

APPLICATION FOR RESERVED MATTERS-PLANNING PERMISSION (MAJOR HOUSING) OFFICER REPORT

Date of Meeting	12 August 2026
Application Number	PL/2026/00135
Site Address	Land off Spitfire Road, Calne, SN11 8TE
Proposal	[1] Reserved matters approval for the demolition of existing structures and construction of 90 homes, with areas of open space, a play area, sustainable drainage infrastructure, internal roads, paths and parking areas, landscaping and associated works, plant and infrastructure. [2] The discharge of conditions: - 7 (Boundary with Abberd Farm), 8 (Surface Water), 9 (Surface Water), 14 (Construction Ecological Management Plan), and 18 (Noise Assessment) pursuant to outline planning permission ref:- PL/2022/07893
Applicant	Allison Homes
Town/Parish Council	Calne Town Council; Compton Bassett Parish Council
Electoral Division	Calne Rural
Type of application	Reserved Matters & Approval to Details
Case Officer	Scott Bailey, Local Planners Ltd for Wiltshire Council
Reason for the Application being reported to Planning Committee	Request by Cllr Ashley O'Neill

RECOMMENDATIONS:

[1] That Reserved Matters Permission be GRANTED subject to conditions.

[2] Approvals to Details GRANTED under conditions 7, 8, 9, and 18, subject to further 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 submitted details provide sufficient information to demonstrate that the proposal would fully comply with the relevant requirements of the Development Plan and the parameters established by the outline planning permission.

The application addresses each of the reserved matters and would result in a development that responds positively to the site and integrates satisfactorily with the adjoining settlement in terms of layout, scale, appearance, access and landscaping. The proposed scheme is considered to be well-designed and appropriate to its context.

No outstanding issues have been identified which cannot be satisfactorily addressed through the imposition of suitably worded planning conditions. Following consideration of all representations received, consultee responses, planning policy and other material considerations, including the planning history of the site and the scope of the application as one for approval of reserved matters, the proposal is considered acceptable.

Accordingly, the application is recommended for approval, subject to the conditions set out in this report.

The details submitted under conditions 7, 8, 9 and 18 are also considered acceptable, subject to further conditions.

PLANNING CONDITIONS

Conditions

The application is acceptable, subject to the conditions included within this report, covering the following matters:

1. (Strict Accordance)
2. WE23 (Parking Space & Access To Be Provided Before Occupation)
3. WD25 (Cycle Parking Facilities Implemented)
4. WE8 (No Fences / Walls / Gates)
5. WG4 (Disposal Of Sewerage -Implemented)
6. (Sustainable Energy)
7. (Dropped Kerb, Spitfire Road)
8. (Plots 1 &2)
9. (Tree Protection)
10. (New Trees In Public Open Space)
11. (Permeable Hard Landscaping)
12. (Swift Boxes)
13. (Materials)
14. (Bin Collection Points)
15. (Hard Surfacing)
16. (Landscaping Maintenance)
17. (Air Source Heat Pumps)

1. PROPOSED DEVELOPMENT SITE AND SURROUNDINGS

Site location



Drawing 0841-101, Allison Homes Ltd

Site description

The site consists of land to the south of Abberd Lane and east of Spitfire Road, Calne. Abberd Lane runs from close to the town centre in the west through to form the northern boundary of the site, where the lane links with Abberd Fields Farm and a commercial area to the east.

To the west of the site is Spitfire Road that has been the subject of various parcels of residential development in recent years. To the south of the site are further agricultural fields.

Immediately to the west, is Hurricane Drive, a recently constructed housing development (the Persimmon site).

To the east is Abberd Fields Farm and a commercial area to which one of the conditions in this report specifically relates.

In terms of the site itself, this comprises four agricultural fields with an adjacent attenuation pond, which collectively form a roughly rectangular site area totalling some 4.5ha. The fields themselves, as well as the site boundaries, are delineated by mature hedgerows. The site slopes in a general north-west to south-east direction, with the western corner at the Spitfire Road roundabout – which is included within the red-line boundary – being some 7m above the eastern corner.

A parcel of land within the general site boundary, located towards the western edge of the site at Spitfire Road, is excluded from this application site. That parcel of land has been promoted as a local retail/crèche facility, closely linked in spatial terms to this application site, but the subject of a separate planning application: that application, which was in full (reference no. PL/2023/10421), was allowed on appeal on 17 February 2025.

Access to the site is currently taken from the southwest via Spitfire Road, with an access spur off that highway having been created in connection with the attenuation pond.

There is cycle and pedestrian connectivity to the north of the site onto Abberd Lane. Bridleway (CALW56) runs along Abberd Lane at the northern edge of the site, and as the red-line boundary includes the land associated with the roundabout at the north-western corner of the site (Spitfire Road / Abberd Lane), that Public Right of Way crosses that north-west corner of the red line site area. The western edge of the North Wessex Downs National Landscape (formerly 'AONB') is some 1.3km from the site.

The land itself is recorded as being Grade 3 agricultural land, classified as 'good to moderate quality'. The site is in Flood Zone 1 and does not show as being at any risk of groundwater flooding based on the latest SFRA mapping data. The site is not within any conservation area and there are no listed buildings within close vicinity of the site – the nearest being Sands Farmhouse, some 0.5km to the south-east.

Site Photographs



View looking north from Hurricane Drive showing scrub to be retained and telephone lines to be undergrounded. July 2026.



View to the south over the attenuation pond. July 2026.

2. **PROPOSAL**

Application is made for approval of reserved matters following the grant of outline planning permission (on appeal) in February 2025 for:

'Residential development for up to 90 dwellings, associated works including infrastructure, ancillary facilities, play area and open space and landscaping. Construction of a new vehicular access off Spitfire Road and demolition of existing structures.' The outline planning permission, whilst referencing a new vehicular access off Spitfire Road within the description of development, identifies at condition 3 of the permission that all matters were reserved for future consideration. Therefore, the reserved matters are: 1) the access to and within the site; 2) the scale of the development; 3) the layout of the development; 4) the external appearance of the development; and 5) the landscaping of the site.

The discharge of the following conditions: -

7 (Boundary with Abberd Farm),

8 (Surface Water),

9 (Surface Water),

18 (Noise Assessment) pursuant to outline planning permission ref: - PL/2022/07893

3. **RELEVANT PLANNING HISTORY**

Proposal / Summary
PL/2022/07893. Outline planning permission was granted on appeal on 17 February 2025 for residential development for up to 90 dwellings, associated works including infrastructure, ancillary facilities, play area and open space and landscaping.

Construction of a new vehicular access off Spitfire Road and demolition of existing structures.
PL/2023/10421. Full permission was granted on appeal on 17 February 2025 for development of a new Local Centre comprising a Class E(f) day nursery and Class E(a) convenience store, with associated parking, access and landscaping (ADJACENT).
N/10/03389/FUL. Attenuation Pond, Access, Associated Sewers and Ancillary Development – Approved with Conditions (ADJACENT).

4. **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 50 Biodiversity and Geodiversity;
- Core Policy 51 Landscape
- Core Policy 52 Green Infrastructure
- Core Policy 55 Air Quality;
- Core Policy 57 Ensuring High-Quality Design and Place Shaping;
- Core Policy 61 Transport & Development;

New Wiltshire Local Plan

At Full Council on 19 May 2026, the elected members of Wiltshire Council agreed to withdraw the emerging Wiltshire Local Plan. The said Plan has no material weight for the purposes of the application.

In accordance with Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2026, on 30th June 2026 Wiltshire Council published a notice of

intention to prepare a new local plan for Wiltshire. The next stage is a Scoping Consultation which commences on 2nd September 2026. This plan is at a very early stage and currently carries no weight for decision making.

Neighbourhood Plan:

The Calne Neighbourhood Plan 2 made March 2025.
Calne Community Neighbourhood Plan Design Guidelines and Codes (2023)

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)

Other Relevant Policies and Documents:

- Wiltshire Local Transport Plan 2011-2026, adopted 2015 - including the Car Parking Strategy and Cycling Strategy, adopted 2015
- Wiltshire Local Cycling and Walking Infrastructure Plan (LCWIP)
- Wiltshire Council's Playing Pitch Strategy December 2024

5. SUMMARY OF CONSULTATION RESPONSES

WC Highways:

The application has been revised to reflect advice of highways officers and officers have now confirmed the application is acceptable subject to a planning condition regarding the reconsideration of the relationship between Plots 1 & 2 and the adjacent local centre site.

Highways officers are pleased to note that the applicant has provided the 2m footway adjacent to the attenuation pond and are satisfied that the planting has been chosen to minimise its impact on visibility for the parking areas and junctions.

The applicant has also provided dropped kerbs on Sandpit Road as requested.

No highway objections remain, subject to the roads, parking and active travel routes being provided as per the approved drawings and the following condition: No occupation shall commence until the dropped kerbs on Spitfire Road, as shown on Boundary Treatment Plan 0841-104, have been provided to the satisfaction of the Local Highway Authority. Reason: in the interests of pedestrian safety.

WC Rights of Way:

The Council's Rights of Way officer has suggested that a second link out onto Public Right of Way CBAS56A would greatly benefit residents of the proposed development. It is suggested that the second link should be positioned in front of plot number 38. This suggested second

link would halve the distance that residents of the development have to share Public Right of Way CBAS56A with vehicle traffic to the Hills Waste Solutions plant at Sands Farm, compared with using the access next to plots 12-17. It is further suggested that a path is installed parallel with Public Right of Way CBAS56A to provide segregation from vehicles.

WC Open Space: No comment.

WC Conservation: No comment, not within remit.

WC Archaeology: No comment.

WC Public Protection: (Noise) The Noise Assessment submitted is in line with the requirement of Condition 18 of the approved planning permission and officers have no comment to make in respect of this.

WC Landscape: Landscape officer notes the minimum specification required for trees in Public Open Space, as stated in the Wiltshire Design Guide, is 14-16cm girth extra heavy standard to reduce the potential impact of vandalism. Revisions sought. A planning condition is suggested to require this.

WC Ecology: No comment

WC Drainage: On considering revised plans, the LLFA is now content to support the application in terms of surface run-off and storm drainage.

WC Waste and Recycling: Representation made regarding refuse arrangement and the cost of supplying refuse facilities to serve the development.

Natural England: Natural England has no comments to make on this reserved matters application but stresses it has not assessed the merits of the application.

Environment Agency: Application reference no. PL/2026/00135 Application falls outside Environment Agency remit but stresses it has not assessed the merits of the application.

Wiltshire Swifts: Swifts in the UK are on the Birds of Conservation Concern (BoCC) Red List and are classified as Endangered on the IUCN Red List assessment of extinction risk for Great Britain. Their numbers declined by 74% since 1994. They are also listed by WSBRC as a Wiltshire Critical Species. WS is pleased to see the LEMP follows best practice of a ratio of one swift/universal brick per dwelling spread across the development as supported in local and national policy.

WS requests a planning condition ensuring at least one integrated swift/universal brick per dwelling (i.e. 90 integrated bricks) spread across this development. They note on page 15 of the LEMP the plan 3130-LEMP-F1 Rev 2 dated 20/12/25 should have 30 'swift' icons each representing a cluster of 3 bricks but in fact there are only 28 'swift' icons on the plan i.e. only 84 bricks. Details should be corrected and the location of the swift bricks should be clearly shown on an enforceable plan (e.g. site plan/technical elevation drawing) to ensure and enable compliance.

Parish/Town Councils:

Calne Town Council

- Layout and green infrastructure: The layout appears overly dense and lacks meaningful on-site usable green space. Under CCNP2 Policy H5, open space should be accessible, multifunctional and support recreation, wellbeing and biodiversity. The linear strip along Abberd Lane/Spitfire Road and the attenuation pond do not provide sufficient informal play, recreation or social space, and off-site green space across Spitfire Road does not compensate for this shortfall.
- Attenuation pond: The pond may support short dog-walking routes but offers limited recreational value and must be safely fenced and designed in accordance with SuDS best practice.
- Street scene and movement: The street layout does not appear to follow Design Code DC.02, particularly the expected arrangement of verges, pavements and front gardens. The scheme should improve pedestrian and cycle links, including safe routes through the site.
- Abberd Lane: As a well-used bridleway, Abberd Lane should be supported by extending the internal footpath to the far end of the development, improving access to the rural area beyond.
- Local character and density: Under Design Code DC.01, edge-of-town density should be reduced, and development should reflect local character. The houses raise limited concern, but the flats lack sufficient architectural detailing to integrate with the wider scheme.
- Pedestrian safety and connectivity: Under CCNP2 Policy GA3, safe pedestrian and cycle movement must be prioritised. Given the need to cross Spitfire Road and the cumulative impact of nearby development, a formal pedestrian crossing is essential before occupation.
- Island refuge: The proposed widening of the refuge island is welcomed but is not sufficient on its own to provide safe and accessible active travel routes.
- Highways, access and parking: The main access road must prioritise pedestrians and cyclists in line with Policy GA3 and DC.02. Concerns remain over tight radii, inadequate visibility splays for Plots 1 and 2, and missing turning splays. As the road may serve further development, it should be designed to a higher standard, including pavements on both sides.
- Parking strategy: The reliance on linear parking conflicts with CCNP2 by encouraging second vehicles to park on-street, reducing visibility and safety, and creating visual clutter that harms the streetscape.
- Climate change and sustainability: The Town Council welcomes air source heat pumps and EV charging at each plot under Policy C2. Solar PV would also be welcomed, as renewable energy is most cost-effective when installed during construction.
- Biodiversity and landscape: Under Policy NE2, the scheme must deliver local nature recovery benefits. Concerns include hedge loss without clear replacement habitat, unclear long-term maintenance, the need to confirm hedgehog highways, and street trees located in private gardens. Swift bricks and the dark corridor are welcomed,

but residential encroachment, lighting in the north corner and sensitive lighting solutions require further review.

- Community facilities: The nursery and local centre were treated at appeal as part of the combined development but are now described as a potential future neighbourhood centre. The Town Council seeks assurance that the nursery, local centre and a defibrillator will be delivered and not deferred or left for residents to fund later.
- Drainage and foul water: Under Policy C1, development must not increase flood risk on or off site. Concerns include existing sewage overflows, foul water entering a constrained system, the need for Wessex Water upgrades, and the lack of a final drainage strategy despite known waterlogging and downhill flow towards Abberd Brook.
- Noise: The noise assessment identifies the need for mitigation such as acoustic glazing and ventilated windows. Given proximity to Abberd Lane, the junction, playground and social housing, and possible increased HGV movements, homes must be future proofed rather than merely compliant at construction.
- Objects to the houses being built close to the landfill and the recurring toxic smell issue.

Following revisions to the scheme, the Town Council has commented as follows: -

- Calne Town Council remains concerned that new development is increasing pressure on local infrastructure, particularly transport and health services.
- However, it welcomes Allison Homes' constructive engagement on potential improvements should the scheme be approved.
- Following these discussions, the Council adds the following comments to its previous submission and strongly welcomes the proposed enhancements, including: -
 - Play equipment within the linear open space beside Abberd Lane;
 - Improved informal surveillance of the LEAP through hedge removal and replacement with small, preferably bare-trunk trees;
 - Removal of the Abberd Lane field gate and provision of a separate gate at the top to create a safer community route through the development, away from the byway used by waste vehicles;
 - A path beside the attenuation pond linking into the wider site, wide enough for a double buggy; a wider footpath near Plots 1 and 2 to improve visibility and pedestrian safety; hedgehog highways in rear gardens, reflecting the site's proximity to rural habitats;
 - A pedestrian crossing on Spitfire Road;
 - An improved street layout with verges and street trees; and an on-site defibrillator as part of the development's community provision.

Compton Bassett Parish Council

- The Parish Council's concern is not that new housing is unwelcome in principle, but that the cumulative pressure of successive developments in this part of Calne is placing an increasing strain on local infrastructure, roads, and services that has never been adequately addressed.
- The Council is concerned by the near-total absence of usable green space and any provision for children's play within the development. A development of this size will inevitably attract families with young children, yet nothing in the application makes adequate provision for their needs. Green space is not an optional extra; it is essential to the wellbeing of residents and to maintaining any meaningful connection between a new development and its surrounding landscape
- Flooding and drainage remain a serious concern. Parts of the parish are known to be susceptible to surface water flooding, and the cumulative effect of further hard surfacing in this area is likely to exacerbate existing problems for both new and existing residents. The Parish Council does not consider the drainage strategy set out in the application to be sufficient, and requests that an independent assessment of flood risk be carried out before the application proceeds any further.

Ward Councillor, Ashley O'Neill, Calne Rural

- The submitted reserved matters, by reason of the layout, scale, appearance, street arrangement, parking arrangement and relationship to public open space and the settlement edge, would fail to deliver a high quality, locally responsive and well-integrated form of development. The proposal would not create a strong sense of place or an appropriate transition to the rural edge of Calne, contrary to the design objectives of the development plan and the NPPF.

6. SUMMARY OF REPRESENTATIONS

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

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

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

Below is a summary of the representations received during the consultation period. Only material planning considerations have been considered in the assessment of this application. Non-material issues, such as property values or private legal disputes, cannot be considered in the determination process.

At the time of the completion of this report, ten (10) objections have been received from nine (9) individuals. No supporting comments were received. They raise the following summarised issues.

Letters of Objection

Total letters of objection received: Ten (10)

The following issues were raised: -

The Principle of Development

- The development will result in the loss of green space
- The scale, layout, external appearance, and landscaping of the development are reserved matters and should be determined by the local Planning Authority.

Transport and Highways Issues

- Extra traffic is a concern for Sandpit Road, which is already busy and experiences speeding.
- Each property should have EV charging.
- Pedestrian safety on Sandpit Road is compromised by dangerous conditions and overgrown hedges.
- Turning out of housing estates onto Sandpit Road is difficult during busy times.
- The proposed development will increase the number of cars on the roads, contributing to air pollution.
- Roads through new estates and onto main roads are narrowing, exacerbated by parking, which hinders traffic flow.
- Emergency vehicle access is impeded by vehicles parked randomly or opposite each other on narrow roads.
- Town-wide traffic congestion is worsening.

Infrastructure

- Doctors' surgeries are already at their limit, making it difficult to secure appointments.
- There is a critical lack of NHS dentists, forcing residents to travel significant distances.
- Local schools are overcrowded, with class sizes being the largest in years.
- The town's existing infrastructure, including healthcare and education, is insufficient to support further growth.
- The development does not respect the rural setting of the Plan Area, contrary to Calne Neighbourhood Plan 2 policy NE5.
- The development does not clearly benefit Calne, especially since housing targets have already been met.
- The impact on existing doctors' surgeries, dentists, childcare, and schools has not been fully assessed.
- The closure of the local HRC while the town is expanding and adding more users is illogical.

Scale

- The proposed housing density appears very dense and exceeds the Calne Neighbourhood Plan 2 guideline.

- The proposed density of 40 dwellings per hectare is unacceptable and does not align with the Calne Neighbourhood Plan 2's requirement for below 20dph.
- The Design and Access statement appears to have ignored the Calne Neighbourhood Plan 2 guidelines.

Disturbance and Amenity

- Construction activities will generate dust, impacting residents and their property.
- Construction noise, vibration, and prolonged hours will negatively affect residents, particularly those working from home.
- The development will exacerbate air quality issues in Calne, as identified in other recent applications.
- There are existing air pollution issues from the Lower Compton Landfill that are unsafe for future occupiers.

Letters of Support

Total letters of support received: None

The majority of the comments relate to the issue of available infrastructure, and traffic congestion. Design concerns such as pedestrian links and compliance with the Calne Neighbourhood Guidelines 2023 were raised in several representations.

7. 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 key considerations in the assessment of this Reserved Matters and Approval to details applications are as follows:

- The Principle
- Access to and Within the Site (Highway, Parking & Refuse)
- the Scale of the Development
- the Layout of the Development

- the External Appearance of the Development
- The Landscaping of the Site
- Drainage and Flood Risk
- Residential Amenity, Noise and Disturbance
- Other Relevant Issues

8. EXECUTIVE SUMMARY

Having regard to the development plan, the neighbourhood plan and other material considerations, the proposed reserved matters application is considered to be acceptable. The approvals to details applications are also considered to be acceptable.

Notwithstanding the above policy position and planning history, the proposal must also be assessed against material planning considerations, including the National Planning Policy Framework (NPPF), and any site-specific constraints or opportunities identified through the application process. The following sections of the report assess the proposal against such matters.

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.

The principle of the development at the site has been established through the grant of outline planning permission in February 2025 and it is only the detailed matters of access, layout, scale, appearance and landscaping which are able to be considered at this stage.

The outline planning permission includes a number of planning conditions that establish the parameters for the built form across the site. These conditions also specify the information that must be submitted as part of any reserved matters application. A summary of the relevant conditions is provided below:

Condition 2 (Reserved matters):

“Application(s) for approval of the reserved matters specified in Condition 3 below, shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.”

As this application was made in January 2026, it has been made within time.

Condition 3. (Reserved matters):

No development hereby permitted shall commence until details of the following matters (in respect of which approval is expressly reserved) have been submitted to, and approved in writing by, the Local Planning Authority: a) the access to and within the site; b) the scale of the development; c) the layout of the development; d) the external appearance of the development; and e) the landscaping of the site. The development shall be carried out in accordance with the approved details. The reserved matters shall be submitted as a single phase unless otherwise agreed by the Local Planning Authority through the submission of a phasing plan and the development shall be implemented in accordance with that approved plan.

The reserved matters have been submitted as a single phase and are assessed below.

8.1 PRINCIPLE OF DEVELOPMENT

Outline planning permission was granted on 17 February 2025 for the development of the site for 90 homes and associated works including infrastructure, ancillary facilities, play area and open space and landscaping. Construction of a new vehicular access off Spitfire Road and demolition of existing structures.

Under Section 91 of the Town and Country Planning Act 1990, outline planning permission grants permission in principle for the development, with reserved matters being determined at a later stage. The reserved matters must be in accordance with the principles and conditions set out in the outline permission.

As such, all issues related to the principle of developing the site for up to 90 residential units, including concerns regarding whether the application will overwhelm local facilities were addressed in the appeal decision granting outline planning permission in which the Inspector gave considerable weight to the benefits of the scheme in granting outline planning permission.

Whilst an access plan was submitted as part of the outline permission, access is still a reserved matter. As such all matters are reserved for determination in this application.

These reserved matters are: -

- a) the access to and within the site;
- b) the scale of the development;
- c) the layout of the development;
- d) the external appearance of the development; and
- e) the landscaping of the site.

This reserved matters application seeks detailed approval for: -

- 90 dwellings
- Public open space
- SuDS connections
- Landscaping
- Pedestrian, cycle and vehicular links
- Associated infrastructure.

90 dwellings are proposed of which 27 will be provided as affordable homes required through the s106. The proposed mix of dwellings is as follows:

Open Market:

2 bed house 6
3 bed house 33
4 bed house 24
TOTAL: 63

Affordable Rent:

1 bed flat 6
2 bed house 5
3 bed house 4
4 bed house 1
TOTAL: 16

Shared Ownership:

2 bed house 6
3 bed house 5
TOTAL: 11

Combined Overall:

1 bed flat 6
2 bed house 17
3 bed house 42
4 bed house 25
TOTAL: 90

The development is predominantly family housing, with:

- **6 (7%)** one-bedroom flats
- **17 (19%)** two-bedroom houses
- **42 (47%)** three-bedroom houses
- **25 (28%)** four-bedroom houses

The scheme is therefore strongly weighted towards 3- and 4-bedroom family homes, which together account for 67 dwellings (74%) of the total development, while also providing a

range of affordable housing products through both Affordable Rent and Shared Ownership tenure options.

Housing Tenure

This application adheres to the outline planning permission and associated legal agreement and drawing 0841-111 revision B, entitled Affordable Housing Plan, sets out which units are being delivered as affordable. This would be as follows: 63 market sale homes, 11 shared ownership homes, and 16 affordable rent homes.

Two differing affordable housing layout plans were submitted in the application, one of which shows a 100% affordable housing allocation which is outside the scope of the approved outline planning permission. Officers understand that the Applicant has been in discussion with Homes England regarding the housing tenure in which a 100% affordable housing scheme has been contemplated. The applicant has now withdrawn the 100% plan, but nonetheless it reflects a possible future alteration to the scheme.

Officers have advised that a deed of variation would be required to the associated legal agreement if discussions with Homes England led to a satisfactory underwriting of the 100% affordable housing scheme.

Planning Contributions

The outline permission and associated legal agreement provides for the following planning contributions: -

- Highways contribution (£1,000 per dwelling)
- Waste and Recycling contribution (£101 per dwelling)
- Off Site Sports Pitches contribution (£24,840)
- On-Site LEAP under provision (£6,480)
- This equates to a total value of £130,410.

The design of the LEAP is to be agreed by the Council under the provisions of the associated S106 agreement.

6.2 Reserved Matter: - Access to and Within the Site

Policy Context (Highway Safety and Parking)

The NPPF covers this matter in Chapter 9. Paragraphs 110 and 115 are “key policy” for the purposes on paragraph 11d footnote 9 and indicate that significant development should be focussed on 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.

Core Policy 61 (WCS) requires that applications demonstrate: "...ii. That the proposal is capable of being served by safe access to the highway network. iii. That fit for purpose and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development. Core Policy 62 (WCS) requires that: "Developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages."

Reserved Matters Context

For the purposes of considering a reserved matters application, access means the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network. Planning Practice Guidance; Paragraph: 006 Reference ID: 14-006-20140306. This reserved matters application now seeks detailed approval of access.

When the outline consent was granted at appeal, both the application site and the local centre site, which lies within it, were determined at the same time as a shared access. This gave detailed consent for the same vehicular access in full for the local centre site, but only in outline for the housing outline permission.

The existing site is served by an existing bellmouth junction perpendicular to Spitfire Road and a track linking it to Abberd Lane with a closed gated access. The surrounding highway network is characterised by low-traffic single carriageway serving the adjacent housing estates.

The proposal would result in a new bellmouth junction in the same location, with pedestrian facilities linked to the track leading to Abberd Lane, where the gate would then be removed, providing an informal pedestrian crossing from within the site to Abberd Lane. This access, which is shared with the local centre site, is wider where it serves both sites and then becomes a narrower road to serve just the housing. There would be a cycle route via the Main Street into the development which is segregated from the carriageway. Pedestrian links across Spitfire Road would be improved with two informal crossings and a further informal crossing on Abberd Lane.

Car parking is provided throughout the development with the majority being on-plot parking. There is a small parking court near to the apartment building, but this is limited in quantum. The application was revised in June to provide further information on visibility splays as well as two tactile crossings on Spitfire Road. Visibility splays are now acceptable to the Highways officer. Frontage car parking has also been redistributed to introduce more landscape buffers.

This change was made to address comments by the Highways Officer and Calne Town Council that visitor parking should be off carriageway as much as possible.

The Council Highways Officer has also noted that the applicant has provided a 2m footway adjacent to the attenuation pond with planting that has been chosen to minimise its impact on the visibility for the parking areas and junctions. This also addresses a specific concern of Calne Town Council.

Facilities for pedestrians also include the removal of the Abberd Lane field gate and provision of an informal crossing to create a safer community route through the development, away from the byway used by waste vehicles. This is considered to be an improvement for pedestrians.

The applicant has also agreed to provide dropped kerbs on Sandpit Road as requested, and this is to be secured via a planning condition.

Most of the road network will be put up for adoption, and an adoption plan is provided indicating the extent of the adoption of roads and sewers. This provision is deemed acceptable by the Council Highways Officer.

Parking is provided at a rate of: - two spaces per two to three bedroom and three spaces for the four-bedroom homes. The Council's Highways officer has confirmed this rate of parking is in line with the LTP3 parking standard.

EV parking is provided for each dwelling. This again accords with the provisions within the Calne Neighbourhood Plan and the 2024 Wiltshire Design Guide.

Cycle parking is provided on plot for each dwelling. The cycle parking will be provided within sheds serving the plots.

Assessment

Turning now to concerns raised during the public consultation. A number of representations relate to highways and access issues. These are listed below.

- Extra traffic is a concern for Sandpit Road, which is already busy and experiences speeding.
- Pedestrian safety on Sandpit Road is compromised by dangerous conditions and overgrown hedges.
- Turning out of housing estates onto Sandpit Road is difficult during busy times.
- The proposed development will increase the number of cars on the roads, contributing to air pollution.
- Emergency vehicle access is impeded by vehicles parked randomly or opposite each other on narrow roads.
- Town-wide traffic congestion is worsening.
- Roads through new estates and onto main roads are narrowing, exacerbated by parking, which hinders traffic flow

It is considered that the development will not elevate highway safety risks. In fact, the reserved matters design provides safe pedestrian links which are currently not available by allowing cycle and pedestrian transit through the site and adding three informal crossings over Spitfire Road and Abberd Lane and a widened refuge. By providing adequate parking for each property including areas where visitors may park off carriageway, the reserved matters design would be unlikely to impede traffic including for emergency vehicles.

Issues relating to the intensity of traffic are matters that have already been decided under the grant of outline permission where similar concerns were raised.

The WDG 2024 seeks a well-designed and connected network that gives all people the maximum choice in how to make their journeys. This includes by public transport, walking, cycling and by car.

Taking the above matters into account the proposal is considered to comply with policies CP60, CP61, CP62 and CP64 to the Wiltshire Core Strategy, the Neighbourhood Plan, the Wiltshire Local Transport Plan 2011-2026 (including the respective car parking and cycling strategies) and other associated national guidance.

The Council's Waste Management Team has raised no objection in principle to the development subject to the imposition of a waste management planning condition that would secure appropriate pick up and drop off distances: 25m for residents and 10m for collection operatives. The Council's Highway Officer has reviewed the visibility and displays information provided in the June revisions and raises no objection in terms refuse trucks. An informative will be added to remind the developer to engage with the waste Management Team when the development moves forward.

Representations have focussed on whether local pedestrian facilities are adequate and whether the intensity of traffic generation might be excessive or dangerous.

Officers have resolved a number of concerns raised by securing better informal pedestrian access, providing a link between cul-de-sacs, achieving a footpath that runs to the north of the attenuation pond, and widening a pedestrian refuge near the existing roundabout.

That said, officers take the view that: -

- The proposed access arrangements would be safe and suitable for all users;
- The impact on the capacity of the local and wider highway network would be acceptable and would not result in severe residual cumulative impacts;
- The proposal makes appropriate provision for sustainable modes of transport, including pedestrian, cycle, and public transport connectivity; and
- Any identified impacts can be adequately mitigated through the proposed highway works which can be governed by planning conditions and the terms of future agreements under sections 38 and 278 of the Highways Act 1980

Officers have sought and achieved revisions that seek to address the concerns raised by the representors and the town Councils. Although the Local Highways Authority does not believe signalised crossings are necessary in this location, the provision by the applicant of three informal crossings throughout the development and the foot and cycle ways is likely to provide an acceptable design for access as required by the reserved matters condition.

Accordingly, the proposal is considered to accord with the aims of the NPPF, including paragraphs relating to highway safety and capacity, and Wiltshire Core Strategy policies CP60–64, together with any relevant local or neighbourhood plan policies.

6.3 Reserved Matter: the Scale of the Development

Reserved Matters Context

Scale refers to “the height, width and length of each building proposed within the development in relation to its surroundings.” (Planning Practice Guidance: Paragraph: 006 Reference ID: 14-006-20140306)

The scale of development is governed by the quantum of housing that was approved in the outline consent. The majority of the site is two-storey housing with a three-storey apartment block in the northern part of the site.

The scale of the dwellings has been designed to reflect the location of the site and its adjoining uses and ecological areas.

The application site achieves a net density of circa 40 dwellings per hectare. The overall density for the site was approved in the granting of the outline approval, which was for up to 90 dwellings, so the proposal is in line with the permission.

During the appeal that gave outline permission for the development, no landscape and visual impact issues were raised, and therefore the scale and density of the development were not matters of contention.

Plot lengths and widths are in keeping with the context of a modern housing development and more notably, with the surrounding area. This all ensures that the development fits well into the development site. It makes efficient use of the land whilst ensuring the proposal does not appear cramped or overdeveloped. Each garden is also at least as large as its house building plot to accord with WDG 2024, Expectation 9.2.2.

Representations have argued that, Policy DC.04 of the Calne Neighbourhood Plan Design Guidelines and Codes 2023 suggests a density of 20 dwellings per hectare is appropriate for sites on the edge of settlements. However, this view is superseded in planning policy terms and is not in line with the outline planning permission.

Policy Context

The Wiltshire Design Guide (WDG), a Supplementary Planning Document (SPD) and expands upon the Core Policy 57 (CP57) “Ensuring high-quality design and place shaping” in the Wiltshire Core Strategy. It was formally adopted by Wiltshire Council on 25th March 2024 and therefore has greater ‘development plan’ status under s 38A of the Planning Acts.

In section 4.4, the WDG aims to ensure the efficient use of land and provides density ranges for towns at between 30 and 55 dwellings per hectare. The WDG is the most recently approved guide, has been locally consulted on and is a key material consideration in the determination of planning applications.

Assessment

Taking account of the above points, it is considered that the scale of the scheme is acceptable with regards to the height, width and length of each building proposed in the development in relation with its surroundings. Furthermore, the scale of this scheme is very similar to other modern housing developments approved throughout Wiltshire and is also within the scope of the outline permission parameters.

In respect of scale, the scheme is considered to meet with the requirements of policy CP57 to the Wiltshire Core Strategy as well as relevant sections of policies in the WDG 2024.

6.4 Reserved Matter: the layout of the development

Layout refers to “the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.” (Planning Practice Guidance: Paragraph: 006 Reference ID: 14-006-20140306).

Reserved Matters Context

Outline consent was granted with the location plan and the Ecological Parameters Plans in 2025. The ecological parameters plan is a key document governing the scope of any

reserved matters layout because it seeks to conserve and enhance landscape and habitat features within the application site.

From a layout perspective the scheme has been designed to adhere to all the ecological parameters whilst ensuring that tree and hedge removal is limited.

Policy Context

The WDG 2024 seeks a well-designed and connected network that gives all people the maximum choice in how to make their journeys. This includes by public transport, walking, cycling and car. Policy GA3 of the Calne Community Neighbourhood Plan 2 prioritises walking, cycling and public transport.

The scheme provides for roads to serve the 90 dwellings, with those in key locations fronting out of the site and all other units fronting onto the access roads within the development.

This helps to ensure that the scheme is well considered, creates a sense of place and becomes a desirable development that accords with the local character.

The Main Street provides the primary route serving the development and is of a specific width to serve the Local Centre before reducing to 6.2m where serving just the housing. This street will provide access to a Secondary Street as well as direct access to on-plot parking and will be of sufficient width to contain on-street visitor parking.

The Main Street will link directly with existing bus stops on Spitfire Road providing easy access to public transport.

The Main Street will be formal in character with detached and semi-detached properties predominating supplemented by a consistent parking typology. It will be finished in tarmac and defined by tree lined frontages to one side with a footpath to the southern side and a footpath/cycle path running alongside the northern side of the carriageway.

A strong and consistent building line will form the street frontage. The revised design now shows grass verges on the primary street and tree planting which officers consider is likely to be attractive and well designed.

Assessment

To address the comments of the Council's Rights of Way officer, the revised scheme now shows two non-signalised crossings over Spitfire Road and another across Abberd Lane. These provide a choice of pedestrian walking routes to both the local centre site and the housing site from the north.

The Council's Highways Officer has considered the representation of Calne Town Council regarding pedestrian crossings. The Highway Authority does not believe that a formalised crossing, such as a zebra crossing, is appropriate in this location. The nature of Spitfire Road is such that it is possible for pedestrians to cross without this.

Given the increased flow of movement to and from the local centre, the highway officer has asked the Applicant to provide dropped kerbs with tactile paving on Spitfire Road approx. to numbers 2/10 to the north of the access and number 3 to the south (near the bus stops).

Following the Town Council's comment regarding the lack of a footpath on the southern side of the Main Street, revised plans now show a footpath between the road and the attenuation pond, which is to the satisfaction of the Council's Highways Officer.

Taking the above points into consideration, the submitted layout is now acceptable in terms of layout and complies with the above policies.

6.5 Reserved Matter: the External Appearance of the Development

For the purposes of assessing a reserved matters submission, 'appearance' means the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture. (Planning Practice Guidance: Paragraph: 006 Reference ID: 14- 006-20140306).

Policy Context

- Wiltshire Core Strategy, Core Policy 57 'Ensuring high-quality design and place shaping' (CP57)
- Wiltshire Local Plan Review - Pre-Submission Draft 2020-2038 (Regulation 19) (September 2023) (WLPR)
- Wiltshire Design Guide – Wiltshire Council Supplementary Planning Document adopted 25th March 2024 (WDG)
- National Planning Policy Framework (MHCLG December 2024) (NPPF)
- National Design Guide (MHCLG January 2021) (NDG)
- Building for a Healthy Life (Homes England June 2020) (referenced in the NPPF) (BfHL)
- Streets for a Healthy Life: A companion guide to Building for a Healthy Life (Homes England) (SFHL)
- Calne Community Neighbourhood Plan (Made March 2025) (CCNP)
- CCNP Design Guidelines and Codes (Final Report March 2023) (DGC)

Wiltshire Council's Core Strategy Policy CP57 'Ensuring high-quality design and place shaping': says that a high standard of design is required in all new developments, including extensions, alterations, and changes of use of existing buildings. Development is expected to create a strong sense of place through drawing on the local context and being complementary to the locality.

It seeks to enhance local distinctiveness by responding to the natural and historic environment, relating positively to its landscape setting and the existing pattern of development and responding to local topography by ensuring that important views into, within and out of the site are to be retained and enhanced. It seeks the retention and enhancement of existing important landscaping and natural features, (e.g. trees, hedges,

banks and watercourses), in order to take opportunities to enhance biodiversity, create wildlife and recreational corridors, effectively integrate the development into its setting and to justify and mitigate against any losses that may occur through the development responding positively to the existing townscape and landscape features in terms of building layouts, built form, height, mass, scale, building line, plot size, elevational design, materials, streetscape and rooflines to effectively integrate the building into its setting.

In terms of external appearance, the development the site has been split into two-character areas. The first character area, known as the Main Street, is the key east-west route from Spitfire Road. It has a strong, rational town character with a strong predominance of reconstituted stone facades.



Main Street Visualisation. Source: Allison Homes 0841-Street Scene, July 2026

Building heights are 2 storeys with a single 3 storey apartment building.

The second character area is known as Core Housing which has a materials palette more reflective of the local context. This area will have a varied density consisting of smaller attached forms (terrace or semi-detached) and larger detached properties to the northern and southern edges. Building heights will be 2 storeys. Revisions to the scheme now show a better termination of the internal vista of the Main Street from Spitfire Road.

The layout of the design seeks to maintain scrub and hedgerows which are considered to be important natural features. As revised, the proposal now includes better pedestrian flow through the site and verges incorporating street-trees have been included along the Main Street. This is considered to help define its status within the street hierarchy.

Revised information has also shown native hedge planting in front of almost all the properties to the satisfaction of the Council's Urban Design Officer.

Revised details have also widened the landscape buffer adjacent to Hedgerow 5 and also opposite plots 86 and 90 to the southern edge.

Added to this, further tree planting is shown along the main street and in front gardens and side strips. Further planting was requested around the edges of the development to help screen its visual impact. These details have been provided and are now acceptable to the Council's Urban Design Officer and comply with the ecological parameter plan within the outline planning permission and provide screening of the development in furtherance of policy CCNP Policy NE.

To minimise the appearance parking in the public realm, further planting has been provided in the planting layout with large shrubs (Silk Tassle Bush), ornamental planting and native species tree planting

Further layout amendments have provided surface pathways at the end of cul-de-sacs which is in furtherance of the BfL 2020 guidance.

In terms of garden size, WDG Expectation 9.2.2 requires the minimum garden area for all houses should be at least equivalent to the building footprint. The Council's Urban Design Officer has now confirmed this standard is met in the revised application.

Turning now to the design of the buildings and materials. Revised plans have been submitted to address the WDG expectation 4.2.8 which requires publicly visible corner buildings to have elevations designed as 'frontages' and have windows from habitable rooms in them. This standard has now mostly been met to the satisfaction of the Council's Urban Design Officer by the swapping of house types to those with flank wall windows.

The new homes will be constructed with a mixture of reconstituted stone facing materials, brickwork and render. Some of the houses are shown to have anthracite uPVC windows and dark coloured rainwater goods. Some are shown to have white uPVC. Some of the properties have horizontal banding.

Facing materials are likely to now be satisfactory and prominent buildings have matching return elevation treatments. In prominent locations, boundary walls have been included instead of fencing with close boarded fencing confined to areas that are not prominent in the public realm or shielded with planting or retained. Subject to a condition requiring the approval of building samples, this is likely to be of a satisfactory appearance.

Assessment

The development has had extensive input from the Council's Urban Design Officer. That said, there is an unresolved issue regarding the driveways within the scheme which are currently not specified.

Streets for a Healthy Life (SfHL) and Wiltshire Design Guide (WDG) Expectations 5.6.1 and 6.5.2 encourage varied surface treatments to create attractive, safe and legible street environments and to aid sustainable drainage. The Calne Neighbourhood Plan, Parts A and B seek, at policies C2, C3 and DC.03, sustainable drainage solutions to surface water run-off.

Officers therefore consider that a planning condition requiring a scheme for the permeable surface materials within the private drives would further these planning objectives.

Subject to this, the Urban Design Officer has confirmed the design is in line with the outline planning permission scope and the relevant applicable development plan policies.

A condition requiring strict compliance with the plans will also be applied to ensure design quality.

6.6 Reserved Matter: The Landscaping of the Site

For the purposes of assessing a reserved matters submission, 'Landscaping' means the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes: (a) screening by fences, walls or other means; (b) the planting of trees, hedges, shrubs or grass; (c) the formation of banks, terraces or other earthworks; (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and (e) the provision of other amenity features.

Policy Context

CP51 of the Wiltshire Core Strategy seeks protection, preservation and enhancement of landscape character. In particular, landscape proposals should and sensitive design should be conserved or where possible enhanced: -

- [1] The locally distinctive pattern and species composition of natural features such as trees, hedgerows, woodland, field boundaries, watercourses and waterbodies.
- [2] The locally distinctive character of settlements and their landscape settings.
- [3] The separate identity of settlements and the transition between man-made and natural landscapes at the urban fringe.
- [7] Tranquillity and the need to protect against intrusion from light pollution, noise and motion.
- [8] Landscape functions including places to live, work, relax and recreate.

Expectation 5.1 of the Wiltshire Design Guide 2024 requires a connected network of routes for all modes of transport and to ensure physical permeability between cul-de-sacs.

A comprehensive landscaping scheme is proposed and forms part of the reserved matters proposals.

A LEAP has been provided in the northeastern corner of the site in accordance with the requirements of the s106 agreement whilst protecting the existing access track that crosses the site. The S106 agreement also requires details of the layout equipment ownership and management of the LEAP to be approved by the Council. Its size is determined by the outline permission.

In terms of other areas of open space, the scheme has been designed to provide buffers to protect for ecological corridors as sought through the outline proposals. Such a design ensures that existing vegetation of high ecological value is retained, protected and enhanced.

The scheme includes biodiversity enhancements including bird boxes, bat boxes and hedgehog highways located within places least likely to be disturbed. (These are subject to a separate condition not considered here).

The existing attenuation basin located to the south of the development will serve the development. There will be extensive provision of plants and soft landscape across the site, which will benefit the quantity and quality of surface water discharged off site, and provide opportunities for enhancing the biodiversity and amenity value of the site.

The revised plans have greatly improved the scheme by including further tree planting and shrub planting to lessen the visual impact of the parking for the new homes. In addition, the landscape strategy shows a north-south avenue of large stature trees which link through the site with hedgerows planted to create clear sight lines through the site.

New pedestrian connections are formed in the northern part of the site to give access through the site to the northern section of Spitfire Road.

Reserved Matters Context

In the grant of outline planning permission (February 2025), it was demonstrated that a scheme for up to 90 dwellings could be accommodated on the site without giving rise to unacceptable harm to the landscape character of the area or to visual amenities, when assessed at a high level. The Inspector noted some limited harm to landscape but concluded that this would be outweighed by the characteristics and context of the site and the benefits of securing much needed housing for which there was substantial support.

The outline consent contains an ecological parameters plan which is the key approved document. This plan shows retained hedgerows in the north and southern aspects of the site and identified that the fence adjacent to Abberd Road should be inside the site so that the hedgerow is taken out of garden curtilages.

The application is submitted with a planning layout, a landscape layout, landscape and environmental management plan and planting schedule and specification. These were revised in June 2026.

The Council's Landscape Officer has commented that the revised plans and planting schedules are now acceptable and that further information has been provided regarding the management and maintenance of the landscaping as well as the planting schedules.

The Council's Landscape Officer has cautioned that the landscaping will need to show 14 – 16 cm extra heavy girth trees when planted in the public open space to comply with the WDG 2024.

A planning condition specifying the girth of trees in the Public Open Spaces will address the remaining concerns of the Council landscape Officer.

Assessment

The existing character of the area is that of a field surrounded by scrub and hedgerow with a gentle slope towards an attractive attenuation pond planted with reeds. It is surrounded by to the west and north by recently constructed new homes which are nestled behind protected and enhanced hedgerows and scrub interspersed with walking and cycling routes separated from the carriageway between housing developments.

Overall, it is an attractive edge of settlement location with high levels of landscape and visual amenity.

Officers believe that the landscaping proposals, taken together, are likely to offer a high-quality landscape with good levels of retention of existing perimeter hedgerows and trees. It is likely to be attractive and coherent. It is also considered to align with the approved ecological parameters plan and has been approved by the Council's Landscape Officer subject to a planning condition regarding tree girths.

Third-party representations have raised matters relating to the design of the scheme and its impact on the character of the area. These comments have been taken into account and generally relate to issues such as the use of grass verges and the provision of better pedestrian facilities. Revised drawings have provided design solutions to these outstanding issues with the design of the Main Street, its grass verges and the improvements to the landscape to lessen the appearance of parking.

The Council's Urban Design Officer has also reviewed the proposals and provided comments on the scheme in relation to landscaping and is content to raise no further objection because of the revisions discussed above.

Conclusion on Reserved Matters

The proposal therefore achieves the aims of the NPPF, National Design Guide, and Development Plan design policies and secures the objectives of the Calne Neighbourhood Plan (2) 2025 and the Design Guidelines 2023.

6.7 Climate change and sustainable design features

Policy Context

Chapter 14 of the NPPF (paragraphs 161–169) addresses climate change. Paragraph 163 requires proposals to consider the full range of potential climate change impacts, whilst paragraph 164 seeks to ensure that new development avoids increased vulnerability to such impacts and contributes to the reduction of greenhouse gas emissions. Paragraph 169 further advises that development should accord with any development plan policies relating to decentralised energy supply, and that the layout, orientation and design of buildings should seek to minimise energy consumption.

At the local level, Core Policies 41 and 42 of the Wiltshire Core Strategy seek to secure sustainable construction and low-carbon energy generation.

The proposed development has been designed to meet and exceed the sustainability standards set out in planning policy. The scheme adopts a fabric-first energy strategy, focusing on passive design principles to minimise energy demand. With heating and hot water provision being operated through Air Source Heat Pumps.

An energy plan has been submitted with the reserved matters application that shows the location of air sourced heat pumps. Equally the development will provide one EV charging point per home.

Assessment

Having regard to the above, the proposal is considered to broadly accord with national and local policy objectives relating to climate change and sustainable development. A planning condition is suggested to address the management and maintenance of the air source heat pumps proposed in this application and to secure the provision of the EV charging points that are proposed.

6.8 Impact on Amenity of Nearby and Approved Properties Condition 7 (Boundary with Abberd Fields Farm) & Condition 18 (Noise Condition)

Policy Context

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.

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

An application for approval of details has been submitted regarding the close boarded fence adjacent to Abberd Farm which would protect future occupiers from potential noise nuisance from activities at that site.

Representations have raised the issue of potential cumulative air quality deterioration as a result of the new homes. However, this matter has been dealt with in the grant of outline planning permission by the Inspector

The issue of residential amenity and noise is assessed below.

The Conditions Requiring Approval

Condition 7

The condition states that : -

“Prior to the occupation of any dwelling adjacent to Abberd Fields Farm, a scheme for the erection of a 2-metre-high close boarded fence, including its location and specification, shall have been submitted to and approved in writing by the Local Planning Authority, and implemented in accordance with the approved details. It shall thereafter be retained for the lifetime of the residential development.”

During the appeal that gave outline planning permission, the Inspector noted that living conditions were likely to be adequate despite the existing car storage operation and/or reversion to agricultural use. A planning condition was subsequently applied requiring a 2-metre close boarded fence.

The Boundary Treatment plan shows a 2-metre-high close boarded acoustic fence adjacent to the eastern boundary with Abberd Road which is set approximately 2 metres inside the red line of the site allowing access for maintenance.

The applicant has also submitted an acoustic report which assesses the noise levels against BS 8233 to demonstrate that acceptable living conditions would be achieved within the properties close to road traffic travelling along Abberd Lane. A noise measurement exercise was carried out to establish the current noise levels along the northern boundary adjacent to the lane.

The assessment concluded that the requirements of BS 8233 would generally be achieved through standard construction. Marginally higher noise levels would be experienced at the properties built closest to the road (Plots 12, 14, 16, 18 and 38). For these plots, it is recommended that acoustically treated passive vents are installed within the bedrooms that have windows with a line of sight onto the lane to ensure that the maximum noise levels overnight remain acceptable. With the additional mitigation provided, the noise levels within the development would achieve the guideline values specified within BS 8233 and thus ensure compliance with the requirements of Condition 18.

Assessment

The Council's Public Protection Officer has raised no objection to the details and as such, they are considered to be acceptable.

Condition 18

The condition states that: -

“Prior to works commencing for the construction of any dwelling alongside Abberd Lane and concurrent with Reserved Matters submissions relating to appearance, scale and layout for the residential development, a further assessment of the noise levels and a scheme for protecting the development from road traffic noise, which demonstrates good acoustic design and complies with the requirements of BS 8233:2014, shall be submitted to and approved in writing by the Local Planning Authority. All works, which form part of the

scheme, shall be implemented before any development within that phase so affected is occupied and thereafter retained.”

The applicant’s noise assessment concludes that the noise environment inside the dwellings would be good and could be mitigated with acoustic trickle vents.

Assessment

During the appeal that granted outline planning permission, the Inspector considered that future residents would likely have acceptable living conditions having regards to potential sources of noise from adjacent commercial uses. He noted that a noise appraisal would be submitted to support any reserved matters application. Hence, this application.

The potential for noise nuisance remains a matter of objection from representors.

One objection has criticised the methodology used to calculate the baseline which was suggested to be a quiet part of Spitfire Road. In fact, the noise assessment baseline was conducted adjacent to Abberd Road, where background noise levels would be highest.

The Council’s Public Protection officer has advised that the noise assessment is in line with the requirements of condition and further that they look forward to receiving a Construction Management Plan (C12) to approve (not included in this application).

There is therefore no objection on acoustic and residential amenity grounds subject to compliance with the acoustic design proposed.

Officers consider that a planning condition requiring strict compliance with plans would ensure satisfactory living conditions and that the layout is satisfactory in relation to adjacent commercial uses, therefore.

As such, approval may be given to these details.

6.9 Flood Risk and Drainage (Approval to Details Applications 8 and 9)

Policy Context

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 Conditions Requiring Approval

Condition 8 (Surface water)

The condition states that: -

“Prior to commencement of development, calculations and associated plans which demonstrate that the required 20% betterment against greenfield rates has been achieved for all storm events between the 1 in 1-year and the 1 in 100-year return period storm events shall be submitted to the Local Planning Authority for approval in writing. The development shall be implemented in accordance with the approved calculations and associated plans.”

The Calne Neighbourhood Plan, Parts A and B seek, at policies C2, C3 and DC.03 sustainable drainage solutions to surface water run-off.

Wiltshire Council Adoptable Highway Drainage Guidance from July 2020 requires 20% betterment on storm events on storm events in the one in one year storm events and the one in 100-year storm events in terms of surface run off. Given the age of the outline permission, in this application, the Council's 2020 adoption drainage guidance is the required performance standard.

The drainage strategy within this document prescribes that storm event surface run off should be addressed first with infiltration (e.g.: SUDS, soakaways, infiltration trenches and attenuation ponds); then discharge to a water course, if there is one, then discharge to a public sewer as a last resort.

Assessment

Following revised information that was provided following comments made in February 2026, the LLFA is now satisfied that the post-development run-off rate is acceptable in accordance with the agreed Wiltshire Council Betterment Policy. That is: 20% betterment over pre-development discharges, as stated within the drainage consultation response under Planning Application Reference PL/2026/00135 dated 09/02/2026.

As such, approval may be given to these details.

Condition 9 (Surface water):

The condition states that: - “

Prior to commencement of development, a plan shall be submitted to and approved in writing by the Local Planning Authority showing overland exceedance routes for flows in excess of the 1 in 100-year plus climate change (40%) rainfall event, demonstrating that

exceedance flows will be wholly and safely managed on site and will not flood people and/or property. The development shall be implemented in accordance with the approved plan.

Assessment

After receipt of revised information following comments made in February 2026, the LLFA is satisfied with the provided Flood Exceedance Routing drawing submitted by the applicant. The drawing demonstrates that the development will not result in adverse flood risk to existing or proposed/new properties at the site or surrounding area beyond the existing scenario.

As such, approval may be given to these details.

6.10 Other Relevant Considerations

Other Relevant Considerations

Representations have referred to the potential toxic nature of elevated levels of hydrogen sulphide emanating from the Compton Bassett landfill, which lies between 300 and 600 metres to the east of the application site. This raises issues of whether there could be an adverse effect on [a] the health and [b] residential amenities of future occupiers. This matter was considered by the Inspector in the appeal that granted outline planning permission and cannot be revisited at this Reserved Matters stage.

The Inspector noted; “potential odours from a range of sources nearby would be likely to have negligible effects on future residents. Additionally, operational dust effects from Calne Quarry and the recycling plant have been assessed to be ‘not significant’.”

The landfill site is licenced by the Environment Agency and the UKHSA has been working closely with the EA and the owner in response to local complaints of odour.

On 6 July 2026, the UKHSA issued a statement confirming that, “overall, the results for H₂S and the other substances monitored do not indicate an exceedance of the relevant standards or health-based guidance values. Based on the monitoring data provided in the EA report (Study of Ambient Air Quality at Lower Compton, published in June 2026), UKHSA concludes that there would be minimal risks to public health at these levels of exposure from a toxicological perspective. However, there are periods where the H₂S concentration exceeds the WHO guideline value for odour annoyance for a considerable period of time. During periods of exceedance, odours can become a nuisance and start to affect people. People living around the site may experience temporary symptoms as described above.”

The Environment Agency has stated that it will continue to regulate the site closely and will take further enforcement action where necessary to ensure permit compliance and minimise environmental impacts.

Responsibility for investigating odour nuisance sits with Wiltshire Council. Public health matters are the responsibility of the UKHSA and Wiltshire Council through the director of public health. Wiltshire Council is monitoring the site frequently to gauge the level of odour impact in the local area. One of the monitoring points is Hurricane Drive directly to the west of the site.

Assessment

The UKHSA has concluded that there is no exceedance of the relevant standards or health-based guidance values and there would be minimal risks to public health at these levels of exposure from a toxicological perspective. Wiltshire Council is working with the Environment Agency to gauge the level of smell/odour impact that might affect residential amenities. However, if remedial work is required, the Environment Agency has enforcement and licensing powers to remedy the problem.

As such, this would not affect the overall conclusion of Officers.

6.11 Pre-commencement Condition Agreement

This recommendation includes pre-commencement planning conditions relating to a number of details.

In accordance with Section 100ZA of the Town and Country Planning Act 1990 and the Town and Country Planning (Pre-commencement Conditions) Regulations 2018, the Local Planning Authority formally notified the applicant/agent of the proposed condition(s) and sought their agreement. Written confirmation of agreement was received from the applicant's agent on 29 July 2026.

7.1 Community Infrastructure Levy

The Community Infrastructure Levy (CIL) is a charge that local authorities can apply to new development to help fund infrastructure required to support growth. The proposed development constitutes CIL-liable development under the Community Infrastructure Levy Regulations 2010 (as amended) and Wiltshire Council's adopted CIL Charging Schedule (May 2015).

The site falls within CIL Charging Zone 2: Settlement Category 4, where the applicable rate is £55 per square metre of chargeable floorspace, subject to indexation in accordance with the Regulations. The levy would become payable upon commencement of development. Links to S106 guidance and Council infrastructure requirements:

8. CONCLUSION

This application seeks approval of the reserved matters design for a development which has already been granted at outline stage at appeal but with all matters reserved for later determination including access. These details have now been submitted by the developer within the time frame allotted by the planning condition.

In terms of access, Officers believe that the proposed arrangements would be safe and suitable for all users and that they make appropriate provision for sustainable modes of transport, including pedestrian, cycle, and public transport connectivity.

Any identified concerns will be adequately mitigated through the proposed highway works which will be governed by planning conditions and, because the highways would be adopted, the terms of future agreements with the Council under sections 38 and 278 of the Highways Act 1980.

Accordingly, in terms of access, the proposal is considered to accord with the aims of the NPPF, including paragraphs relating to highway safety and capacity, and Wiltshire Core Strategy policies CP60–64, together with any relevant local or neighbourhood plan policies.

In terms of scale, Officers believe that the proposed reserved matters design is both in line with the outline planning permission parameters and the prevailing scale of housing in this part of Calne. As such it will accord with the Wiltshire Design Guide 2024.

In terms of the proposed layout, there has been a significant amount of input from Council officers to create a more attractive Main Street, and to create a better internal vista and better pedestrian connections through the site and with Spitfire Road and Abberd Lane.

In terms of appearance and landscape, Officers consider the proposed design to be of high quality, with the external appearance and landscape proposals providing an attractive, coherent and contextually appropriate scheme that accords with Wiltshire Core Strategy Core Policy 57 'Ensuring high-quality design and place shaping' (CP57), the Calne Community Neighbourhood Plan (March 2025) and the CCNP Design Guidelines and Codes (2023).

In terms of the proposed landscape proposal, Officers believe it is likely to offer a high-quality landscape with good levels of retention of existing perimeter hedgerows and trees. It is likely to be attractive and coherent, as well as aligning with the approved ecological parameters plan and thus the scope of the outline permission. This would accord with Policy 51 of the Wiltshire Core Strategy and Expectation 5.1 of the Wiltshire Design Guide 2024.

Turning to comments made regarding the odour issue raised by the Town Council and another representor, Officers note the advice of UKHSA that the concentrations would not risk harm to health and that potential odour nuisance is being monitored by both the Council and Environment Agency.

The applications for reserved matters approval have been assessed and are considered in line with policy and in scope with the approved outline permission.

Officers remain of the same view after taking into account the odour issue raised by the Town Council and another representor.

All the details submitted regarding the noise condition, the detail of the acoustic fence, the drainage strategy and the flood exceedance are considered acceptable also.

RECOMMENDATION:

[1] That reserved matters permission be GRANTED, subject to the planning conditions listed below.

[2] Approvals to details be GRANTED under conditions 7, 8, 9 and 18.

9. CONDITIONS

1. (STRICT ACCORDANCE)

The development hereby approved shall be carried out in strict accordance with the approved drawings and documents hereby approved.

Reserved Matters

Planning Statement

Further Amends Covering Letter 3 June 2026

Email 28/07/26 Re: - Withdrawal of Ecological AOD Applications

0841- Visualisation

0841-101 – Location Plan

0841-100 rev A – Topographical Survey

0841-102 rev C – Planning Layout

0841-103 rev A – Street Scenes

0841-105 rev A – Energy Plan

0841-106 rev A – External Detailing

0841-108 rev B – Materials Layout

0841-110 – Cycle Store

0841-111 rev B – Affordable Housing Plan

0841-112 rev A – Refuse Strategy Layout

0841-HTB-ISSUE 3 – House type Booklet -

SoC Issue 1 – Statement of Compliance

671-P-100-D – General Engineering

671-P-150-01-D – Detailed Engineering Sheet 1

671-P-150-02-D – Detailed Engineering Sheet 2

671-P-200-B – Road and Sewer Long Sections

671-P-205 rev A – Local Centre Sections

671-P-206 – Site Sections

671-P-400 – Adoption Plan

671-P-550-A – Manhole Schedules

671-P-425 rev A – Geometry and Visibility Plan

3130-AMS-MU Rev 2 – Arboricultural Method Statement

13642-XX-XX-DR-L-0001-P16 – Landscape Strategy Plan

13642-FPCR-XX-XX-DR-L-0003 P16 – On Plot Planting Sheet 1 of 4

13642-FPCR-XX-XX-DR-L-0004 P16 – On Plot Planting Sheet 2 of 4

13642-FPCR-XX-XX-DR-L-0005 P16 – On Plot Planting Sheet 3 of 4

13642-FPCR-XX-XX-DR-L-0006 P16 – On Plot Planting Sheet 4 of 4

13642-FPCR-XX-XX-DR-L-0007 P16 – Planting Schedule and Specification

Approval to Details; Condition 7

0841-104 rev A – Boundary Treatment Plan

Approval to Details; Condition 8 & 9

671-P-510-D – Flood Exceedance Routing

671-Calne – Surface Water Drainage Document

Approval to Details; Condition 18

091225 v1.2 – Noise Report

REASON: To ensure that the development is retained in accordance with the approved documents, plans and drawings submitted with the application and is acceptable to the local planning authority.

2. WD23 (PARKING SPACE & ACCESS TO BE PROVIDED BEFORE OCCUPATION)

No dwelling shall be occupied until the parking space(s) together with the access thereto, have been provided in accordance with the approved plans.

REASON: In the interests of highway safety and the amenity of future occupants

3. WD25 (CYCLE PARKING FACILITIES IMPLEMENTED)

No dwelling shall be occupied until the cycle parking facilities shown on the approved plans have been provided in full and made available for use. The cycle parking facilities shall be retained for use in accordance with the approved details at all times thereafter.

REASON: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than the private car.

4. WE8 (NO FENCES / WALLS / GATES)

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or reenacting or amending that Order with or without modification), no gates, fences, walls or other means of enclosure, other than those shown on the approved plans, shall be erected or placed anywhere on the which fronts onto a highway, carriageway or footpath.

REASON: In the interests of visual amenity.

5. WG4 (DISPOSAL OF SEWERAGE -IMPLEMENTED)

The development hereby permitted shall not be occupied until the approved drainage infrastructure works proposed have been completed in accordance with the submitted and approved details.

REASON: To ensure that the development is provided with a satisfactory means of drainage.

6. (SUSTAINABLE ENERGY)

No home hereby approved shall be occupied until the sustainable heating and electric vehicle charging facilities detailed in the approved plans are provided for that home.

REASON: To comply with the Wiltshire Design Guide 2024.

7. (DROPPED KERB, SPITFIRE ROAD)

Prior to first occupation of the homes hereby approved, pedestrian improvements to include dropped kerbs on Spitfire Road shall be provided and retained permanently throughout the duration of the approved uses.

REASON: To ensure highway safety.

8. (PLOTS 1 & 2)

Notwithstanding the details submitted, above ground works shall not commence until a scheme showing a revised layout for Plots 1 & 2 with a relocated parking drive orientated away from the edge of the site has been submitted to and approved by the Local Authority. The development shall not be carried out in other than in accordance with the details thus approved.

REASON: To ensure highway safety.

9. (TREE PROTECTION)

No demolition, site clearance or development shall commence on site, and no equipment, machinery or materials shall be brought on to site for the purpose of development, until a Tree Protection Plan showing the exact position of hedgerows on the site and adjacent land and their protective fencing has been submitted to and approved in writing by the Local Planning Authority.

The protective fencing shall be erected in accordance with the approved details. The protective fencing shall remain in place for the entire development phase and until all equipment, machinery and surplus materials have been removed from the site. Such fencing shall not be removed or breached during construction operations.

No retained hedgerow shall be cut down, uprooted or destroyed, other than in accordance with the approved plans. If any hedgerow is removed, uprooted, destroyed or dies, another shall be planted at the same place, at a size and species and planted at such time, that shall be agreed in writing with the Local Planning Authority.

REASON: To safeguard the health and safety of trees during building operations and the visual amenities of the area generally.

10. (NEW TREES IN PUBLIC OPEN SPACE)

Notwithstanding the details submitted, the Newly Planted Trees within the public open space shall have a 14-16cm girth and shall be retained permanently throughout the duration of the use.

REASON: To reduce the potential impact of vandalism and comply with the Wiltshire Design Guide 2024

11. (PERMEABLE HARD LANDSCAPING)

Notwithstanding the details submitted, details shall be provided showing permeable materials in the driveways for the homes hereby approved. The development shall be carried out strictly in accordance with the details thus approved and maintained permanently.

REASON: To reduce surface run off and support sustainable urban drainage.

12. (SWIFT BOXES)

The swift boxes shown on the approved plans shall be provided at a rate of one per home throughout the development.

REASON: To safeguard habitats

13. (MATERIALS)

No above ground works shall take place until sample boards of all elevation, fenestration roofing, rainwater goods, facing bricks, renders, stones, doors, and pavements have been submitted to the Local Planning Authority on sample boards and approved. The development shall not take place other than in strict accordance with the materials thus approved.

REASON: To ensure the Council is satisfied with the external appearance of the buildings.

14. (BIN COLLECTION POINTS)

The development hereby approved must comply with the Council's Waste Storage and Collection: Guidance for Developers Supplementary Planning Document regarding walking distances to bin presentation areas: 25m for residents and 10m for collection operatives.

REASON: In the interests of confirming that the development can be properly serviced with waste collection.

15. (HARD SURFACING)

Notwithstanding the details shown on the submitted plans and forms, the development hereby approved shall not be first occupied until details of the materials, including colour and bond proposed for all road, cycle, pedestrian and access paths and drives have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

REASON: In the interests of visual amenity and the character and appearance of the area

16. (LANDSCAPING MAINTENANCE)

All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first occupation of the building(s) or the 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 or plants which, 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.

17. (AIR SOURCE HEAT PUMPS)

Any air source heat pump to be installed on the approved development shall be installed and operated in full accordance with the Microgeneration Certification Scheme (MCS) 020 a) compliance standard, including adherence to the revised sound calculation methodology, cumulative noise assessment for multiple units, and any acoustic mitigation measures required to meet the standard, unless full details are submitted to and approved by the Local Planning Authority.

REASON: In the interest of protecting residential amenity from noise impacts, in accordance with Wiltshire Core Strategy Policy CP57 and Paragraph 187 of the National Planning Policy Framework.

INFORMATIVES

Waste Collection

- 01 The Council will seek to secure an indemnity against any future damage to an unadopted road or drive within the approved scheme as a result of use of said road/drive by the Council's refuse collection vehicles and operatives in the collection of waste.
- 02 You are advised to contact the Council Waste Management Division for further information regarding waste collection at the site.

Associated Legal Agreement

- 03 You are reminded of the provisions of the associated S.106 Agreement dated 28 January 2025, which require the submission and approval of a landscape plan for the play area (LEAP), as well as provisions for its ownership and long-term management.

Highways Adoption

- 04 The applicant is advised that they will require a S.38 Agreement with the Local Highway Authority to enable the roads to be adopted. Sandpit Road is currently private and any works on the road will require permission from the landowner.