

**PLANNING, DESIGN AND ACCESS
STATEMENT IN SUPPORT OF THE
APPLICATION FOR PERMISSION IN
PRINCIPLE FOR UP TO THREE DWELLINGS
AT FIRS FARM, LOPCOMBE CORNER.**

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EJS TOWN PLANNING LTD

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SITE ADDRESS:

LAND AT FIRS FARM, SALISBURY ROAD (A30), LOPCOMBE CORNER, SP5 1BW

PLANNING STATEMENT

DATE ISSUED: 23 SEPTEMBER 2026

REPORT PREPARED BY:

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September 2026

1.0 Introduction

- 1.1 EJS Town Planning Ltd has prepared this application submission Permission in Principle for up to three dwellings.
- 1.2 This statement provides a written description of the site context and proposed scheme, before assessing the proposal against relevant national and local planning policy and presenting a case for the grant of Permission in Principle.
- 1.3 The proposal is for Permission in Principle. The Planning Practice Guidance (PPG) advises that this is an alternative way of obtaining planning permission for housing-led development. The permission in principle consent route has two stages: the first stage (permission in principle (PiP)) establishes whether a site is suitable in principle, and the second stage (technical details consent (TDC)) is when the detailed development proposals are assessed. This submission relates to the first of these two stages.
- 1.4 The scope of the considerations for permission in principle is limited to location, land use, and the amount of development permitted as set out in the PPG. All other matters are considered as part of a subsequent technical details consent application if permission in principle is granted.

Figure 2: Extract showing proposed development site and land holding

- 2.2 Access to the site is from the existing vehicle access off the A30 Salisbury Road which serves Firs Farm, two existing bungalows and another farm. The access would also have served the previous camp site use on the rear field.
- 2.3 The site is within Flood Zone 1 and is at low risk of fluvial flooding but does show isolated pockets of surface water flooding potential. This is not borne out by knowledge of the site and drainage will be investigated and suitable SUDS solutions incorporated at TDC stage.

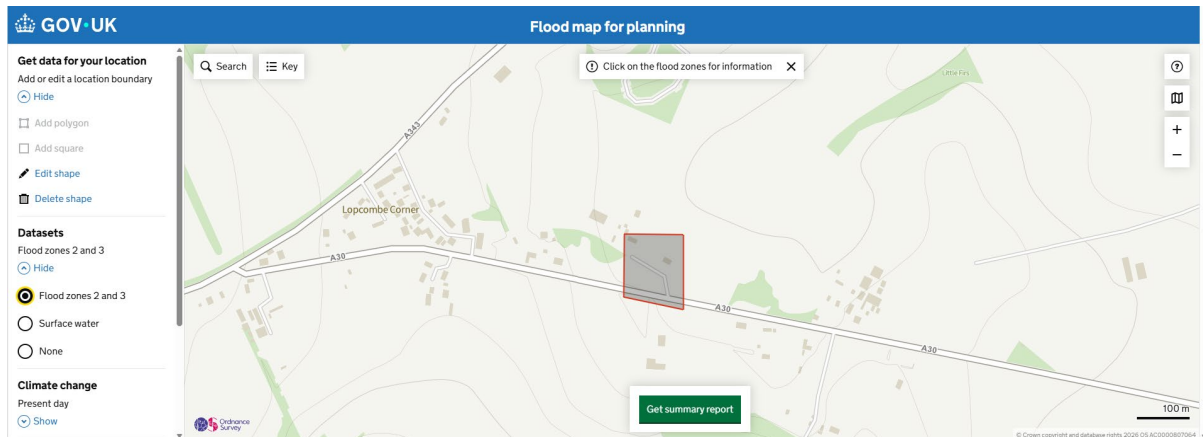


Figure 3: Extract from Environment Agency Map showing risk from fluvial flooding

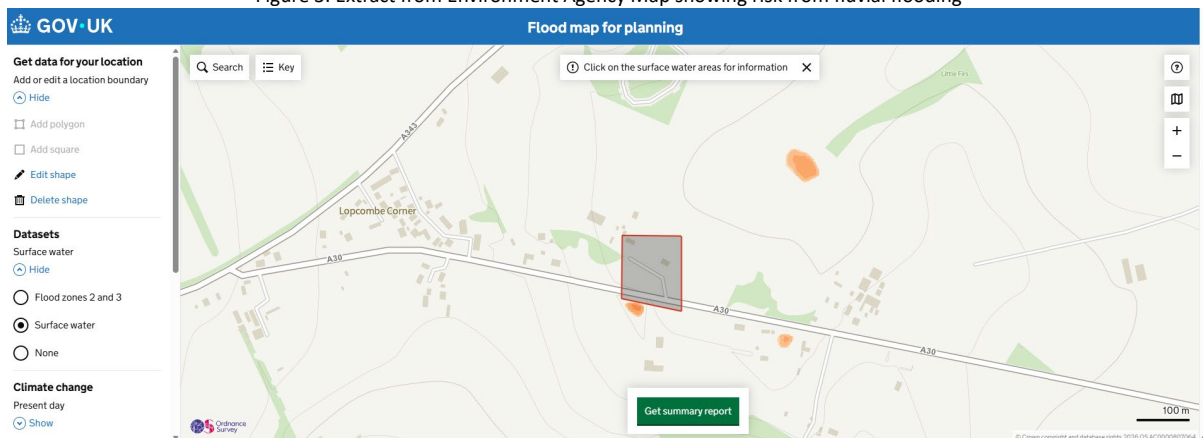


Figure 4: Extract from Environment Agency Map showing low risk of surface water flooding

Habitats

- 2.4 The site is a grassed field. These are not “priority habitats”. Furthermore, the proposals will not have any adverse impact on any designated sites.
- 2.5 It is considered highly unlikely that the proposals will have any adverse impact upon protected species, including badgers, bats, great crested newts or reptiles. Ecological and BNG matters will be dealt with a TDC stage.

Planning History

- 2.6 There is no relevant planning history for the site.

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3.0 Proposal

- 3.1 The proposed development is for Permission in Principle for up to three dwellings. Vehicular access would be from the existing access into the site from the A30 Salisbury Road, which currently serves Firs Farm and two existing bungalows. The site area is 0.38 hectares and the gross external floor space would be up to 999 metre squared across the three dwellings. Each dwelling would have a policy compliant rear garden.
- 3.2 In terms of design, although such details would be subject to the TDC stage it is envisioned that they would be up to the Passivhaus premium standards.

Housing Need

- 3.3 As of 2024, Wiltshire had a 2.42 year housing supply, significantly below Government requirements.

4.0 Planning Policy

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 states that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 4.2 The National Planning Policy Framework must be taken into account in preparing the development plan and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.
- 4.3 The development plan for Wiltshire comprises the Wiltshire Core Strategy incorporating saved policies from district local plans, Chippenham Site Allocations Plan, Wiltshire Housing Site Allocations Plan, Minerals and Waste Plans and made Neighbourhood Plans.
- 4.4 The site is not within a Neighbourhood Plan area.
- 4.5 The Notice of Intention to Commence Local Plan preparation for a new Local Plan was issued on Tuesday 30 June 2026, with the 30-month plan process expected to begin on Friday 30 October 2026.
- 4.6 The guidance contained within the relevant documents has been taken into account and will continue to be considered at the TDC stage.
- 4.7 It is considered that there is a low risk of any issues regarding Minerals, Contaminated Land or Coal Development.

National Planning Policy

- 4.8 The National Planning Policy Framework 2026 (NPPF) sets out the Government's planning policies for England and how they should be applied.
- 4.9 The NPPF should be read as a whole, and states that the purpose of the planning system is to

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contribute to the achievement of sustainable development, by delivering on economic, social and environmental objectives.

4.10 Paragraph 1 states that:

The National Planning Policy Framework sets out the government's policies for plan making and for making decisions on development proposals in England. It is a material consideration of critical importance in both contexts. This version replaces the previous National Planning Policy Framework published in December 2024.

The emphasis on the critical nature of the importance of the NPPF policies is clearly stated.

4.11 Policy DM3 states:

1. When considering development proposals, local planning authorities should:

- a. Work with the applicant in a positive and proactive manner, where necessary seeking solutions to problems arising from initial proposals, to enable a timely decision;*
- b. Take a proportionate approach to the consideration of the planning matters raised by the proposals, in a way that reflects their scale, complexity and potential impact;*
- c. Take account of planning matters raised during any pre-application engagement, including any positive responses to this engagement, as well as representations on the proposals;*
- d. Consult statutory or internal consultees only where it is necessary to do so. Decisions on development proposals should not be delayed in order to secure advice from a statutory or internal consultee beyond their statutory deadlines unless there is insufficient information to make the decision or more detailed advice may enable an approval rather than a refusal;*
- e. Consider whether otherwise unacceptable development proposals could be made acceptable through the use of planning conditions or planning obligations; and*
- f. Not refuse applications for development which should clearly be approved, having regard to its accordance with the development plan, the policies in this Framework and any other material considerations.*

The proposal is for Permission in Principle for up to three dwellings plots in an established grouping of dwellings, in a location that is sustainable in proportion to its location. The potential negative impact of allowing the proposal is low, and when balanced against the significant shortfall in residential housing supply, the benefits of allowing the proposal are substantial, and in compliance with DM.3.

4.12 Policy S3: Presumption in favour of sustainable development states:

1. Decisions on development proposals should apply a presumption in favour of sustainable development. This means:

- a. Policy S4 in this Framework should be applied when considering development proposals within settlements;*
- b. Outside settlements, policy S5 should be applied; and*
- c. In all locations, development proposals that accord with both an up-to-date development plan and the decision-making policies in this Framework should be approved without delay.*

2. Where a development proposal falls partly within and partly outside a settlement, policies S4 and S5 should be applied to the relevant parts which are inside or outside of the settlement boundary (as appropriate), before coming to an overall view on the proposal.

Policy S5 applies in this case as the site is outside a settlement boundary.

4.13 Policy S5 is considered below.

1. Only certain forms of development should be approved outside settlements, as set out in the following list. These should be approved, unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework:

- a. Development for: agriculture, horticulture and forestry; outdoor sport and recreation; allotments; cemeteries and burial grounds; mineral extraction and processing; engineering operations and infrastructure (including for transport, energy, water and telecommunications); roadside facilities in accordance with policy TR5; national defence and security; or which is solely for nature conservation, restoration and/or enhancement;*
- b. Development for rural businesses and services, including tourism, where a location outside settlements is shown to be necessary;*
- c. The reuse, extension, alteration or replacement of an existing building, provided that the existing building is of permanent and substantial construction, is lawful in planning terms, and any extension or alteration will not result in a disproportionate increase in size compared to the existing building. In the case of proposals for a replacement building, it should be for the same use and not disproportionately larger than the one it replaces;*
- d. The redevelopment of previously developed land (including a material change of use to residential or mixed-use including residential);*
- e. Limited infilling within groups of houses;*
- f. An exception site as provided for in policy HO10, or development brought forward under a Community Right to Build Order or Neighbourhood Development Order;*
- g. Development which would address an evidenced unmet need for gypsy, traveller or travelling showpeople accommodation 26, provided it meets the criteria in policy HO12;*
- h. Residential and mixed-use development which would:*
 - i. Be within reasonable walking distance of a well-connected station (applying the definitions in the glossary at Annex B);*
 - ii. Be physically well-related to the station or the settlement within which the station is located;*
 - iii. Be of a scale which can be accommodated taking into account the existing or proposed availability of infrastructure; and*
 - iv. Not prejudice any proposals for long-term comprehensive development in the same location.*
- i. The development of land allocated for that purpose in the development plan (where this lies outside settlements); and*
- j. Development which would address an evidenced unmet need (including, but not limited to, development proposals involving the provision of housing where the local planning authority cannot demonstrate a five year supply of deliverable housing sites or scores below 75% in the most recent Housing Delivery Test²⁷), and where the development would:*
 - i. Be physically well-related to an existing settlement²⁸ (unless the nature of the development would make this inappropriate) and be of a scale which can be accommodated taking into account the existing or proposed availability of infrastructure; or*
 - ii. Comprise major development for freight and logistics purposes which accords with policy E3.*

2. In applying this policy, the circumstances in which the benefits of approving development proposals are likely to be substantially outweighed by adverse effects include, but are not restricted to, situations where the development proposal would fail to comply with one of the national decision-making policies which state that development proposals should be refused in specific circumstances.

3. Development proposals comprising isolated homes, which are those lying outside settlements or groups of houses, should not be approved other than in accordance with policy HO11.

4. Development proposals which do not fall within one of the categories set out in this policy should only be approved in exceptional circumstances, where the benefits of the proposal would substantially outweigh the adverse effects, including to the character of the countryside and in relation to promoting sustainable patterns of movement.

5. This policy does not apply to development proposals in the Green Belt or on land designated as Local Green Space, which should instead be determined in accordance with policies HC8, GB6, GB7 and/or GB8 (as appropriate). However, where development would not be inappropriate in these locations (through the application of policies HC8 and GB7), proposals should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework, and applying paragraph 2 of this policy.

25 The existing building is to be assessed as the property as existing on the date of the publication of this Framework. 26 Including (but not limited to) where the relevant local planning authority cannot demonstrate a five year supply of deliverable sites as set out in policy HO3(1)(a) or (b). 27 See Annex D: Housing calculations and supply. 28 Where a development proposal is located outside a settlement, and separated from the existing built-up area by virtue of being beyond the outside edge of an allocated site that has yet to be fully developed, consideration should be given to whether the proposal is in a suitable location should the allocated development not proceed.

The proposed development would infill a gap between two existing dwellings which would accord with 1 e.

In assessing the proposed development, 1. j is also pertinent. Wiltshire Council do not have a 5 year supply of housing. When assessing against point 3, the site is not isolated, being within a grouping of other dwellings and is only a 10 minute walk or a 3 minute cycle from the services in Lopcombe Corner, and 12 min walk bus route which only takes 27 minutes to get to Salisbury town centre. The site can be considered to be well related to an existing settlement.

The public transport accessibility is entirely suitable for such a location, and indeed, better than a lot of other rural dwellings.

The benefits of permitting the proposed development are in no way substantially outweighed by any adverse effects when assessed against national policy.

4.14 Policy CC2: Mitigation of climate change states:

1. In order to contribute to climate change mitigation and the transition to net zero, development proposals should, where relevant to the proposal:

a. Be located where a genuine choice of sustainable transport modes exists, and improve opportunities for walking, wheeling, cycling and public transport, in accordance with policies TR3 and TR4;

b. Support good access to facilities to limit the need to travel, whether through the development's location, through development densities which improve catchment populations for local services, or by incorporating community facilities and premises to support local employment opportunities;

c. Use design approaches which conserve energy and other resources in accordance with policy DP3(1)(c);

- d. Take advantage of opportunities to re-use existing structures and materials, including by re-using non-contaminated excavated soil and hardcore within the site;*
- e. Take advantage of opportunities to draw low carbon energy from decentralised networks (such as district heat networks), where these are available, and to co-locate energy and heat generators and users, especially to take advantage of suppliers of surplus heat and energy;*
- f. Contribute to the creation or restoration of habitats which can act as carbon stores, such as through woodland planting and peatland restoration, while avoiding harm to habitats which can act as important carbon stores, including peatland and salt marsh; and*
- g. Not increase the extraction of fossil fuels unless it is in accordance with policy M5.*

2. Substantial weight should be given to the benefits of improving the energy efficiency of existing buildings and/or drawing energy from district heat networks, renewable and low carbon sources (including through the installation of heat pumps and solar panels where these do not already benefit from permitted development rights).

The proposed development is at the first stage of the Permission in Principle process and technical details will be assessed at TDC stage.

Although the site is in a semi rural location, it is not isolated and is within easy cycling and walking distance of a regular bus route.

4.15 Policy HO7: Meeting the need for homes states:

1. In applying the policies in this Framework, substantial weight should be given to the benefits of providing homes which will contribute towards meeting the evidenced accommodation needs of the community, as identified through needs assessments prepared for the area of the local planning authority and other relevant evidence. This includes, but is not limited to, homes needed for different groups assessed under policy HO1.

The current figures for housing supply in Wiltshire is only 2.42 years which is substantially below government expectations. Therefore, substantial weight should be given to the benefits of the proposed development.

4.16 Draft Policy HO11: Isolated Homes in the Countryside does not apply as the site is not isolated but within a grouping of existing dwellings.

4.17 Policy TR3: Locating development in sustainable locations states:

1. So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:

- a. Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;*
- b. Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different*

locations, especially where this can support more walking, wheeling, cycling and public transport use;

c. Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach;

d. The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution; and e. In rural areas, opportunities to improve walking, wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed.

2. The Connectivity Tool (Connectivity Tool - GOV.UK) should be used alongside other relevant quantitative or qualitative evidence in assessing the connectivity of particular locations proposed for development.

The site is within a 12 minute walk or a 3 minute cycle to a regular bus service and the services of Salisbury, and also the services of Lopcombe Corner. The proposal is for up to three dwellings which will not generate a significant amount of movement, and as such, according to the wording of Policy TR3, does not need to be in a location that is or can be made to be sustainable. The proposal would also have no impact upon highway safety. There is sufficient space within the site for vehicles to enter and leave in a forward gear and adequate on-site parking.

4.18 Policy TR4: Street design, access and parking states:

1. To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should:

a. Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services;

b. Incorporate or contribute towards appropriate facilities to support this prioritisation, such as continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport;

c. Make sure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users – including through measures to minimise the scope for conflict between pedestrians, cyclists and vehicles, to meet the needs of disabled people, older people and children in relation to all modes of transport, and to avoid unnecessary street clutter;

d. Allow for the efficient delivery of goods, and ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles (set out in policy DP3); and

e. Provide a suitable number of parking spaces where appropriate, reflecting the location and nature of the development, any locally-set standards in the development plan, and including adequate provision of spaces that allow for the charging of plug-in vehicles in safe, accessible and convenient locations.

2. The principles set out in national design guidance should be used to inform how this policy is applied.

The application is for the first stage of the Permission in Principle process, so design considerations will be finalised at the next stage. However, the applicant has thought of making the most appropriate use of the site, within its context, with up to three dwellings following the building line established by the existing two dwellings, having sufficient space for vehicles to enter and leave in forward gear, and have integrated facilities for EV charging for electric cars.

4.19 Policy TR6: Assessing transport impacts states:

1. Development proposals that are likely to generate significant amounts of movement should be supported by:

a. A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored; and

b. A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time.

2. Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes).

3. In assessing movement patterns and potential impacts, including whether they are considered to be severe, reasonable future scenarios should be considered, taking into account impacts at relevant times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development itself. Development proposals should be considered having regard to these potential impacts and the other policies in this Framework which are relevant (including TR3, TR4 and DP3(2)(d)).

4. Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.

The proposed development will not generate significant amounts of traffic, with only three dwellings proposed.

A Highway Technical Note has been prepared to support the evolution of the proposal and inform initial designs, and accompanies this application. Vehicular access would be obtained from the existing access onto the northern side of the A30 Salisbury Road, thereby avoiding the need to introduce an additional access onto the A30. Salisbury Road is subject to a 50mph speed limit in the vicinity of the site. Visibility splays of 2.4m x 160.0m can be provided in both directions from the existing access.

The provision of the required visibility would necessitate some trimming and management of existing vegetation together with the relocation/setback of existing boundary treatments. These works can be incorporated into the detailed design of the development.

At this PiP stage, the highway evidence demonstrates that the site can be served from an existing access capable of providing appropriate visibility in both directions along the A30. There is consequently no fundamental highway constraint which would prevent the principle of the proposed development from being established.

4.20 Policy F4: Assessing flood risk for decision-making states:

- 1. To inform the assessment of flood risk and, where relevant, appropriate mitigation, a site specific flood risk assessment should accompany all development proposals in Flood Zones 2, 3a, and 3b as defined in Annex F, table 1.*
- 2. In Flood Zone 1, a site-specific flood risk assessment should inform and accompany all development proposals involving:*
 - a. Sites of 1 hectare or more;*
 - b. Land which has been identified by the Environment Agency as having critical drainage problems;*
 - c. Land identified in a strategic flood risk assessment or the Flood Map for Planning as being at increased flood risk in future; or*
 - d. Land subject to a current risk of flooding from any source, where its development would introduce a more vulnerable use than the existing one.*
- 3. Site-specific flood risk assessments should be appropriate to the scale, nature, and location of development and should, where relevant, support an assessment of whether a development proposal satisfies the sequential and exception tests set out in policies F5 and F6.*

The site is in Flood Zone 1.

4.21 Policy F8: Sustainable drainage systems and watercourses states:

- 1. Development proposals which could affect drainage on or around the development site should incorporate sustainable drainage systems to control flow rates and reduce volumes of runoff, in ways which are proportionate to the nature and scale of the proposal. The systems employed should provide multifunctional benefits where possible, facilitating improvements in water quality, biodiversity and amenity.*
- 2. Sustainable Drainage Systems should:*
 - a. Be designed in accordance with the National Standards for Sustainable Drainage Systems*
 - b. Have maintenance arrangements in place to ensure an acceptable standard of operation for the anticipated lifetime of the development; and*
 - c. In the case of proposals for major development, take account of advice from the Lead Local Flood Authority.*
- 3. Development proposals should not enclose existing watercourses where this is not already the case, unless there are compelling reasons to do so; and should where possible remove existing culverts and renaturalise existing river channels, unless to do so would increase flood risk, result in other environmental harm or cause harm to heritage assets.*

Such technical details will be dealt with at the TDC stage, however, the proposed dwellings will comply with Policy F8.

4.22 Draft Policy N2: Improving the natural environment states:

1. *To contribute positively to the natural environment, and support nature's recovery, development proposals should:*
 - a. *Consider the environmental qualities of land proposed for development, including habitats, landscape character and the natural beauty of the countryside, and identify opportunities for those qualities to be conserved or enhanced (including through requirements for biodiversity net gain where these apply);*
 - b. *Take into account the quality of agricultural land (including that classified as best and most versatile agricultural land, and its grade), and if significant development of agricultural land is necessary, use areas of poorer quality land where possible;*
 - c. *Take suitable opportunities to connect to and strengthen ecological networks that extend beyond the site, drawing on the measures proposed by Local Nature Recovery Strategies, National Forest Strategies and Community Forest Plans, where present, and other relevant assessments;*
 - d. *Conserve and enhance existing natural features of visual, historic or nature conservation value (such as established trees and hedgerows) where possible; and use appropriate landscaping to help create a well-designed place and integrate the development into its surroundings;*
 - e. *Use green infrastructure provided as part of the scheme and nature-based solutions to secure multiple benefits: such as for biodiversity; surface water and pollution management (including maintaining flow rates and water quality); climate change mitigation and adaptation, and recreation;*
 - f. *Minimise any adverse impacts on biodiversity and include features which support priority or threatened species such as swifts, bats and hedgehogs. Development proposals should incorporate integrated nest boxes (commonly known as swift bricks) into their construction unless there are compelling technical reasons which prevent their use, or would make them ineffective; and*
 - g. *Ensure that green infrastructure and other features to support nature are located and designed to minimise risk of future failure, and that appropriate measures are in place for any necessary long-term management.*
2. *If significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated or, as a last resort, compensated for, then the development should be refused.*
3. *Development proposals may incorporate biodiversity enhancements which exceed the statutory objective for biodiversity net gain, but this should only be a requirement where it is set out in up-to-date development plan policies for specific site allocations. Decisionmakers should not give weight to other development plan policies which require biodiversity gains which go beyond the statutory framework, including where a policy requires gains for development proposals which are exempt.*

Although these matters will be dealt with at the next stage of the Permission in Principle process, there is sufficient space on site for any BNG considerations to be accommodated. The site is a grassed field currently, so it is not assumed that the BNG increase required will be difficult to accommodate.

Local Planning Policy

- 4.23 The Wiltshire Core Strategy is significantly out of date, and as such only limited weight can be applied to policies therein. Where any such policies are materially inconsistent with NPPF policies, NPPF policies are afforded a greater weight in decision making.

4.24 Core Policy 1 Settlement Strategy

The Settlement Strategy identifies the settlements where sustainable development will take place to improve the lives of all those who live and work in Wiltshire.

Category.

Principal Settlements

The area strategies in Chapter 5 list the specific settlements which fall within each Wiltshire's Principal Settlements are strategically important centres and the primary focus for development. This will safeguard and enhance their strategic roles as employment and service centres. They will provide significant levels of jobs and homes, together with supporting community facilities and infrastructure, meeting their economic potential in the most sustainable way to support better self containment.

The Principal Settlements are: Chippenham, Trowbridge and Salisbury.

Market Towns Outside the Principal Settlements.

Market Towns are defined as settlements that have the ability to support sustainable patterns of living in Wiltshire through their current levels of facilities, services and employment opportunities.

Market Towns have the potential for significant development that will increase the jobs and homes in each town in order to help sustain and where necessary enhance their services and facilities and promote better levels of self containment and viable sustainable communities.

The Market Towns are: Amesbury, Bradford on Avon, Calne, Corsham, Devizes, Malmesbury, Marlborough, Melksham, Tidworth and Ludgershall, Warminster, Westbury, and Royal Wootton Bassett.

Local Service Centres

Local Service Centres are defined as smaller towns and larger villages which serve a surrounding rural hinterland and possess a level of facilities and services that, together with improved local employment, provide the best opportunities outside the Market Towns for greater self containment.

Local Service Centres will provide for modest levels of development in order to safeguard their role and to deliver affordable housing.

The Local Service Centres are: Pewsey, Market Lavington, Cricklade, Tisbury, Mere, Downton and Wilton.

Large and Small Villages Large Villages are defined as settlements with a limited range of employment, services and facilities.

Small Villages have a low level of services and facilities, and few employment opportunities. Development at Large and Small Villages will be limited to that needed to help meet the

housing needs of settlements and to improve employment opportunities, services and facilities. The Large and Small Villages are: see area strategies, Chapter 5.

Lopcombe is designated as a Small Village. The settlement boundary is not defined, however, the site is well related to the main built form of the village and a short walk/cycle from the facilities therein. The Core Policy is out of date and does not necessarily accord with the new NPPF, which must take precedence in this case.

4.25 Core Policy 2 states:

Delivery Strategy

In line with Core Policy 1, the delivery strategy seeks to deliver development in Wiltshire between 2006 and 2026 in the most sustainable manner by making provision for at least 178ha of new employment land and at least 42,000 homes distributed as follows:

East Wiltshire HMA North and West Wiltshire HMA South Wiltshire HMA West of Swindon
Wiltshire Minimum housing requirement (dwellings) 5,940 24,740 10,420 900 42,000

This will be delivered in a sustainable pattern in a way that prioritises the release of employment land and the re-use of previously developed land to deliver regeneration opportunities, and to limit the need for development on Greenfield sites, with approximately 35% of development taking place on previously developed land. The 42,000 homes will be developed in sustainable locations in conformity with the distribution set out above, against which the land supply situation will be assessed. A more detailed distribution is set out in the Community Area Strategies.

Development proposals should also be in general conformity with these. Sites for development in line with the Area Strategies will be identified through subsequent Site Allocations DPDs and by supporting communities to identify sites through neighbourhood planning. Within the defined limits of development Within the limits of development, as defined on the policies map, there is a presumption in favour of sustainable development at the Principal Settlements, Market Towns, Local Service Centres and Large Villages.

Outside the defined limits of development Other than in circumstances as permitted by other policies within this plan, identified in paragraph 4.25, development will not be permitted outside the limits of development, as defined on the policies map. The limits of development may only be altered through the identification of sites for development through subsequent Site Allocations Development Plan Documents and neighbourhood plans.

At the Small Villages development will be limited to infill within the existing built area. Proposals for development at the Small Villages will be supported where they seek to meet housing needs of settlements or provide employment, services and facilities provided that the development:

- i) Respects the existing character and form of the settlement*
- ii) Does not elongate the village or impose development in sensitive landscape areas*
- iii) Does not consolidate an existing sporadic loose knit areas of development related to the settlement.*

Strategically important sites

Development will be supported at the following sites in accordance with the Area Strategies and requirements in the development templates at Appendix A.

Central Car Park, Salisbury Up to 40,000 sqm retail and leisure floor space and 200 dwellings

Churchfields & Engine Sheds, Salisbury 5 ha of retained employment land and 1,100 dwellings

Drummond Park, Ludgershall 475 dwellings

Former Imerys Quarry, Salisbury 4 ha of employment land Fugglestone Red, Salisbury 8 ha of employment land and 1,250 dwellings Hampton Park, Salisbury 500 dwellings

Horton Road, Devizes 8.4 ha of employment land Kings Gate, Amesbury 1,300 dwellings

Kingston Farm and Moulton Estate, Bradford on Avon 2-3 ha of employment land and 150 dwellings

Longhedge (Old Sarum), Salisbury 8 ha of employment land and 450 dwellings Mill Lane,

Hawkeridge, Westbury 14.7 ha of employment land Salisbury Road, Marlborough 220 dwellings

Ashton Park, South East Trowbridge 15 ha of employment land and 2,600 dwellings

Station Road, Westbury 250 dwellings UKLF, Wilton 3 ha of employment land and 450 dwellings

West of Warminster 6 ha of employment land and 900 dwellings

Masterplans will be developed for each strategically important site in partnership between the local community, local planning authority and the developer, to be approved by the council as part of the planning application process. At mixed use sites development will be phased to ensure employment land, and its appropriate infrastructure, is brought forward during the early stages of development.

Core Policy 2 is significantly out of date and not in accordance with the new NPPF.

- 4.26 Core Policy 3 sets out infrastructure charging requirements. CIL will be determined at TDC stage as the final floorspace of the dwellings is not yet known.

- 4.27 The pertinent parts of Core Policy 48 are set out below:

Supporting rural life

Dwellings required to meet the employment needs of rural areas

Outside the defined limits of development of the Principal Settlements, Market Towns, Local Service Centres and Large Villages, and outside the existing built areas of Small Villages, proposals for residential development will be supported where these meet the accommodation needs required to enable workers to live at or in the immediate vicinity of their place of work in the interests of agriculture or forestry or other employment essential to the countryside. Proposals for accommodation to meet the needs of employment essential to the countryside should be supported by functional and financial evidence.

The proposal is for 4 dwellings that would not be restricted to essential rural workers. This policy is materially inconsistent with the NPPF and as such can only be given very limited weight.

4.28 Core Policy 50 states:

Biodiversity and geodiversity Protection

Development proposals must demonstrate how they protect features of nature conservation and geological value as part of the design rationale. There is an expectation that such features shall be retained, buffered, and managed favourably in order to maintain their ecological value, connectivity and functionality in the long-term. Where it has been demonstrated that such features cannot be retained, removal or damage shall only be acceptable in circumstances where the anticipated ecological impacts have been mitigated as far as possible and appropriate compensatory measures can be secured to ensure no net loss of the local biodiversity resource, and secure the integrity of local ecological networks and provision of ecosystem services.

All development proposals shall incorporate appropriate measures to avoid and reduce disturbance of sensitive wildlife species and habitats throughout the lifetime of the development. Any development potentially affecting a Natura 2000 site must provide avoidance measures in accordance with the strategic plans or guidance set out in paragraphs 6.75-6.77 above where possible, otherwise bespoke measures must be provided to demonstrate that the proposals would have no adverse effect upon the Natura 2000 network.

Any development that would have an adverse effect on the integrity of a European nature conservation site will not be in accordance with the Core Strategy.

Biodiversity enhancement

All development should seek opportunities to enhance biodiversity. Major development in particular must include measures to deliver biodiversity gains through opportunities to restore, enhance and create valuable habitats, ecological networks and ecosystem services. Such enhancement measures will contribute to the objectives and targets of the Biodiversity Action Plan (BAP) or River Basin/ Catchment Management Plan, particularly through landscape scale projects, and be relevant to the local landscape character.

Local sites

Sustainable development will avoid direct and indirect impacts upon local sites through sensitive site location and layout, and by maintaining sufficient buffers and ecological connectivity with the wider environment. Damage or disturbance to local sites will generally be unacceptable, other than in exceptional circumstances where it has been demonstrated that such impacts:

- i. cannot reasonably be avoided*
- ii. are reduced as far as possible*
- iii. are outweighed by other planning considerations in the public interest*
- iv. where appropriate compensation measures can be secured through planning obligations or agreements.*

Development proposals affecting local sites must make a reasonable contribution to their favourable management in the long-term.

The site is not within a designated site and 10% Biodiversity Net Gain can be provided at TDC Stage.

4.29 Core Policy 51 states:
Landscape

Development should protect, conserve and where possible enhance landscape character and must not have a harmful impact upon landscape character, while any negative impacts must be mitigated as far as possible through sensitive design and landscape measures.

Proposals should be informed by and sympathetic to the distinctive character areas identified in the relevant Landscape Character Assessment(s) and any other relevant assessments and studies.

In particular, proposals will need to demonstrate that the following aspects of landscape character have been conserved and where possible enhanced through sensitive design, landscape mitigation and enhancement measures:

- i. The locally distinctive pattern and species composition of natural features such as trees, hedgerows, woodland, field boundaries, watercourses and waterbodies.*
- ii. The locally distinctive character of settlements and their landscape settings.*
- iii. The separate identity of settlements and the transition between man-made and natural landscapes at the urban fringe.*
- iv. Visually sensitive skylines, soils, geological and topographical features.*
- v. Landscape features of cultural, historic and heritage value.*
- vi. Important views and visual amenity.*
- vii. Tranquillity and the need to protect against intrusion from light pollution, noise, and motion.*
- viii. Landscape functions including places to live, work, relax and recreate.*
- ix. Special qualities of Areas of Outstanding Natural Beauty (AONBs) and the New Forest National Park, where great weight will be afforded to conserving and enhancing landscapes and scenic beauty.*

Proposals for development within or affecting the Areas of Outstanding Natural Beauty (AONBs), New Forest National Park (NFNP) or Stonehenge and Avebury World Heritage Site (WHS) shall demonstrate that they have taken account of the objectives, policies and actions set out in the relevant Management Plans for these areas.

Proposals for development outside of an AONB that is sufficiently prominent (in terms of its siting or scale) to have an impact on the area's special qualities (as set out in the relevant management plan), must also demonstrate that it would not adversely affect its setting.

The site is within a Special Landscape Area. The siting of the proposed dwellings takes full advantage of the topography of the site, which rises up from the site to the east, and the existing landscape, consisting of a wooded edge to the road, to minimise any visual impact. The dwellings would not be seen from the road, and only glimpses from the PROW at the very rear of the ridgeline to the east, which is heavily wooded so would only be glimpsed in the winter months. The dwellings would follow the building line established by the existing two

dwelling, to all intents and purposes infilling the gap between them. The proposed dwellings would be in no way incongruous in the landscape setting.

4.30 Core Policy 52 states:

Green infrastructure

Development shall make provision for the retention and enhancement of Wiltshire's green infrastructure network, and shall ensure that suitable links to the network are provided and maintained. Where development is permitted developers will be required to:

- i. retain and enhance existing on site green infrastructure*
- ii. make provision for accessible open spaces in accordance with the requirements of the adopted Wiltshire Open Space Standards*
- iii. put measures in place to ensure appropriate long-term management of any green infrastructure directly related to the development*
- iv. provide appropriate contributions towards the delivery of the Wiltshire Green Infrastructure Strategy*
- v. identify and provide opportunities to enhance and improve linkages between the natural and historic landscapes of Wiltshire.*

If damage or loss of existing green infrastructure is unavoidable, the creation of new or replacement green infrastructure equal to or above its current value and quality, that maintains the integrity and functionality of the green infrastructure network, will be required. Proposals for major development should be accompanied by an audit of the existing green infrastructure within and around the site and a statement demonstrating how this will be retained and enhanced through the development process.

Development will not adversely affect the integrity and value of the green infrastructure network, prejudice the delivery of the Wiltshire Green Infrastructure Strategy, or provide inadequate green infrastructure mitigation.

Green infrastructure projects and initiatives that contribute to the delivery of a high quality and highly valued multi-functional green infrastructure network in accordance with the Wiltshire Green Infrastructure Strategy will be supported. Contributions (financial or other) to support such projects and initiatives will be required where appropriate from developers.

The proposal will retain all green infrastructure on site in full compliance with Core Policy 52.

4.31 Core Policy 57

Ensuring high quality design and place shaping

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.

Applications for new development must be accompanied by appropriate information to demonstrate how the proposal will make a positive contribution to the character of Wiltshire through:

- i. *enhancing local distinctiveness by responding to the value of 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*
- ii. *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*
- iii. *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*
- iv. *being sympathetic to and conserving historic buildings and historic landscapes*
- v. *the maximisation of opportunities for sustainable construction techniques, use of renewable energy sources and ensuring buildings and spaces are orientated to gain maximum benefit from sunlight and passive solar energy, in accordance with Core Policy 41 (Sustainable Construction and Low Carbon Energy)*
- vi. *making efficient use of land whilst taking account of the characteristics of the site and the local context to deliver an appropriate development which relates effectively to the immediate setting and to the wider character of the area*
- vii. *having regard to the compatibility of adjoining buildings and uses, the impact on the amenities of existing occupants, and ensuring 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)*
- viii. *incorporating measures to reduce any actual or perceived opportunities for crime or antisocial behaviour on the site and in the surrounding area through the creation of visually attractive frontages that have windows and doors located to assist in the informal surveillance of public and shared areas by occupants of the site.*
- ix. *ensuring that the public realm, including new roads and other rights of way, are designed to create places of character which are legible, safe and accessible in accordance with Core Policy 66 (Strategic Transport Network)*
- x. *the sensitive design of advertisements and signage, which are appropriate and sympathetic to their local setting by means of scale, design, lighting and materials*
- xi. *taking account of the needs of potential occupants, through planning for diversity and adaptability, and considering how buildings and space will be used in the immediate and long term future*
- xii. *the use of high standards of building materials, finishes and landscaping, including the provision of street furniture and the integration of art and design in the public realm*
- xiii. *the case of major developments, ensuring they are accompanied by a detailed design statement and masterplan, which is based on an analysis of the local context and assessment of constraints and opportunities of the site and is informed by a development concept, including clearly stated design principles, which will underpin the character of the new place*
- xiv. *meeting the requirements of Core Policy 61 (Transport and New Development).*

The design of the new dwellings will be provided at TDC stage, however, the design will be compliant with design guidance at both national and local level.

4.32 Core Policy 60 states:

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Sustainable transport

The council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire. This will be achieved by:

- i. planning developments in accessible locations*
- ii. promoting sustainable transport alternatives to the use of the private car*
- iii. maintaining and selectively improving the local transport network in accordance with its functional importance and in partnership with other transport planning bodies, service providers and the business community*
- iv. promoting appropriate demand management measures*
- v. influencing the routing of freight within and through the county*
- vi. assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment.*

The site is within a 12 minute walk to the bus stop for the number 68 bus which runs regularly to Salisbury, in full compliance with Core Policy 60.

4.33 Core Policy 61 states:

Transport and new development

New development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives. As part of a required transport assessment, the following must be demonstrated:

- i. That consideration has been given to the needs of all transport users, where relevant, according to the following hierarchy:*
 - a. Visually impaired and other disabled people*
 - b. Pedestrians*
 - c. Cyclists*
 - d. Public transport*
 - e. Goods vehicles*
 - f. Powered two-wheelers*
 - g. Private cars.*
- 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.*

Where appropriate, contributions will be sought towards sustainable transport improvements, and travel plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements.

The site is within a 12 minute walk to the bus stop for the number 68 bus which runs regularly to Salisbury, in full compliance with Core Policy 61.

4.34 Core Policy 62 states:

Development impacts on the transport network

Developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages. Proposals for new development should not be accessed directly from the national primary route network outside built-up areas, unless an over-riding need can be demonstrated.

Three dwellings will have no discernible impact on the transport network and no mitigation would be required, in full compliance with Core Policy 62.

4.35 Core Policy 67 states:

Flood Risk

Development proposed in Flood Zones 2 and 3 as identified within the Strategic Flood Risk Assessment will need to refer to the Strategic Housing Land Availability Assessment when providing evidence to the local planning authority in order established best practice. to apply the sequential test in line with the requirements of national policy and All new development will include measures to reduce the rate of rainwater run-off and improve rainwater infiltration to soil and ground (sustainable urban drainage) unless site or environmental conditions make these measures unsuitable.

The site is at no risk of flooding, in full compliance with Core Policy 67.

4.36 Saved Policy C6 of the Salisbury District Local Plan 2011 – Special Landscape Area states:

Salisbury and Wilton have particularly fine landscape settings, being contained in a bowl shaped formation within the chalk downlands. The high quality of the surrounding landscape is a constraint on the development of any land on the edge of, or close to, the urban areas, especially where it forms the skyline.

Built development or changes of use of land will therefore only be permissible where, in addition to being fully in accordance with other relevant policies of this Local Plan, it can be demonstrated that the quality of the landscape will not be impaired. Informal outdoor pursuits which do not require many or large buildings and do not alter the character of the landscape are likely to be regarded favourably. More formal proposals, such as golf courses, will be permitted only where there will be no adverse impact on the landscape.

The design and exact siting of the proposed dwellings will be put forward at TDC stage. The visual and spatial impact of the proposed dwellings will be fully considered at that time and a design that will respect the setting will be proposed, in compliance with saved policy C6.

5.0 Conclusion

- 5.1 The scope of the considerations for permission in principle is limited to location, land use, and the amount of development permitted as set out in the PPG. All other matters are considered as part of a subsequent technical details consent application if permission in principle is granted. The relevant matters are set out below, in an order suitable for the depth of consideration.

Land Use

- 5.2 Matters related to siting, access, parking, drainage and contamination would be considered at the technical details consent stage. The site is suitably located in terms of its context, and would not be incompatible in land use terms with the adjacent residential properties, being an infill development between two existing dwellings. There would be no adverse impact on the residential amenity of the existing residential properties and 10% biodiversity net gain could be provided.
- 5.3 The existing frontage to the site is formed by a vehicular access gate and hedgerow. There is no proposal to alter the existing frontage and the hedgerow. The site would also be seen with properties adjacent, rather than separate and distinct from the existing built form. The proposed use is in no way incongruous for the site.

Amount of development

- 5.4 The scale and density of the scheme would be consistent with the prevailing pattern of development in the surrounding area, notably reflecting the established form and grain of development to the east and west of the site. The proposal would not result in an overdevelopment of the site and would sit comfortably within its context, maintaining a comparable density to neighbouring plots. As such, the quantum of development is appropriate to the site's location and surroundings, and the proposal is therefore acceptable in principle. Having regard to the above, it is considered that the proposed development would create a legible and cohesive development that reflects the scale and pattern of other developments within the area. In this regard the development is considered to be compliant with relevant Local Plan Policies, and guidance contained in the NPPF.
- 5.5 The proposed permission in principle for up to three dwellings should be considered acceptable. The Council does not have a five year supply of housing land stated to be 2.42 years as of the 2025 HDT.
- 5.6 Additional dwellings would make a positive contribution towards meeting the Council shortfall and should be given significant positive weight. Therefore, the proposal would deliver additional housing in an area where there is a shortfall and demand for new housing. Given the considerable level of shortfall, the proposal would make a valued contribution towards addressing the shortfall and should be given substantial weight.

Location

- 5.7 The question of whether development on the land would be appropriate development or not is answered by whether there is an unmet need, and whether the site is within a sustainable location.

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Sustainability of location

- 5.8 The crux of the planning balance assessment is whether the site is accessible. Part of that assessment is analysing whether the site is in conformity with NPPF Policy TR3 and whether the location of the site outside the settlement boundary is justified by local circumstances.
- 5.9 DMP TR3 does not include numerical standards for distances to certain services and facilities, indicating that the determination on whether the proposed location is sustainable does not need to be based on inflexible standards but judgement as to the type of development and its potential impact. TR3 states that developments that could generate significant amounts of movement should be focused on locations which are, or can be made to be sustainable. The proposal of up to three dwellings is clearly not significant, in the context of the area, which is off a main transport route, within a 12 minute walk or a 3 minute cycle to a regular bus route
- 5.10 In the recent appeal at Chadwick End (APP/Q4625/W/24/3353109 Link: [Reference: APP/Q4625/W/24/3353109](#)), the Inspector assess the accessibility of the appeal site, which has clear comparisons to the proposal site. In the decision, the Inspector noted that the road at the appeal site had no separate footway and intermittent street lighting.
- 5.11 Just like with the appeal site, Stockbridge Road has verges, which provides an area for pedestrians to take refuge from vehicles. With just a 12 minute walk or a 3 minute cycle to the nearest bus route, there would be an option for future occupiers to connect to Salisbury town centre, providing access to other locations including railway stations connecting to wider locations and associated facilities. As the Inspector at the appeal site concluded, some trips by car to services and facilities would not be of a great distance and the number of properties means the number of journeys would not be significant. Electric vehicle charging points would provide the potential for certain electric vehicles to be used and would go some way to prioritising sustainable modes of transport. Such provision can be enshrined at TDC stage.
- 5.12 DMP TR3 makes a clear reference that developments that could generate a significant amount of movement in their context should be situated in locations that are sustainable. The proposal site would not generate a significant amount of movement, but is in a location that can be deemed sustainable in its semi rural context.
- 5.13 Another recent appeal reference APP/M3645/W/25/3360870 Shipley Bridge, Surrey (Link: [Reference: APP/M3645/W/25/3360870](#)) also demonstrates that the assessment of the sustainability of a site's location should be a balanced judgement and not a strict adherence to numerical distance standards. In that appeal, the Inspector noted that the appeal site lay within a loose group of existing houses, as with the application site, "...and is not in any less of a sustainable location than them." In this case, the proposal is for up to three dwellings, only negligible greater than the Surrey appeal quantum of development.
- 5.14 The appeal at Cople, Bedford ([Decision for appeal 6011253 - Comment on a planning appeal - GOV.UK](#)) is of direct relevance to this application. The Inspector at the Cople site concluded that the site was not suitable for residential development having regard to its location, the proposed land use and the amount of development (up to 9 dwellings), and that it would be contrary to several Local Plan policies and NPPF policies S5 and N2 where they require development to be of a high-quality design, considering landscape setting and being physically well related to an existing settlement. In the Cople case, the Council could only demonstrate a 3.35 year housing supply. The Inspector stated that *"...even one dwelling would make a*

valuable contribution to the local housing supply” and “In addition, short term employment would be provided during the construction and in the long term the future occupiers would benefit the local economy and community through additional local spending and support for local services and facilities. Overall, I ascribe substantial weight to these benefits.”

- 5.15 The Inspectors went on to state “Overall, when assessed against the national decision making policies in the Framework, the benefits of the proposal would substantially outweigh the adverse effects”.
- 5.16 The Inspectors conclusion was that they found “...that the proposal would conflict with the development plan when it is read as a whole, but there are material considerations which indicate that planning permission should in this case be granted other than in accordance with the development plan.”

Character and Appearance

- 5.17 The siting would be well considered and assimilate into the established nature of the site and form infill development between the adjacent dwellings.
- 5.18 It is considered that the visual impact of the proposed dwellings would be low particularly when considering its position when seen against the adjacent dwellings. The site is currently an undeveloped grassed field with no built form.
- 5.19 The scheme would be seen against the existing properties and other domestic features in many views. The proposal would not appear wholly separate or disconnected from the existing built form and would not appear incongruous.
- 5.20 The existing road boundary would not be altered as the existing access would be shared, allowing the roadside hedge to be retained, and the siting of the dwellings would follow the existing established building lines of adjacent dwellings.

Summary

- 5.21 Overall, it is considered that any spatial harm from the proposal to the Landscape Character Area would be minimal. There will be a visual presence as a result of the proposal, however, it is considered that an appropriate balance has been taken which ensures the proposal blends into the existing residential character of the area. It is considered that the character of the setting is respected.
- 5.22 The proposed location, and the design and materials palette, which will be approved at TDC stage will minimize any visual impact within the Landscape Area.
- 5.23 The additional traffic generated from this scheme would not be significant. The proposal would therefore not adversely affect the free flow of traffic.
- 5.24 While there are no separate footways or continuous street lighting at or near the site, the often wide verges provide appropriate space for pedestrians to temporarily take refuge. The proposed development would not be detrimental to highway safety.
- 5.25 The proposal would result in a small net increase of visitors to the site, and therefore the volume of traffic movements associated with the proposed development would be small. The

proposed development would utilise the existing vehicular access and there would be space for the parking and turning of vehicles within the site. The proposal would not have significant impacts on the capacity of the transport network, congestion, or highway safety.

- 5.26 Furthermore, the proposed residential development represents an appropriate land use in this context, with no identified site-specific designations or neighbouring uses that would give rise to conflict. The quantum of development, limited to up to 3 dwellings, represents an acceptable amount for the site, reflecting the character and density of surrounding development and avoiding overdevelopment. With the above in mind and having regard to the limited scope of considerations and assessment for a PIP application, it is considered that the three PIP matters are met and it is respectfully requested that the application is therefore recommended for approval.
- 5.27 Balanced against the significant benefits of housing delivery, supporting the government's objective of significantly boosting the supply of homes, together with the other positive benefits, any adverse impacts would be significantly and demonstrably outweighed by the benefits when assessed against the policies in the NPPF taken as a whole. There is not a strong reason for refusal, and as such, it is respectfully requested that Permission in Principle is granted.