies predominantly within Flood Zone 2 and to a lesser extent Flood Zone 3. The Council's SFRA indicates that across the site, groundwater levels are indicated to be either at or very near (within 0.025m of) the ground surface in part and between 0.025m and 0.5m below the ground surface in part. There is also a Risk of Flooding from Surface Water in the 1 in 100-year extent.

There are no landscape or heritage designations affecting the site or immediate surroundings. There is currently no vehicular access to the site. There are no public rights of way across or adjacent to the site.

Relevant planning history

Proposal / Summary
Existing school site:
N/87/02575/DP3 - Wiltshire Council R3 Decision - Approved Date: 23/12/1987 – ERECTION OF SINGLE MOBILE CLASSROOM WITHOUT TOILETS
N/89/00152/DP3 - Wiltshire Council R3 Decision - No Objection Date: 28/2/1989 – DEEMED PERMISSION - RENEWAL OF PERMISSION FOR THE ERECTION OF TWO SINGLE MOBILE CLASSROOMS WITHOUT TOILETS
N/90/01012/DP3 - Wiltshire Council R3 Decision - No Objection Date: 25/6/1990 – DEEMED PERMISSION - REGULATION4 - RENEWAL OF PERMISSION FOR THE ERECTION OF ONE SINGLE MOBILE CLASSROOM WITHOUT TOILETS
N/92/01709/FCM - Wiltshire Council R3 Decision - Approve with Conditions Date: 14/10/1992 – RETENTION OF A SINGLE MOBILE CLASSROOM WITHOUT TOILETS RETENTION OF MOBILE CLASSROOM
N/93/01738/FCM - Wiltshire Council R3 Decision - Approve with Conditions Date: 6/10/1993 – ERECTION OF A SINGLE MOBILE CLASSROOM WITH TOILETS SINGLE MOBILE CLASSROOM
N/94/00371/FCM - Wiltshire Council R3 Decision - No Objection Date: 7/3/1994 – RETENTION OF A SINGLE MOBILE CLASSROOM WITH TOILETS AND A SINGLE MOBILE CLASSROOM WITHOUT TOILETS RETENTION OF MOBILE CLASSROOMS
N/94/02086/FCM - Wiltshire Council R3 Decision - Approve with Conditions Date: 8/11/1994 – ERECTION OF A SINGLE EXTENDABLE MOBILE CLASSROOM WITH TOILETS SINGLE MOBILE CLASSROOM
N/95/00772/FCM - Wiltshire Council R3 Decision - Approve with Conditions Date: 9/5/1995 – RETENTION OF SINGLE MOBILE CLASSROOM WITH TOILETS MOBILE CLASSROOM
N/97/00835/FCM - Wiltshire Council R3 Decision - Approve with Conditions Date: 19/5/1997 – EXTENSION TO EXISTING MOBILE CLASSROOM SINGLE CLASSROOM/EXTENSION
N/97/02467/FCM - Wiltshire Council R3 Decision - Approve with Conditions Date: 20/11/1997 – ERECTION OF MOBILE UNIT WITH CLASSROOM/TOILETS/GROUP ROOM AND ADDITIONAL CAR PARKING SPACE MOBILE CLASSROOM/PARKING

N/98/02466/FCM - Wiltshire Council R3 Decision - Approve with Conditions Date: 24/11/1998 – RETENTION OF SINGLE MOBILE CLASSROOM WITH TOILETS
N/99/00914/FCM - Wiltshire Council R3 Decision - Approve with Conditions Date: 11/5/1999 – RETENTION OF SINGLE MOBILE CLASSROOM WITHOUT TOILETS AND SINGLE MOBILE CLASSROOM WITH TOILETS
N/00/00016/FCM - Wiltshire Council R3 Decision - Approve with Conditions Date: 31/1/2000 – RETENTION OF DOUBLE MOBILE WITH TOILETS
N/01/02354/FCM - Wiltshire Council R3 Decision - Approve with Conditions Date: 1/11/2001 – CLASSROOM EXTENSION
N/02/01615/FCM - Wiltshire Council R3 Decision - Approve with Conditions Date: 7/8/2002 – REMOVE 3 MOBILE CLASSROOMS AND REPLACE WITH 2 SINGLE MOBILE CLASSROOMS WITH TOILETS AND 1 DOUBLE MOBILE CLASSROOM WITH TOILETS
N/02/02728/FCM - Wiltshire Council R3 Decision - Approve with Conditions Date: 13/12/2002 – RETENTION OF MOBILE CLASSROOM UNIT FOR ONE YEAR PERIOD
N/03/01841/FCM - Wiltshire Council R3 Decision - Approve with Conditions Date: 7/8/2003 – CONSTRUCTION OF A NEW FOURTEEN CLASS PRIMARY SCHOOL TOGETHER WITH CAR PARKING, SPORTS PITCHES, PLAYING AREAS AND ACCESS ROAD
N/03/01865/OUT - Outline Planning Decision - Approve with Conditions Date: 5/12/2005 – DEMOLITION OF EXISTING SCHOOL AND CARRYING OUT OF RESIDENTIAL DEVELOPMENT
N/03/02761/FCM - Wiltshire Council R3 Decision - Approve with Conditions Date: 31/10/2003 – RETENTION OF SINGLE MOBILE WITH TOILETS
N/03/03281/FCM - Wiltshire Council R3 Decision - Approve with Conditions Date: 13/1/2004 – RETENTION OF DOUBLE MOBILE CLASSROOM WITH TOILETS
N/05/07014/FCM - Wiltshire Council R3 Decision - NO OBJECT Date: 10/5/2005 – Retention of Two Single Mobile Classrooms with Toilets & Double Mobile Classroom with Toilets
N/06/01923/FUL - Full planning permission Decision - Approve with Conditions Date: 19/10/2006 – Residential Development - Thirty Eight Dwellings
N/06/07012/FCM - Wiltshire Council R3 Decision - Object Date: 11/5/2006 – Construction of 14 Classroom Replacement School and Associated Access. Demolition and Site Clearance of Existing School Building and Removal of Temporary Mobile Classrooms.
N/06/07037/FCM - Wiltshire Council R3 Decision - NO OBJECT Date: 4/1/2007 – Construction of Single Storey Children's Centre as an Extension to the Previously Approved 14 Classroom Replacement Primary School (Permission 06.07012)

N/07/07018/FCM - Wiltshire Council R3 Decision - NOOBJECT Date: 10/10/2007 – Construction of Single Storey Children’s Centre Without Compliance with Condition 4 of Permission N.06.07037
N/11/00763/FUL - Full planning permission Decision - Refused Date: 28/4/2011 – Proposed Animal Shelter and Store
N/12/00833/FUL - Full planning permission Decision - Approve with Conditions Date: 17/5/2012 – External Canopies to South Elevation
N/12/01240/FUL - Full planning permission Decision - Approve with Conditions Date: 6/2/2013 – Proposed Store
16/06401/FUL - Full planning permission Decision - Approve with Conditions Date: 22/10/2021 – Proposed Residential Development Comprising 201 Dwellings (Use Class C3) and the Provision of Land for the Potential Expansion of Malmesbury Primary School, New Vehicular Access, Public Open Space, Landscaping and other Associated Infrastructure Works.
PL/2023/04865 - Removal/variation of conditions Decision - Approve with Conditions Date: 15/9/2023 – Variation of Condition 17 of 16/06401/FUL (Residential Development Comprising 201 Dwellings (Use Class C3) and the Provision of Land for the Potential Expansion of Malmesbury Primary School, New Vehicular Access, Public Open Space, Landscaping and other Associated Infrastructure Works at Land at Backbridge Farm)
School expansion site:
PL/2025/07919 - Full planning permission – Decision Pending (to be determined concurrently with this application) - Extension of Malmesbury Primary School from 420 to 630 places by building nine additional classrooms and associated facilities, and a multi-purpose hall. Internal alterations to the existing building. New car park and vehicular access from Gleiser View,
Relating to land to north of site:
PL/2023/09930 - Full planning permission Decision - Approve with Conditions Date: 30/1/2025 – Proposed Residential Development Comprising 21 Dwellings and New Vehicular Access, Landscaping and other Associated Infrastructure Works.
Relating to adjacent sports pitch:
PL/2024/09528 - Full planning permission – To lay 4 x concrete bases to accept pre-fabricated spectator stands and player shelters, and creation of pathway surrounding the stands and shelters
PL/2025/05670 - Full planning permission Decision - Approve with Conditions Date: 1/10/2025 – To replace failing floodlight heads with LED units as per FA requirements. No work required to columns or base units.

Relevant planning legislation, policies and guidance

National Planning Policy:

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

Development Plan:

For the purposes of housing development, the development plan for Wiltshire comprises the Wiltshire Core Strategy (WCS) (adopted January 2015), any made neighbourhood plans, together with the Wiltshire Housing Site Allocations Plan, the Chippenham Site Allocations Plan. These remain 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 3 Infrastructure Requirements;
- Core Policy 13 Spatial Strategy for the Malmesbury Community Area;
- Core Policy 50 Biodiversity and Geodiversity;
- Core Policy 51 Landscape;
- Core Policy 52 Green Infrastructure;
- Core Policy 57 Ensuring High Quality Design and Place Shaping;
- Core Policy 60 Sustainable Transport;
- Core Policy 61 Transport & Development;
- Core Policy 63 Transport Strategies;
- Core Policy 67 Flood Risk.

Draft Wiltshire Local Plan Policies

At Full Council on 19 May 2026, the elected members of Wiltshire Council agreed to withdraw the emerging WLP. It will now be subject to a legal process to finalise its withdrawal, which is likely to happen in July and August 2026. As such, the WLP has no material weight for the purposes of the application.

Neighbourhood Plan

Malmesbury Neighbourhood Plan (made 2015)

Housing in Malmesbury Town:

Policy 1 (Allocated site for housing and school extension)

High Quality Local Education Provision:

Policy 11 and Policy 12

Supplementary Planning Documents/Guidance:

- Wiltshire Design Guide (adopted April 2024)
- Wiltshire Council's Waste Storage and Collection: Guidance for Developers Supplementary Planning Document, January 2017
- LTN1/20 – Cycle Infrastructure Design (July 2020)
- Air Quality SPD (due to be Adopted in October 2025)

Other Relevant Policies and Documents:

- Wiltshire Local Transport Plan 2011-2026, adopted 2015 - including the Car Parking Strategy and Cycling Strategy, adopted 2015
- The Wiltshire Local Transport Plan 4 (LTP4) (March 2025)
- Wiltshire Local Cycling and Walking Infrastructure Plan (LCWIP)

Summary of consultation responses

WC Highways: No objection subject to condition (Construction Traffic Management Plan)

WC Public Protection: No objection subject to conditions (Construction Method Statement)

WC Landscape: No comment

WC Ecology: No objection subject to condition (Compliance)

WC Drainage: No objection

WC Arboricultural Officer: No objection subject to condition (Compliance)

Summary of representations

Malmesbury Town Council: No objection.

Comment that Malmesbury Town Council has concerns regarding construction traffic at the start and end of the school day would request for movements to be scheduled outside of these hours. Malmesbury Town Council will always request that replacement tree planting is made where possible.

Third party comments:

Four third parties have made representations in objection to proposed construction access via Tetbury Hill and Poole Road are as summarised below:

Procedural:

- Significant late change to the construction traffic route without adequate or targeted consultation of the most affected residents.
- Key households on Poole Road and Tetbury Hill were not properly notified, limiting their opportunity to comment.

Lack of Evidence:

- Insufficient and disputed traffic data underpinning the application; reliance on surveys and assumptions not reflective of observed conditions.
- No clear information provided on construction traffic volumes, vehicle types, or timing.
- Alternative routes dismissed without proper comparative assessment.

Highway & Route Unsuitability:

- The proposed route includes narrow, constrained, and partly single-lane sections with restricted access points, creating a high risk of congestion and gridlock.
- Physical limitations (including a width-restricted barrier and constrained junctions) call into question whether HGV access is feasible at all.
- The application fails to assess route viability beyond the site boundary.

Capacity & Congestion:

- Poole Road already experiences regular congestion, particularly during school drop-off and pick-up periods.
- No assessment of whether the road network has sufficient spare capacity to accommodate construction traffic.

Pupil & Pedestrian Safety:

- The revised route introduces construction traffic into areas heavily used by pupils, parents, and cyclists.
- Loss of the previously proposed segregated route removes an important safety safeguard.
- No construction-phase safety assessment has been provided despite clear and foreseeable risks to children.

Residential Amenity & Impacts:

- Likely significant increase in noise, vibration, dust, and general disturbance to nearby residents.
- Potential for queuing, idling HGVs, and construction worker parking impacting residential streets.

Environmental & Infrastructure Concerns:

- Risk of road deterioration, verge damage, mud deposition and drainage impacts

Absence of Mitigation Measures:

- No detailed Construction Traffic Management Plan (CTMP) or clear mitigation strategy to deal with key risks.
- Lack of proposals for routing controls, timing restrictions, traffic management, or monitoring.

Planning considerations

In accordance with Section 70 (2) of the Town and Country Planning Act 1990, 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 relevant made, or emerging, Neighbourhood Plans. Consideration has also been given to the policies of the National Planning Policy Framework (NPPF) as a material consideration in the assessment.

Key issues

The main issues that need to be addressed in this case include:

- **Principle of development**
- **Impact on highway safety**
- **Design and visual impact**
- **Amenity impacts**
- **Impact on historic environment**
- **Landscape impact**
- **Loss of best and most versatile agricultural land**
- **Impacts on ecology and biodiversity**
- **Flood risk and drainage**

Principle of Development

Malmesbury Neighbourhood Plan (MNP) Policy 1 stipulates as part of the housing allocation for Backbridge Farm, identified as "Land to the north west of Malmesbury, south of the Dyson Limited research and development facility and west of Malmesbury CE Primary School (sites 3A and 15)", which is allocated for approximately 170 dwellings of mixed types and tenures and for an extension to Malmesbury CE School that:

b) The site layout shall include provision for the construction of a new bridge suitable for pedestrians and cyclists across the River Avon to Park Road and for the provision of pedestrian and cycle links to Tetbury Hill and the town centre by way of the school access and public footpath 'MALM 24

Whilst being proposed by Malmesbury Primary School, the majority of the application site falls within land owned by the developer of the Backbridge Farm and as such forms part of the policy requirement related to the approved development. However, the footpath is necessary to encroach into the school boundary in order to avoid the playing field (football pitch). It is

therefore being proposed to serve the dual purpose of providing a temporary construction access prior to the implementation of the associated application for school expansion, being considered separately under application reference PL/2025/07919.

The footpath itself is non-contentious and policy compliant, providing improved pedestrian and cycling links which accords with the aims of the National Planning Policy Framework which requires that development proposals are sustainable in locational terms, with suitable access to services, facilities, and transport options and contribute to the creation of well-connected, resilient communities and avoid isolated or unsustainable patterns of development. The proposal is also compliant with the aims of the Wiltshire Core Strategy at Core Policies 60, 61, and 63 as well as specifically with the MNP.

The temporary haul road, however, is not envisaged by policy and is proposed due to land ownership issues at the point of new vehicular access which is proposed to serve a staff car park as part of the school expansion from Gleiser View.

The proposal is partly compliant with policy in principle. Site specific issues related to the creation of a footpath and temporary construction access for vehicular traffic are considered below.

Highway Safety

The NPPF covers this matter in Chapter 9. In particular, paragraphs 110 and 115 are “key policy” for the purposes on paragraph 11d footnote 9, and indicate that significant development should be focussed in sustainable locations which offer a genuine choice of transport modes, and where safe and suitable access can be achieved for all users. Paragraph 117 also prioritises these issues. Paragraph 116 does however confirm that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

Core Policies 60 to 64 of the Wiltshire Core Strategy (WCS) set out the overarching transport and accessibility framework for development across the county. These policies require that development proposals:

- Provide safe and suitable access for all users;
- Do not result in severe residual cumulative impacts on the transport network;
- Promote sustainable transport modes and reduce the need to travel by car;
- Include appropriate levels of car and cycle parking in accordance with adopted standards;
- Safeguard and enhance public rights of way and active travel routes.

The Wiltshire Local Transport Plan (2011–2026), including the Car Parking Strategy and Cycling Strategy, provides further guidance on the design and provision of transport infrastructure. The Wiltshire Local Cycling and Walking Infrastructure Plan (LCWIP) and associated design standards (2022) set out expectations for the delivery of high-quality active travel infrastructure in new developments.

Proposals should also demonstrate compliance with national design guidance, including the National Design Guide and associated documents including LTN 1/20: Cycle Infrastructure Design (DfT, 2020), which sets out principles for safe, coherent, and inclusive cycling networks.

The Council's highways officer notes that proposal seeks permission for a new footway to connect the existing footways at the southern end of the Poole Road residential estate and the newly constructed footpath known as Sillars Walk from the Backbridge Farm residential estate. This area is proposed to be firstly utilised as a temporary Haul Road for the adjacent proposed school extension under application PL/2025/07919. The area of land proposed for the footpath is within third party ownership, the applicant has engaged with the third party and the Town Council prior to application submission.

The proposed footpath would be required to be part of a Highways Act Agreement between the applicant, Wiltshire Council and any owner(s) of the land proposed to form part of the public footpath. The detailed design will be required to go through the technical approval process as part of a s38 Highways Agreement, which will secure the footway as adopted highway. Any proposed lighting will be submitted and approved through the agreement process.

As the footpath area would be initially utilised for the provision of a construction Haul Road, vehicle tracking has been provided to show that the site to the west of the school can be accessed and that vehicles can access an egress in a forward gear. The haul road itself will require an element of construction, for which the site should be provided with a CTMP prior to development commencing, this can be conditioned as part of any approval.

The provision of the footpath is considered a benefit to the school and wider area in regard to connectivity for Malmesbury and therefore the highways officer does not raise a highways objection. The highways officer is also satisfied that the temporary impacts of construction traffic and any conflict with school traffic, can be suitably managed by a Construction Traffic Management Plan which will be required to be submitted and approved.

Third party concerns regarding the impacts of the proposed construction access highlight that the application fails to demonstrate that the proposed access route is physically or operationally viable, provides inadequate evidence and assessment, particularly regarding traffic and safety impacts and introduces unacceptable risks to pupil safety and residential amenity. It is suggested that planning permission should be refused or deferred pending submission of a full Construction Traffic Management Plan, robust, observation-based traffic assessments, a dedicated construction-phase safety assessment and proper consideration of alternative access arrangements.

These comments have been fully considered. While it is acknowledged that scheme will result in some additional traffic on the highway system and general disturbance to existing amenity during the construction phase, the drafting of the pre-commencement condition to secure a full Construction Traffic Management Plan, incorporating Construction Method, as required by the Highways Officer and Public Protection Officer, can consider the necessary and appropriate management, mitigation and safety measures. Accordingly, the lack of evidence

and detail is not considered sufficient justification for refusal whereby such matters can be controlled by condition. There would be longer term benefits to residents and the wider public resulting from the creation of a new pedestrian/cycle link.

The proposal therefore accords with the aims of the NPPF, and in particular the “key policies” 110 & 115 for transport matters and the WCS transport policies 60-64.

Design and impact on the character and appearance of the area

The National Planning Policy Framework (NPPF), particularly Chapter 12: Achieving well-designed places, stresses the importance of good design in development proposals. Paragraph 135 of the NPPF indicates that planning policies and decisions should ensure that developments are visually attractive, functionally effective, and contribute to the overall quality of the built environment, and result in healthy communities. Good design should be an integral part of the planning process and should ensure that developments complement their surroundings. The National Design Guide also builds on these aims.

Wiltshire Core Strategy Core Policy 57: Ensuring High Quality Design emphasises that all new developments, must demonstrate a high standard of design that enhances the local character of Wiltshire. Major developments should include detailed design statements that reflect the local context. The adopted Wiltshire Design Guide expands on policy CP57 and provides a framework to ensure that development is sensitive to the distinctive character of Wiltshire’s built and natural environment.

In terms of character the site forms part of the green space between the school site and the river (Tetbury Avon). A footpath link is provided between the Backbridge Farm development and the pedestrian access gate to the east boundary of the existing school site. For security purposes, this is a locked gate which is opened for drop off and collection at the school only and therefore does not provide a pedestrian route through the school site.

The introduction of a footpath link would be a positive design feature which would have minimal visual impact on the character and appearance of the area once completed and operational. It would read as a logical and well-planned addition as part of the open space as a continuation of the existing path and mitigated by the fact that it would be adjacent to the school boundary where such a footpath would be an anticipated feature.

The proposal therefore achieves the aims of the NPPF and Development Plan design policies.

Impact on Residential Amenity

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 NPPF and PPG also reinforce the need for planning decisions to prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by unacceptable levels of pollution.

Point vii of Core Policy 57 of the Wiltshire Core Strategy requires new development to have regard to the compatibility of adjoining buildings and uses, regard to the impact on the amenities of existing occupants, and ensure that appropriate levels of amenity are achievable within the development itself, including the consideration of privacy, overshadowing, vibration, and pollution (e.g. light intrusion, noise, smoke, fumes, effluent, waste or litter). The potential for development to generate or be exposed to pollutants such as noise, air pollution, odour, vibration, light spill, and land contamination is therefore to be assessed against Core Policy 57. Additionally, Core Policies 55 and 56 of the Wiltshire Core Strategy (WCS) seek to ensure that development does not result in unacceptable impacts on the environment or the health and well-being of existing or future occupants. The Council's Air Quality Supplementary Planning Document (SPD) provides detailed guidance on assessing and mitigating air quality impacts, particularly in or near Air Quality Management Areas (AQMAs). Adopted policy CP57 also relates to impacts on amenity including

The above policies include considering the impacts on privacy, light, outlook and noise for both existing and future occupants.

The formation of a footpath has no amenity impact having regard to overlooking/loss of privacy, loss of light/overshadowing or overbearing impact/overall sense of enclosure to existing properties. The impacts in this case are limited to the use of the site as a temporary construction access, which will necessitate construction traffic through the residential area of Poole Road. This would include noise and disturbance and potentially pollution from traffic.

A number of third-party comments have been received regards the impact of the scheme on amenity and safety during the construction phase and these have been taken into account.

The Council's Public Protection officer has commented on the scheme and notes that comments that the working and delivery hours in the Interim Construction Traffic Management Plan are satisfactory and ask for these to be conditioned. However, more comprehensive measures for the control of emissions of noise and vibration, dust and dirt during both the demolition phase and construction phase are required. Whilst wheel washing is mentioned, no specific mitigation is proposed e.g. damping down. It is suggested that this can be covered by a condition requiring a construction method statement, providing for a description of the construction/demolition programme; the erection and maintenance of security hoarding; measures to control the emission of noise/vibration, dust and dirt during construction and demolition; the location of generators if used; delivery, demolition and construction working hours and a named person and telephone number for residents and LPA to contact in the event that complaints are received.

The concerns of third parties regarding amenity impacts have been fully considered. Subject to the recommended conditions, the proposal is considered to accord with the aims of policy CP57 and the PPG.

Impact on Historic Environment

The main statutory tests are set out within the Planning (Listed Building and Conservation Areas) Act 1990. Section 72(1) of the Act requires the Council to pay special attention to the desirability of preserving or enhancing the character or appearance of designated Conservation Areas.

Chapter 16 of the NPPF 'Conserving and enhancing the historic environment' sets out the Government's high-level policies concerning heritage and sustainable development. In particular: Paragraphs 212 of the NPPF requires "great weight" to be given to an asset's conservation "irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Paragraph 213 advises that harm to the significance of a designated heritage asset should require "clear and convincing justification". Paragraphs 215 & 216 require a balanced approach with any harm which would be caused being weighed against the potential public benefits which might be achieved. The Planning Practice Guidance provides guidance on interpreting the NPPF.

WCS CP 57 relates to design matters and indicates that a proposal should respond to the value of the natural and historic environment and be sympathetic to and conserving historic buildings and landscapes. WCS CP58 indicates that the conservation of the historic environment' requires that designated and non-designated heritage assets and their settings will be conserved, and where appropriate enhanced, in a manner appropriate to their significance and encourages proposals which improve the condition of heritage assets at risk.

The Malmesbury Conservation Area lies to the south-east at a distance of approximately 250m and the nearest listed buildings are located within the Conservation Area. It is considered that the nature of development would not cause harm, or any demonstrable impact on the built heritage in the locality.

The Council's archaeological advisor commented on the main application for school expansion, confirming that the archaeological potential of the proposed development area has been sufficiently characterised by work undertaken for other developments which has shown it to be of low archaeological potential. No further comments have been made in respect of this application. Given the relationship of the site to the main application and the limited area of the site, officers are satisfied that no further archaeological mitigation needs to be undertaken either prior to determination of this application or as a condition of any planning consent which may be granted.

The proposal therefore accords with the aims of the NPPF and policy CP58 of the WCS.

Landscape Impact

Chapter 15, paragraphs 187-191 of the NPPF relates to landscape matters. In particular paragraph 189 states that "great weight" should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and National Landscapes which have the highest level of protection. Paragraph 190 indicates that permission should be refused for major development within National Parks, and National Landscapes other than in

exceptional circumstance, and where it can be demonstrated that the development is in the public interest.

The Planning Policy Guidance (PPG) also confirms that in exercising or performing any functions in relation to, or so as to affect land in National Parks and National Landscapes, Local Planning Authorities must seek to further the purposes for which these areas are designated as outlined in the relevant Acts, and the Countryside and Rights of Way Act 2000 as amended.

Core Policy 51 of the Wiltshire Core Strategy (WCS) requires that development protects, conserves, and where possible enhances the character and quality of Wiltshire's landscapes. In line with the NPPF and PPG, particular weight is given to proposals that may affect National Landscapes (formerly Areas of Outstanding Natural Beauty), locally valued landscapes, and the sensitive edges of settlements. WCS Policy CP57 and the adopted Wiltshire Design Guide SPD (2024) provides further guidance on integrating development into the landscape. The Council's Green & Blue Infrastructure Strategy (2022–2030) also supports the protection and enhancement of landscape character.

The site is not within a designated landscape or Green Belt designation, however the edge of the Cotswolds National Landscape (formerly AONB) lies at a distance of less than 1 km to the west of the site. The context for the site is that it now forms part of the urban area characterised by the recent housing development and existing school building.

The Council's Landscape officer has raised no objections to the proposed development. In carrying out its duties, the Local Planning Authority concludes that the proposed development does not have any potential to directly or harmfully impact upon the Cotswold National Landscape or its setting. It is therefore confirmed that Section 85 of the Countryside and Rights of Way Act (2000), (CRoW Act 2000), as amended by Section 245 (protected landscapes) of the 2023 Levelling up and Regeneration Act (LURA 2023) is not a relevant material planning consideration that the LPA needs to further consider during the determination of this planning application for the scale and nature of development proposed at this location. In this regard, Wiltshire Council as a 'Responsible Authority' under Section 85 of the CRoW Act 2000 (as amended) has considered the potential for this development to impact upon the statutory purpose and function of the Cotswolds National Landscape and its setting and concluded there is unlikely to be any conflict or harm.

The proposal is not located in a Green Belt/Special Landscape Area/National Landscape and is considered to have an acceptable impact in its landscape setting. It is concluded that the proposal accords with the aims of the NPPF, other biodiversity related guidance and the adopted WCS policies CP51

Loss of Agricultural Land (Best and Most Versatile Land)

The National Planning Policy Framework (NPPF) sets out the requirement to protect agricultural land from unnecessary development. Chapter 15, paragraph 187(b) recognises the economic and other benefits of BMV land. Some guidance is also contained in the PPG at Paragraph: 001 Reference ID: 8-001-20190721

The site is located on grade 4 agricultural land. Best and most versatile agricultural land refers to land classified as Grade 1, Grade 2, and Grade 3a, according to the Agricultural Land Classification system. These are considered the most productive and sustainable land for farming and food production. The loss of such land for non-agricultural purposes, particularly development, is therefore a significant concern in planning policy. The proposal does not result in the loss of Best and Most Versatile Agricultural Land. The proposal therefore accords with the aims of the NPPF/PPG.

Ecology and Biodiversity

In accordance with national policy and guidance, including the NPPF (Chapter 15: Conserving and Enhancing the Natural Environment, paragraph 187 indicates that developments are required to minimise impacts on, and provide net gains for biodiversity, including by establishing coherent and resilient ecological networks, and incorporate features which support priority species. Paragraphs 193 and 194 relate to principles to be used when determining applications, and paragraph 195 of the NPPF indicates that the presumption in favour of sustainable development does not apply where a plan or project is likely to have a significant effect on a habitats site, unless an appropriate assessment has concluded that the proposal would not adversely affect the integrity of the habitats site. Legislation requires that all major developments submitted since February 2024 deliver a minimum of 10% biodiversity net gain.

Core Policy 50 of the Wiltshire Core Strategy (WCS) seeks to conserve and enhance biodiversity across the county. It requires that development avoids harm to ecological assets and delivers some biodiversity net gain (BNG) improvement, in line with the statutory requirements of the Environment Act 2021.

The Council's Green & Blue Infrastructure Strategy (2022–2030) sets out a strategic framework for protecting and enhancing Wiltshire's natural capital. It identifies priorities for habitat connectivity, ecosystem services, and nature recovery, and encourages development that contributes positively to these objectives.

The Council's ecologist noted that the site comprises unmanaged tussocky grassland and hedgerow where it is proposed to construct a new path.

Protected species and habitats

The site does not appear to be directly within any European designated sites, nor any of their consultation/buffer zones. The surrounding area is likely suitable for use by foraging and commuting bats, as the site backs onto a grassland field to the south, a line of trees to the north, and fields and residential areas in the wider landscape. The footpath will be illuminated by bollard lights which, although these will cause some light spill onto the bordering hedgerow to the north, will have limited upward light spill and use a warm white colour temperature. These lights should be controlled to remain off, or dimmed, when not needed during core hours. The proposed addition of native hedgerow along the eastern border is welcomed and will help to compensate any residual impacts of light spill upon the existing northern hedgerow.

No other significant impacts upon protected species are anticipated, and the ecology report sets out appropriate precautionary measures. These should be adhered to and secured via a condition.

Biodiversity Net Gain

Under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) this application is required to deliver 10% Biodiversity Net Gain (BNG). The Biodiversity Gain Plan condition will automatically apply if approval is forthcoming. A completed statutory metric calculation, condition assessments and maps (Preliminary Ecological Appraisal, IES Consulting, February 2026; Biodiversity Net Gain Design Stage Report, IES Consulting, March 2026; Statutory Biodiversity Metric, Daisy Bradley-White, April 2026) stating the baseline and predicted post-development biodiversity units of the site have been submitted. The pre-development (baseline) situation is summarised as On-site pre-development (baseline) biodiversity value 0.29 Habitat units, 0.25 Hedgerow units and 0.00 Watercourse units. There are no irreplaceable habitats on-site and no habitat degradation has occurred. This is accepted as accurate based on the information submitted. Confirmation of how the development will achieve BNG is a post-determination matter, however, consideration should be given to how any proposed BNG will be secured. The proposed enhancements and creation of wildflower grassland, hedgerow and individual trees are welcomed. When submitting the gain plan, consideration must be given to the target conditions and impacts of light spill.

The Council's Arboricultural Officer raises no objections provided the works are carried out in compliance with the Arboricultural Impact Assessment incorporating Tree Survey, Arboricultural Method Statement and Tree Protection Plan dated 2nd April 2026.

No objection is raised subject to compliance with the submitted documents. The proposal therefore accords with the aims of the NPPF, other biodiversity related guidance and the adopted WCS policies CP50 & CP52.

Flood Risk and Drainage

Chapter 14 paragraphs 170 – 182 refers to this matter. In particular paragraphs 174 - 178 outline the sequential test and indicate that if it is not possible for the development to be located in areas with a lower risk of flooding (taking into account wider sustainability development objectives), then the exceptions test can be applied. Paragraph 180 indicates that where applications come forward on allocated sites through the sequential test, then applicants need not apply the sequential test again. However, the exception test may need to be reapplied if relevant aspects of the proposal had not been considered when the test was applied at the plan making stage, or if more recent information about existing or potential flood risk should be taken into account.

Paragraph 181 of the NPPF makes clear that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:

- a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;
- b) the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment;
- c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;
- d) any residual risk can be safely managed; and
- e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.

Core Policy 67 of the Wiltshire Core Strategy (WCS) requires that development avoids increasing flood risk and incorporates appropriate mitigation measures. Development proposals located within Flood Zones 2 or 3 must be subject to the sequential test, and where necessary, the exception test, to ensure that more vulnerable uses are directed to areas of lowest flood risk.

The Council's mapping data application indicates that the site lies predominantly within Flood Zone 2 and to a lesser extent within Flood Zone 3.

The Council's Drainage Team (acting as the Lead Local Flood Authority (LLFA)) have been consulted on this proposal, and a summary of the comments/issues is provided below

The application has been supported with a Site-Specific Flood Risk Assessment (FRA). It should be noted that our comments below are reliant on the accuracy and completeness of the FRA and we do not take any responsibility for incorrect data or interpretation made by the authors.

According to the Design and Access Statement:

The site comprises part of a south-sloping topography, falling from approximately +72.15 AOD at the middle of the boundary fence with Malmesbury Primary School, to the water level of the Tetbury Avon (river) at +70.79 AOD, about 53m away.

The entire application site lies within River Flood Risk Zones 2 and 3. In addition, part of the southern area falls within the Low- and Medium-risk Surface Water Flood Zones (1% annual probability).

Construction vehicles will access the site from the east, via the existing school car park, before travelling along a new temporary haul road to the south of the school. Once construction is complete, this temporary haul road will be narrowed and resurfaced to form a new pedestrian footpath.

It is not proposed to provide positive drainage to the footpath, and instead surface water will shed on to the adjacent grass area. the scheme is inherently low risk from a surface water drainage perspective.

The haul road is temporary, and its levels will be broadly consistent with the existing ground to minimize disruption to the surrounding site.

During the construction period, the contractor will implement appropriate surface water management measures, including collection, diversion, and treatment as necessary, to ensure that runoff is of sufficient quality.

The Drainage team have raised no objection on the grounds that the proposed works are minor in nature and will not result in a significant increase in impermeable area or corresponding flood risk when compared to the existing baseline scenario.

The proposal therefore accords with the aims of the NPPF, other biodiversity related guidance and the adopted WCS policies

Planning/tilted balance

At the heart of the NPPF, there is a presumption in favour of sustainable development. This section of the report considers the overall planning balance, weighing the identified benefits of the proposal against any harm, in order to assess whether the development complies with the development plan when read as a whole, or whether other material considerations justify a departure.

Benefits of the Proposal

Sustainable Location and Connectivity

Paragraphs 110 & 115 of the NPPF are considered key policies in the planning balance. They encourage sustainable patterns of growth and transport modes, as does local planning policy, including the Wiltshire Local Transport Plan and LCWIP. The provision of the new footpath further enhances connection with the open space and facilitates pedestrian and cycling thereby contributing to health and well-being

- **Benefit:** The proposal provides connectivity through a new public footpath to the south of the school boundary providing an enhanced cycling and pedestrian link from east to west which would benefit the school and general public.
- **Weight:** Significant weight.

Socio-Economic Benefits

The proposal will generate modest economic benefits during the construction through direct employment in the construction sector. These benefits align with paragraph 85 of the NPPF.

- **Benefit:** Economic uplift through construction
- **Weight:** Limited weight

Identified Harms

Amenity impacts

NPPF Paragraphs 135 and 139 are a key policy and support the good visual attractive design of schemes which add to the overall quality of the area, as do the National Design Guide, and the adopted Wiltshire Design Guide and policy CP57.

- **Harm:** Temporary use of footpath as construction access through residential area.
- **Weight:** Limited weight due to being temporary.

Highways/Traffic/Safety Impact

Paragraphs 110 & 115 of the NPPF are considered key policies under footnote 9. They encourage sustainable patterns of growth and transport modes, as do adopted transport policies of the WCS.

- **Harm:** Increased traffic generation, congestion and highway safety risks during temporary construction phase.
- **Weight:** Limited weight.

Neutral Impacts

In assessing the overall planning balance, it is also important to identify those aspects of the development that are considered to be policy-compliant and acceptable, but which do not result in either a net benefit or harm. The following elements are afforded neutral weight in the planning balance, as they represent the baseline expectation for sustainable development in accordance with the development plan and national policy:

Landscape impact
Ecological impact/mitigation
Flood risk/Drainage Strategy

Conclusion

The proposed development lies adjacent to the defined settlement boundary of Malmesbury, as set out in the Wiltshire Core Strategy. Policy 1 of the Malmesbury Neighbourhood Plan seeks to secure improved pedestrian links from the housing allocation to the west of the school to the town centre. In principle, the proposed footpath is therefore consistent with the aims of the MNP and with the principle of Core Policies CP1, CP2 and CP32 of the Wiltshire Core Strategy, which direct development to sustainable locations within defined limits of development, unless otherwise allocated through neighbourhood plans. The MNP policy establishes the acceptability of footpath development in spatial terms, and the proposal is therefore appropriately located to serve the housing expansion and existing residents within the Market Town of Malmesbury, whilst providing connectivity to the wider rural setting via existing adopted footpath routes and public rights of way, which was not secured through the permission for the housing allocations.

Potential harm has been identified in relation to the temporary impacts from construction traffic across the route of the footpath, in particular at Poole Road and its junction with Tetbury Hill. However, the Council's highways officer is satisfied that highways and safety impacts can be

properly considered through a comprehensive Construction Traffic Management Plan, which will include measures suggested by the Public Protection Officer to safeguard the amenity of residents. As such, the harmful impacts are temporary and can be appropriately mitigated and secured by condition. Given the temporary nature of construction impacts on amenity and highway movements, this issue is afforded limited weight in the planning balance.

These harms are balanced against the following benefits:

- The site's sustainable location and compliance with Neighbourhood Plan policy, which affords improved access and connectivity to services and public transport for pedestrian and cycling modes of travel for residents and the wider public. This is afforded significant weight.
- Economic benefits associated with construction (limited weight).

Taken together, the benefits of the proposal cumulatively outweigh the identified, temporary harms, which are limited in extent and significance through the use of conditions to secure appropriate mitigation measures.

Accordingly, it is recommended that planning permission be granted, subject the imposition of appropriate planning conditions.

RECOMMENDATION: That planning permission be GRANTED, subject to the planning conditions listed below.

Conditions

1 TIME LIMIT FOR COMMENCEMENT

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 APPROVED PLANS

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

Footpath - Landscape General Arrangement - 13086-LUC-XX-XX-DR-L-0008-S2-P04 (LUC, April 2026),

Landscape General Arrangement & School Extension Proposals - 13086-LUC-XX-XX-DR-L-0009-S2-P02 (LUC, April 2026),

Demolitions Plan - 13086-LUC-XX-XX-DR-L-0115-S2-P03 (LUC, April 2026),

Tree and Vegetation Removals Plan - 13086-LUC-XX-XX-DR-L-0121-S2-P02 (LUC, April 2026),

Existing and Proposed Elevations - 13086-LUC-XX-XX-DR-L-0602-S2-P02 (LUC, April 2026)

Existing and Proposed Section - 13086-LUC-XX-XX-DR-L-0603-S2-P02 (LUC, April 2026)

Footpath Lighting Layout (Daniel Connal Partnership).

Planning Statement (LUC, April 2026)

Flood Risk and Drainage Constraints (akt II, 10/04/26), Design and Access (LUC, March 2026)

Biodiversity Net Gain Design Stage Report (IES Consulting, March 2026)

External Lighting Strategy Statement (Daniel Connal Partnership, April 2026),

Arboricultural Impact Assessment (SJ Stephens Associates, 2nd April 2026, no: 2366)

Biodiversity Net Gain metric

Preliminary Ecological Appraisal (IES Consulting, February 2026, IES/2025/134/Version 3.0).

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

3 ECOLOGY COMPLIANCE

The development shall be carried out in strict accordance with the following documents:

- Preliminary Ecological Appraisal, IES Consulting, February 2026
- Biodiversity Net Gain Design Stage Report, IES Consulting, March 2026
- Statutory Biodiversity Metric, Daisy Bradley-White, April 2026
- Footpath Lighting Layout, Daniel Connal Partnership, March 2026
- External Lighting Strategy Statement, Daniel Connal Partnership, April 2026
- Footpath – Landscape General Arrangement, LUC, March 2026, P04

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

4 ARBORICULTURAL COMPLIANCE

The development shall be carried out in accordance with the Arboricultural Impact Assessment incorporating Tree Survey, Arboricultural Method Statement and Tree Protection Plan dated 2nd April 2026.

REASON: To ensure the protection of existing trees in the interests of visual amenity.

5 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

No commencement of site operations shall occur on site (including any works of demolition), until a Construction Management Plan (CMP), together with a site plan, has been submitted to and approved by the Local Planning Authority. The approved shall include but not be limited to:

1. Construction/demolition phasing plan and programme;
2. Details of parking provision for vehicles of site operatives and visitors; Number and size of delivery vehicles/construction vehicles/site operative vehicles and visitor vehicles;
3. Full vehicle tracking details for all identified delivery vehicles, including routing that accommodates site access junctions from a public highway, internal routing and on-site turning facilities and associated requirements;

4. Details of loading/unloading and storage of plant and materials used in construction and demolition associated with the development;
5. Measures to control the emission of noise/vibration during construction and demolition, including the location of generators if used;
6. No burning of materials shall occur within the construction site;
7. Details of wheel washing facilities and additional measures to control the emission of dust and dirt during construction;
8. Details of a scheme for recycling/disposing of waste resulting from demolition and construction works (including site storage, transportation and material specification);
9. Measures for the protection of the natural environment (including but not exclusive to tree protection, protection of grasslands and waterways);
10. Hours of construction and demolition shall be limited to 0800 to 1800 hrs Monday to Friday, 0800 to 1300 hrs Saturday and no working on Sundays or Bank Holidays;
11. Details of hours of delivery access to and from the site including off-site delivery waiting location and dwell time;
12. HGV routing plan including network signage details and programme for implementation;
13. Details of vehicle log and means of recording vehicle details associated with deliveries to and from the site;
14. Measures to ensure Pedestrian Safety and site security including full details of security/Heras fencing and alternative means to segregate construction traffic from pedestrians/cyclists and necessary security cameras positioning and field of view;
15. Details of necessary controlled pedestrian crossing points within the development site and on the highway network;
16. Details of temporary/permanent Traffic Regulation Orders required to protect HGV routes from indiscriminate parking and local residential areas from overspill parking as a result of construction/demolition activities;
17. Prior to commencement of on-site operations, a pre-condition and post-condition photo dilapidation survey of the highway network within extents to be agreed with the Local Planning Authority shall be carried out, submitted to and agreed with the Local Planning Authority. Any identified damage related to the development shall be corrected to the satisfaction of the LPA within 6 months of the development completion.
18. Full contact details of a named representative of the principal contractor for the LPA and residents to contact in the event of emergency or complain to be submitted to the LPA and residents of Poole Road and displayed in a prominent location on site hoardings.

The approved Construction Management Plan shall be adhered to throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved Construction Management Plan without the prior written permission of the Local Planning Authority.

REASON: To minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway and vulnerable user safety, during the construction phase of the development in compliance with Core Policies 57 and 62.

6 **SOFT LANDSCAPING**

All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the cessation of the use of the footpath route for temporary vehicular use or completion of the development whichever is the sooner; All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees, hedging or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local planning authority. All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

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

7 **EXTERNAL LIGHTING**

No external light fixture or fitting shall be installed within the application site other than in accordance with the lighting specifications, layouts, controls, and mitigation measures contained within the External Lighting Strategy Statement (April 2026).

REASON: To ensure that the impact of lighting is acceptable having regard to neighbouring amenity and protected species having regard to the appropriate Environmental Zone standards set out by the Institution of Lighting Professionals (ILP) Guidance Notes on the Avoidance of Obtrusive Light (GN 01/2021) and Guidance note GN08/23 "Bats and artificial lighting at night", issued by the Bat Conservation Trust and Institution of Lighting Professionals.

Informative

The applicant will need to enter into a S38 Agreement with the Highway Authority prior to commencement of development in order to facilitate the proposed footway works.