

APPLICATION FOR OUTLINE PLANNING PERMISSION (MAJOR HOUSING) OFFICER REPORT

Date of Meeting	14 October 2026
Application Number	PL/2025/09484
Site Address	Land North of Swindon Road, Royal Wootton Bassett
Proposal	Outline planning application with all matters reserved except for access for up to 135 dwellings, the creation of new vehicular access with footways from Swindon Road, provision of informal and formal open space, together with associated highways, landscape, earth works and level changes, foul and surface water drainage facilities, utilities provision and other associated and necessary infrastructure.
Applicant	Gleeson Land
Town/Parish Council	Lydiard Tregoze CP (and abuts Royal Wootton Bassett Town Council)
Electoral Division	Royal Wootton Bassett East (Cllr Andrew Matthews)
Type of application	Outline planning permission: Some matters reserved
Case Officer	Gen Collins
Reason for the Application being reported to Planning Committee	The local ward member Cllr Andrew Matthews has requested that this application be referred to committee should officers be minded to recommend the application for approval due to the scale of the development, and Environmental/Highway impact. Further, in accordance with the Council's Scheme of Delegation, this application constitutes a development plan departure comprising a housing development on unallocated land outside the established settlement limits of Royal Wootton Bassett.

RECOMMENDATION: That Planning Permission be GRANTED subject to conditions, and subject to delegation to the Head of Development Management to complete a S106 legal agreement based on the Heads of Terms and details outlined in this report

Executive summary

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and S70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

The application site comprises unallocated agricultural land located outside the defined settlement boundary of Royal Wootton Bassett. The proposed development would secure sustainable transport opportunities for the occupants of the development and would enhance connections in the local area. The development would not result in conditions prejudicial to highway safety and would not place unacceptable impacts on the capacity of the local road network.

Moreover, the development would not result in unacceptable impacts to the amenities of the occupants of the surrounding residential properties, the character and the appearance of the area, ecology and biodiversity or heritage assets.

For these reasons set out in this report it is recommended that planning permission be granted subject to the completion of a suitable planning obligation and the imposition of the conditions set out below

Planning Obligations and Conditions

A s106 will secure the following contributions:

- **40% (54 units)** Affordable Housing: 60% Affordable Rent; 40% Shared Ownership
 - If no RP Provider comes forward, there will be a cascade clause requiring 35% discount on the Open Market Value of open market housing of the 54 units.
- 16 places x £17,522 = **£280,352** for Early Years Places
- 37 places x £18,758 = **£694,046** for Primary School Places
- 26 places x £22,940 = **£596,440** for Secondary School Places
- **£135,000** Bus Service Contribution
- **£20,000** - Bus stop upgrade in Shelley Avenue
- **£27,980** - Upgrade to surfacing of route to Shelley Avenue bus stop WBAS 81
- **£27,000** for PRow upgrades
- **£45,000** for M4 Junction 16 Improvements
- **£7,000** - Traffic Regulation Order – Speed Limit
- **£7000** for Travel Plan Monitoring
- **£23,825** x for New Roundabout and Highway Upgrades
- **£33,750** RWB Transport strategy for the RWB-Swindon Cycleway
- **£187,625** - Shared use path from site junction with A3102 to the un-named roundabout for future connection to Royal Wootton Bassett cycleway.
- New fully equipped Onsite Play areas
- **£55,404** towards the upgrade of Ballards Ash Sports Ground, including Sports Lighting and/or Gerard Buxton Sports Ground or sports pitch/ancillary provision within the vicinity of the Development.
- **£16,335** to recycling services

Conditions

The application is acceptable, subject to the conditions included within this report. These are numerous and can be found at the end of the report.

1. Proposed Development Site and Surroundings

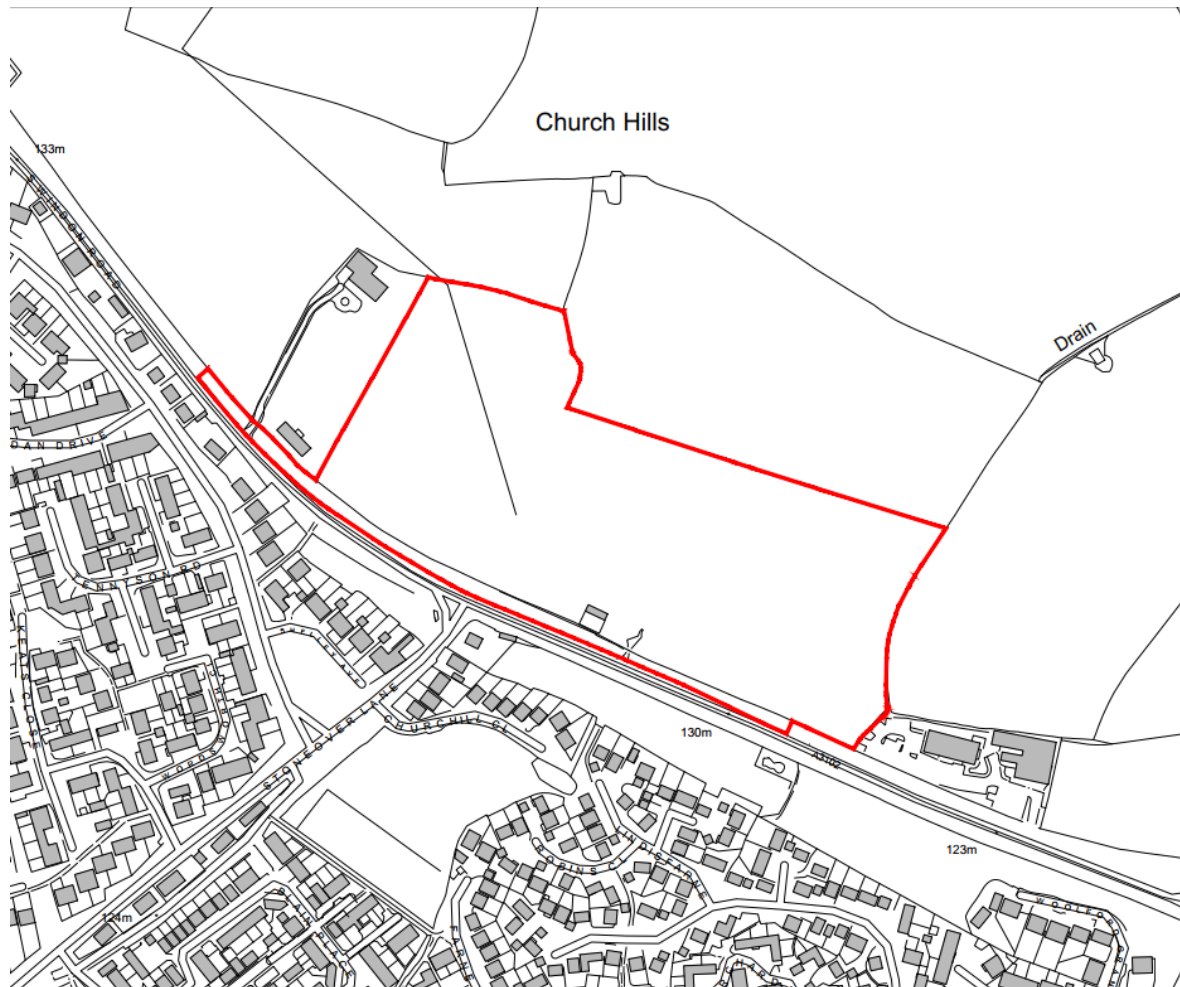


Figure 1: Location Plan

2. Proposal

This application seeks Outline planning application with all matters reserved except for access for up to 135 dwellings, the creation of new vehicular access with footways from Swindon Road, provision of informal and formal open space, together with associated highways, landscape, earth works and level changes, foul and surface water drainage facilities, utilities provision and other associated and necessary infrastructure.

As this is an outline planning application, a land use parameter plan (shown below) provides the framework for the site. Pedestrian access is also provided at the main access to the southwest of the site, a pedestrian only access shown by the pink arrow in the extract parameter plan below to the west of the south and another pedestrian/cycle access in the furthest western corner, alongside upgrades to the surrounding pedestrian footways, shared paths, improved junction with Stoneover Lane and crossings in the area. The details of these

upgrades are set out in the transport section of this report. Existing public rights of way would be retained and upgraded.

The parameter plans also fix the building heights, quantum of public open space and the delivery of strategic green infrastructure planting to the north, south and east. They also provides indicative locations of drainage basins.

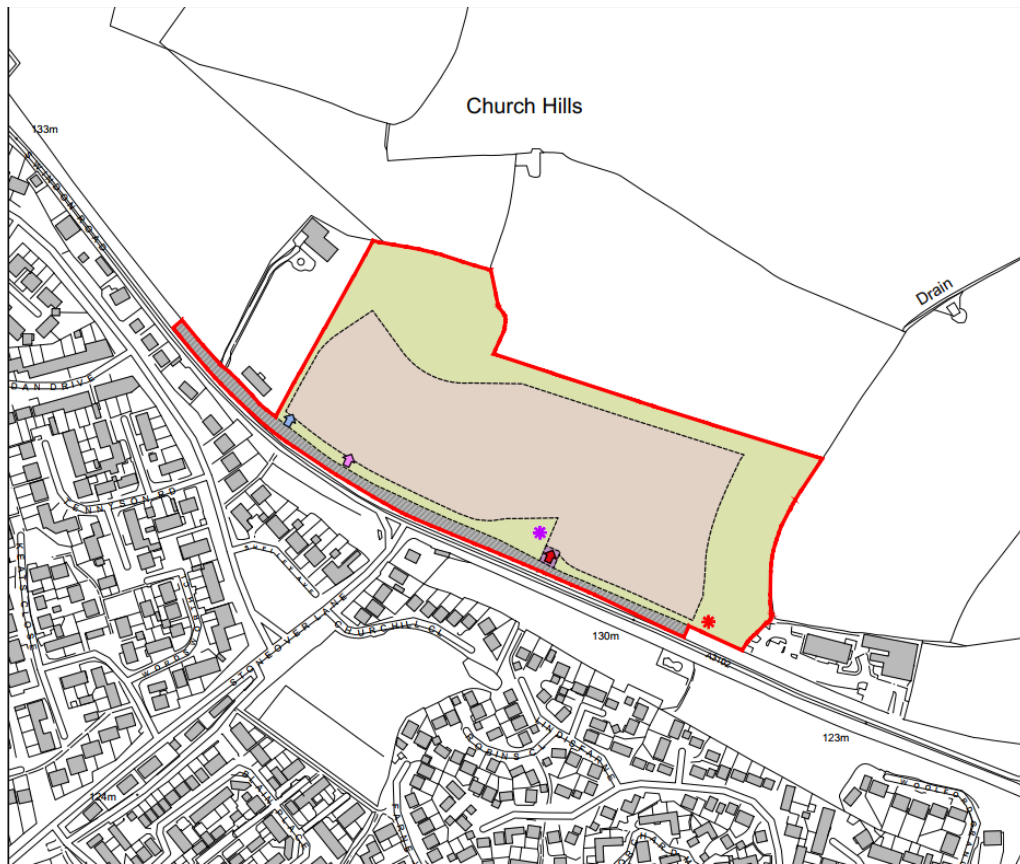


Figure 2: Land Use and Green Infrastructure Parameter Plan



It is important to note that as this application is submitted in outline, the proposal does not seek to fix an internal road or housing layout. These matters, alongside details of the house types would all be subject to a subsequent reserved matters application. Notwithstanding the submission of future reserved matters applications, and without prejudice, an illustrative masterplan has been provided with the application indicating what a future scheme could look like based upon the land use parameter plan shown above.



Figure 4: Extract of the submitted Illustrative Masterplan

3. Site Description

The application site extends to 6.05 hectares in the open countryside to the north of Royal Wootton Bassett. The site is predominantly flat sloping gently towards the north. The site is bounded to the west by existing residential curtilage associated with a private residence named 'Elmcroft House', to the south by Swindon Road, to the east by agricultural land, a hotel and Churchill's pub, and to the north by agricultural land and established woodland beyond which lies the M4.

The site forms a transitional edge-of-settlement parcel between the built-up extent of Royal Wootton Bassett to the south and open countryside to the north beyond the M4 corridor. The southern boundary is strongly influenced by the A3102 transport corridor.

No designated rivers cross or border the site. The site is located wholly in Flood Zone 1. The majority of the site is at low risk of surface water flooding aside from a small localised area to the east of the site. There is no risk of groundwater flooding on the site. The site is at low risk of future groundwater flooding as shown by the extract from the Council's Strategic Flood Risk Assessment found below.

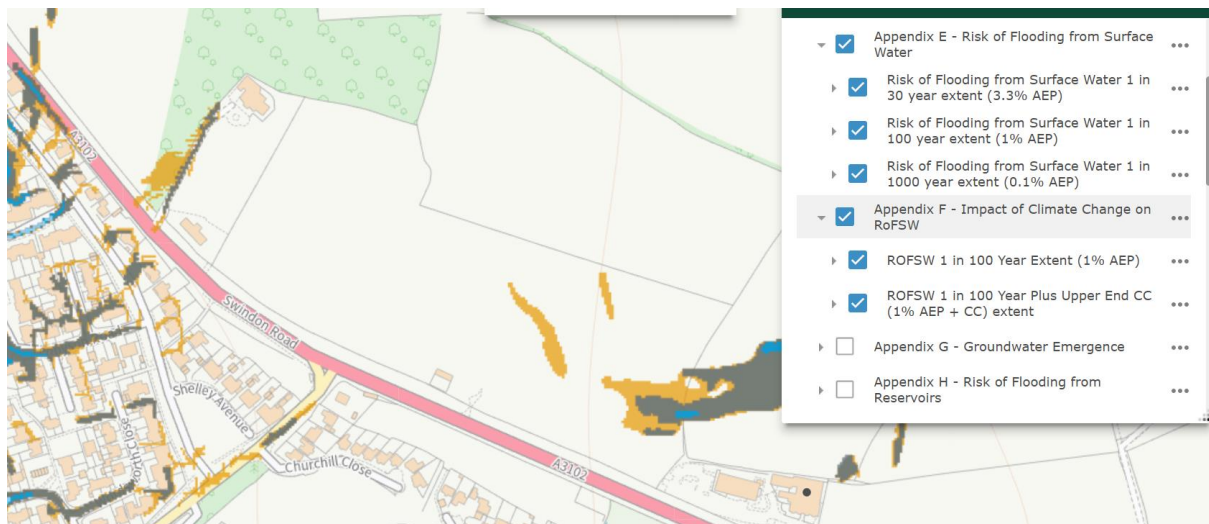


Figure 5: Extent of likely surface water flooding in 1:100 event taken from Wiltshire Council SFRA

The recently updated predicted agricultural land classification map resource indicates the site may have some Grade 1 land which the NPPF defines as 'best and most versatile agricultural land' (BMV).

The site includes the Post Mill at Church Hills Scheduled Monument (to the northwest of the Site). Other assets in proximity to the application site are the Grade II listed 'The Marsh' (approximately 50m to the northwest), a Grade II listed milestone (approximately 150m to the southeast), the Grade II listed Midge Hall farmhouse (approximately 230m to the north), and

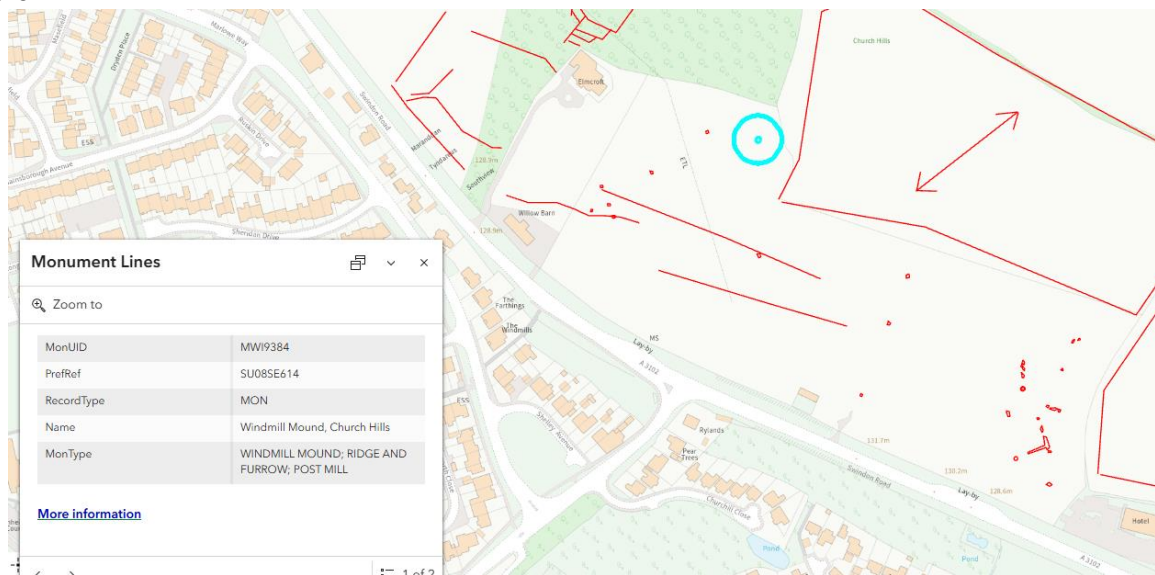


Figure 6: Extract from policies map showing Scheduled Monument (turquoise) and previous evaluation recordings

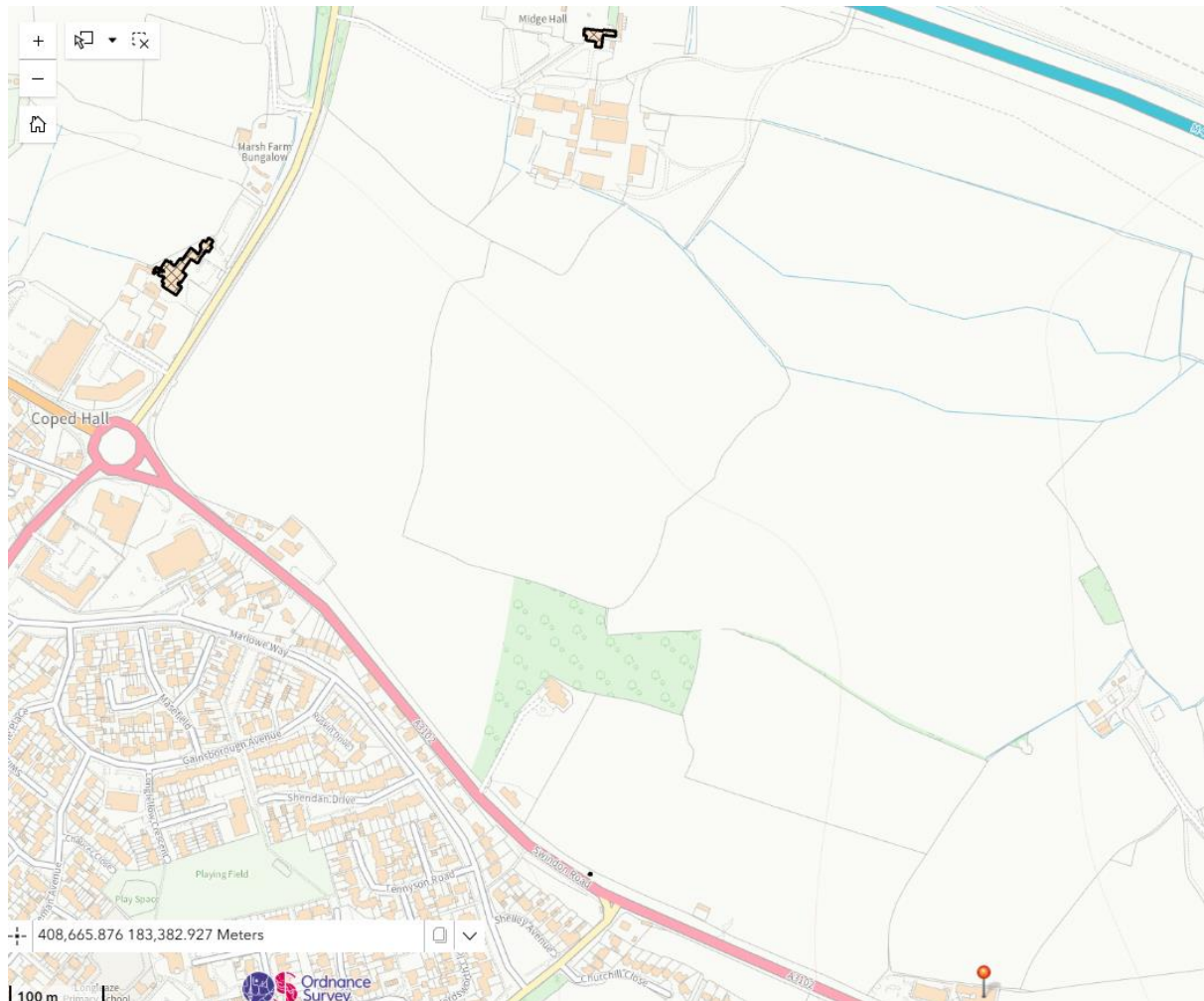


Figure 7: Extract from policies map showing nearest listed buildings at Marsh Farm and Midge Hall with M4 shown in blue to the Northeast

The application site is not subject to any protected landscape designations. It is located within Landscape Character Area 11A: Swindon-Calne Rolling Clay Lowland and Landscape Character Area 3 (Swindon Fringe) within the North Wiltshire Landscape Character Assessment report.

The site is not subject to any ecological designations. The Jubilee Lake Local Nature Reserve (LNR) is located 400m west of the site.

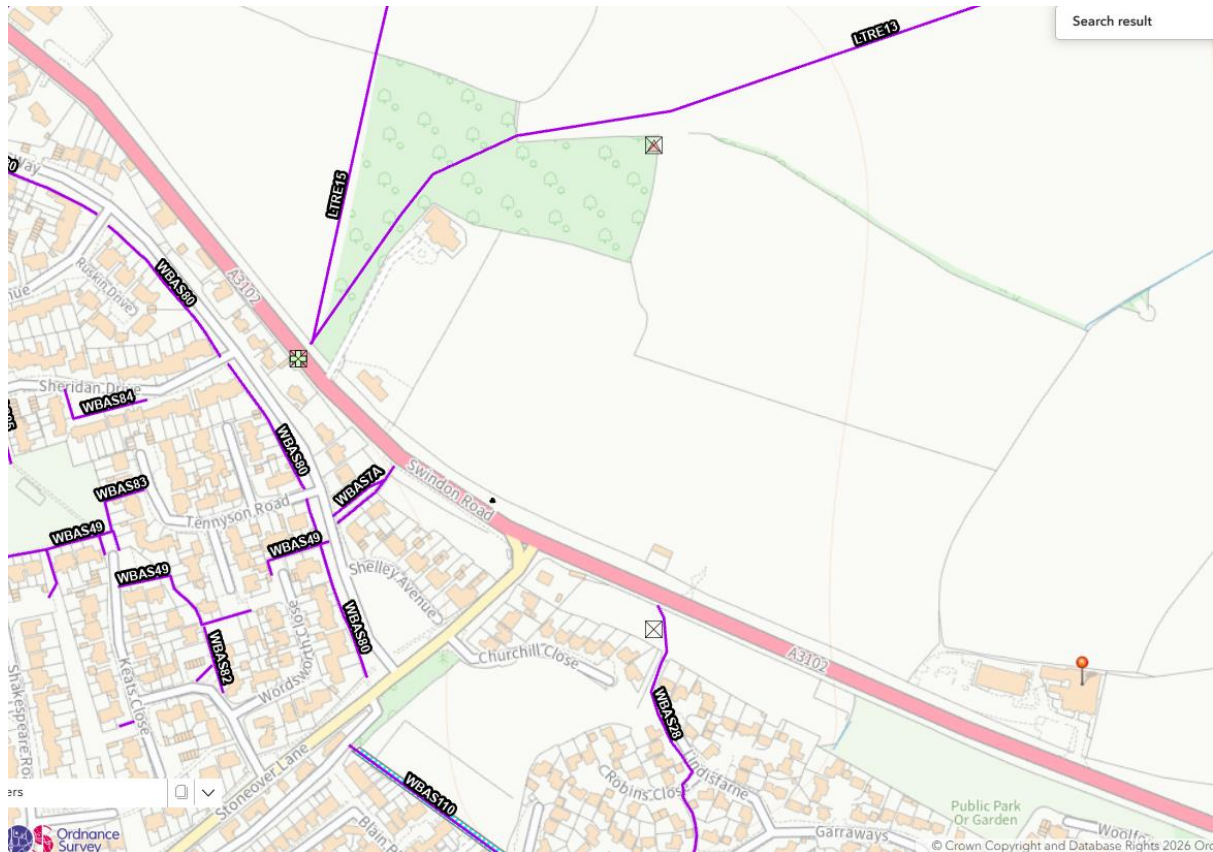


Figure 8: Extract from policies map showing PRoW in the vicinity of the site

No public rights of way (PRoW) cross the site however there are 3 of note in the immediate vicinity of the site (namely LTRE13) to the north west, and WBAS81 and WBAS28 on the opposite side of Swindon Road to the south west and south respectively.

4. Relevant planning history

There is no specific relevant planning history on the site however the following planning history is of relevance to this application:

PL/2025/06027- EIA Screening Opinion in accordance with Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) – The Council concluded that the proposed development of this site would not result in likely significant environmental effects that would require an EIA.

PL/2022/05273 - Land at Marsh Farm, located to the west of the application site for the erection of a Class E Food store. The application was approved on 26 September 2023 and construction is underway.

PL/2025/02340 - Land at Midge Hall, located to the west of the application site, comprising an outline application for the development of up to 425 dwellings, employment and local centre and primary school. The application was approved at Committee in May 2026 and is currently pending the finalisation of a legal agreement.

5. Relevant planning legislation, policies and guidance

National Planning Policy:

- National Planning Policy Framework (NPPF)

- Planning Practice Guidance (PPG)
- National Design Guide

Development Plan:

For the purposes of housing development, the development plan for Wiltshire comprises the Wiltshire Core Strategy (WCS) (adopted January 2015), any made neighbourhood plans, together with the Wiltshire Housing Site Allocations Plan, the Chippenham Site Allocations Plan. These remain the principal statutory planning document guiding development across the county.

In line with Section 38(6) of the Planning and Compulsory Purchase Act 2004, planning decisions must be made in accordance with the development plan unless material considerations indicate otherwise. Though the development plan is considered as a whole, those parts deemed to be particularly relevant to this application are listed below:

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

- Core Policy 1 Settlement Strategy;
- Core Policy 2 Delivery Strategy;
- Core Policy 3 Infrastructure Requirements;
- Core Policy 19 Spatial Strategy for the Royal Wootton Bassett and Cricklade Community Area
- Core Policy 34 Additional Employment Land
- Core Policy 41 Sustainable Construction and Low-Carbon Energy;
- Core Policy 43 Providing Affordable Homes
- Core Policy 45 Meeting Wiltshire's Housing Needs;
- Core Policy 48 Supporting Rural Life
- Core Policy 49 Community facilities
- Core Policy 50 Biodiversity and Geodiversity;
- Core Policy 51 Landscape
- Core Policy 52 Green Infrastructure
- Core Policy 55 Air Quality;
- Core Policy 56 Contaminated Land;
- Core Policy 57 Ensuring High Quality Design and Place Shaping;
- Core Policy 58 Ensuring the Conservation of the Historic Environment;
- Core Policy 60 Sustainable Transport;
- Core Policy 61 Transport & Development;
- Core Policy 62 Development Impacts on the Transport Network;
- Core Policy 63 Transport Strategies
- Core Policy 64 Demand Management
- Core Policy 67 Flood Risk;
- Core Policy 68 Water Resources

Appendix D of WCS – Relevant Saved Policies

Saved policies of the North Wiltshire Local Plan 2011:

- NE12 Woodland;

- NE14 Trees and the Control of Development;
- NE18 Noise and Pollution;
- CF1 Local Community and Education Facilities;
- CF2 Leisure Facilities and Open Space;
- H4 Residential Development in the open countryside; and
- CP3 Provision of Open Space.

Wiltshire Waste Core Strategy July 2009

Supporting Evidence Base:

Planning for Royal Wootton Bassett Topic Paper 2023

Sustainability Appraisal for Swindon SAAnnexe 2.10

At Full Council on 19 May, the elected members of Wiltshire Council agreed to withdraw the emerging LP. It has now been formally withdrawn and work has begun on a new plan.

Notwithstanding this, the draft allocation in the Plan and the evidence base prepared to inform that Plan, including the 'Planning for Royal Wootton Bassett' Topic Paper, represents the most recently published available strategic assessment of growth options for the settlement. While it does not carry policy weight, it is capable of being afforded moderate weight as a material consideration, insofar as it provides up-to-date, site-specific technical evidence which has not been superseded.

Neighbourhood Plan

Royal Wootton Bassett Neighbourhood Development Plan 2017-2026 'made' April 2018

- 1 Services and Facilities;
- 4 Integrated Community Facilities;
- 6 High Quality Mixed Development;
- 7 Design;
- 10 Landscape Setting;
- 12 Road Safety, Traffic and Transport.

Supplementary Planning Documents/Guidance:

- Wiltshire Employment Land Review (2023)
- Wiltshire Design Guide (adopted April 2024)
- LTN1/20 – Cycle Infrastructure Design (July 2020)
- Wiltshire Council Local Transport Plan 2011-2026 (LTP3)
- Local Transport Plan 2025-2038 (LTP4)
- Wiltshire Council Housing Land Supply Statement (using base date April 2025) published in June 2026
- Wiltshire Council's Waste Storage and Collection: Guidance for Developers Supplementary Planning Document adopted January 2017
- Open Space provision in New Housing Developments SPG 2004
- Leisure and Recreation Development Plan Document, adopted 21 January 2009:
 - LP4 - Providing Recreation Facilities in New Developments;
 - LP5 - New Sport and Recreation Facilities;

- CR1 - Footpaths and Rights of Way;
- CR3 - Green Space Network;
- GM2 - Management and Maintenance of New or Enhanced Open Space;
- GM3 - Future Management Partnerships; and YP1 - Children's Play Areas
- Art and Design in the Public Realm in Wiltshire – 2024 Guidance – adopted May 2024
- A Green & Blue Infrastructure Strategy for Wiltshire: Wiltshire's Natural Environment Plan 2022-2030
- Wiltshire Local Cycling and Walking Infrastructure Plan (LCWIP)
- Wiltshire Council's Playing Pitch Strategy December 2024

6. **Summary of consultation responses**

The below comments represent the latest comments provided by the consultee (where multiple have been provided).

Lydiard Tregoze Parish Council: objects to the proposal on the following grounds:

Highways, Traffic and Infrastructure

- Concerns are raised regarding the ability of the A3102 to accommodate additional traffic generated by the proposal alongside other approved developments.
- Objection is also raised in relation to highway safety, pedestrian safety and the capacity of local services and infrastructure.

Royal Wootton Bassett Town Council: objects to the proposal on the following grounds:

Principle of Development

- The site lies outside the defined settlement boundary of Royal Wootton Bassett and is therefore located within the countryside, contrary to Core Policy 2 of the Wiltshire Core Strategy.
- The site is not allocated for development within the adopted Wiltshire Housing Site Allocations Plan or the emerging Local Plan.
- Concerns are raised regarding the development of a greenfield agricultural site and the loss of countryside.

Landscape and Countryside

- Concern is raised that the proposal would extend built development into open countryside, resulting in harm to landscape character and the rural setting of the area.
- The Council considers that the impact on landscape and environmental qualities should be afforded significant weight in the planning balance.

Heritage and Archaeology

- Objection is raised regarding potential impacts upon a Grade II listed milestone and a Scheduled Ancient Monument located within or adjacent to the site.
- It is considered that the submitted evidence does not adequately demonstrate that impacts on heritage assets have been fully mitigated.
- The Council supports further archaeological assessment and the preparation of an

Archaeological Management Plan.

Highways and Transport

- Concerns are raised regarding cumulative traffic impacts arising from the development in conjunction with other committed and approved development in the area, particularly on the A3102 and Junction 16 of the M4.
- Reference is made to previous concerns relating to highway safety and network capacity identified through the Local Plan assessment process.
- Should planning permission be granted, the Town Council requests that improvements to the site access and Stoneover Lane junction be considered to address perceived highway safety concerns.

Sustainability

- Concern is raised that commitments within the submitted Sustainability Statement are insufficiently robust, with a request that sustainability measures be secured through planning conditions.

Procedural Matters

- The Town Council notes concern regarding the availability of all supporting documentation during the consultation process and recommends that all relevant information be publicly accessible prior to determination.

Wiltshire Council Highways Department: No objection subject to conditions

Initial comments were received from Wiltshire Council Highways. These raised several matters that required addressing, including consideration of the Junction, the location and layout of the proposed pedestrian crossings and matters relating to the main access. Following meetings between the Highways Department and the applicant, the proposals were updated to address the concerns. All matters raised have now been resolved and addressed.

The Highways Department has no objections to the scheme subject to suitable conditions being applied and S106 contributions.

Active Travel England: No objection

Environment Agency: No comment. Falls outside of Environment Agency remit.

National Highways: No objection subject to conditions and confirm that modelling demonstrated sufficient capacity within the strategic network.

Wiltshire Council Drainage Authority: No objection subject to conditions.

Wiltshire Council Public Open Space Officer: No objections subject to per dwelling public open space requirements in being agreed within S106. A financial contribution to off-site sports facility provision is also requested.

Wiltshire Council Ecology: No objection subject to conditions following receipt of ecology parameter plan and BNG monitoring fee.

Wiltshire Council Waste: No objection subject to conditions. S106 Contribution required towards waste and recycling containers for new dwellings.

Wiltshire Council Design Officer: No objection with most comments for resolution at Reserved Matters Stage.

Wiltshire Council Public Protection: No objections subject to conditions.

NHS Wiltshire: No comments received

Council for the Preservation of Rural England: Objection on the basis that the proposal represents unjustified development on an unallocated site, resulting in urban sprawl and potential coalescence, contrary to a plan-led approach. Concerns are also raised regarding cumulative traffic impacts on the A3102 and M4 Junction 16, inadequate infrastructure and local services, harm to the character of Royal Wootton Bassett, and the overall sustainability of further housing growth in this location.

Wiltshire Council Arts Officer: No objection. Contribution requested,

Wiltshire Council Rights of Way Officer: No objection subject to contribution to upgrading of PRoW.

Natural England: No objection subject to mitigation

Wiltshire Council Archaeological Officer: No objection subject to condition of Archaeological Management Plan.

Wiltshire Council Landscape Officer: No objection subject to conditions.

Wiltshire Council Conservation Officer: No objection

Historic England: No objection subject to appropriate condition/provision securing Archeological Management Plan for Scheduled Monument

Wiltshire Council Education: No objection subject to financial contributors towards early years, primary and secondary education places

- *Early Years contribution requested: £17,522 x 16 = £280,352*
- *Primary contribution requested: £18,758 x 37 = £694,046*
- *Secondary contribution request: £22,940 x 26 = £596,440*

Wiltshire Council Housing Enabling Team: No objection.

Core Policy 43 of the Wiltshire Core Strategy (as amended by the National Planning Policy Framework) sets out a requirement for 40% on-site Affordable Housing provision within the 40% Affordable Housing Zone, on all sites of 10 or more dwellings. There is therefore

a requirement to provide 54 affordable units within a scheme of 135 dwellings. This would meet the policy requirement and would assist in addressing the need for affordable housing. It is noted that the applicant proposes to meet the 40% Affordable Housing requirement. The Affordable Housing should be secured, at nil subsidy, in a S106 Agreement. The Housing Enabling Team confirm that Affordable Rent is still considered acceptable for the 32 rented units on this site rather than Social Rent as this is the tenure already requested in previous consultation comments dated 27th January 2026.

Dorset & Wiltshire Fire and Rescue Service: No objection

Comments relate to detailed matters in relation to recommendations of B5 of Approved Document B relating to The Building Regulations 2010 and recommendations to improve safety and reduce property loss in the event of fire.

North Wiltshire Swifts: No objection.

"We request that the LPA conditions BS42021 with a ratio of at least 1 integrated swift/universal brick per dwelling spread across the site and 10-20 integrated swift/universal bricks in each of the school, the local centre and the employment buildings"

7. Representations

Third party comments:

18 third-party representations have been received from 13 parties, including one from CPRE objecting to the application on the following grounds:

Principle of Development

- Site is unallocated and outside the settlement framework, contrary to the emerging spatial strategy, and would contribute to incremental expansion of Royal Wootton Bassett towards Swindon, resulting in perceived settlement coalescence and loss of countryside character.
- insufficient weight can be afforded to the emerging Local Plan given uncertainty regarding its progress and adoption.

Highways, Traffic and Sustainable Transport

- impact of additional traffic on the A3102, which is considered by respondents to already experience congestion, queuing, and highway safety issues, particularly at Stoneover Lane and M4 Junction 16.
- cumulative transport impacts of this proposal alongside other committed and proposed developments in Royal Wootton Bassett, Purton, Lyneham, Wichelstowe and surrounding areas.
- potential congestion, increased conflict between vehicles, cyclists and pedestrians, and road safety risks.
- sustainable transport links are inadequate and would result in a reliance on private car travel.

Infrastructure and Community Services

- local infrastructure is already under pressure and lacks capacity to accommodate further growth.
- existing pressures on GP surgeries, dental provision, schools and wider healthcare services, with concerns that additional population growth would exacerbate existing

shortcomings.

- whether adequate foul drainage infrastructure exists to serve the development.

Flood Risk and Drainage

- development of the site would increase surface water runoff, reduce natural drainage capacity and increase flood risk to neighbouring land and properties.
- Requests for further evidence demonstrating the deliverability and adequacy of drainage and foul water infrastructure.

Landscape, Character and Visual Impact

- loss of open countryside, visual intrusion and urbanisation of a prominent approach into Royal Wootton Bassett.
- cumulative landscape impacts when considered alongside other nearby developments and associated infrastructure proposals.

Heritage

- impact on heritage assets, including the Scheduled Monument (Post Mill at Church Hills) and the setting of nearby listed buildings. Heritage considerations weigh against the development and require careful assessment.

Ecology and Biodiversity

- loss of greenfield land, impacts on biodiversity, wildlife habitats and protected or notable species, including skylarks, bats and great crested newts.
- Requests for further ecological assessment and mitigation, particularly in relation to cumulative ecological impacts arising from nearby developments.

Residential Amenity

- Concerns regarding overlooking, loss of privacy, increased noise, lighting impacts, disturbance during construction and changes to outlook arising from the proposed development.
- potential impacts on neighbouring property access arrangements and perceived cumulative amenity effects associated with adjacent development proposals.

Land Ownership and Procedural Matters

- Representations questioning ownership and control of land within the application boundary, particularly along the Swindon Road frontage, and requesting further verification of title and certification.
- Concerns regarding the adequacy of cumulative assessments, consultation processes and the consideration of linked or adjacent development proposals.

Other Matters Raised

- Concerns regarding air quality, pollution, construction impacts, noise, lighting and the need for robust mitigation and enforceable planning conditions should permission be granted.
- Several representations express a general objection to the scale and cumulative extent of residential growth proposed in and around Royal Wootton Bassett

The concerns raised by consultees and third parties have been carefully considered and are addressed within the relevant sections of the assessment above. In particular:

- Highway capacity and safety are addressed in the Highways Section (paragraph 8.8 below), with no technical objection from the Highway Authority or National Highways
- Infrastructure capacity (education, healthcare, utilities) is addressed through Section 106 obligations and technical consultation responses
- Flood risk and drainage concerns are addressed in the flood risk and drainage section (paragraph 8.13 below), supported by no objection from the Lead Local Flood Authority

While the concerns raised are material, it is considered that they have been appropriately mitigated or do not give rise to impacts that would warrant refusal of planning permission.

8. Planning considerations

In accordance with Section 70 (2) of the Town and Country Planning Act 1990, Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

"If regard is to be had to the development plan for the purposes of any determination to be made under the planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise."

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

Key issues

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

- **Environmental Impact Assessment (EIA) Screening**
- **Principle of development**
- **Design and visual / Landscape impact**
- **Residential Amenity impacts**
- **Impact on heritage assets**
- **Impact on parking and highway safety**
- **Drainage and Flood risk**
- **Impacts on protected species or habitats**
- **Environmental impacts (Land contamination / air quality / noise)**
- **Loss of best and most versatile agricultural land**
- **Other issues**
- **S106 planning obligations heads of terms**

8.1 Environmental Impact Assessment (EIA) Screening

In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended), the local planning authority has considered whether the proposed development constitutes EIA development.

Screening Opinion Issued

A formal screening opinion was requested and issued ref: PL/2025/06027. The local planning authority has considered the scale and nature of the development as part of the application process and is satisfied that it does not constitute EIA development under the 2017 Regulations.

8.2 Habitats Regulations Assessment (HRA)

Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended) requires the Local Planning Authority, as the competent authority, to consider whether a plan or project is likely to have a significant effect on a Habitats Site, either alone or in combination with other plans or projects. Where likely significant effects cannot be ruled out, an Appropriate Assessment must be undertaken.

Screening for Likely Significant Effects

The proposed development has been assessed, having regard to its location, scale and nature, and its potential to affect designated Habitats Sites, including Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) and Ramsar sites. Having undertaken the screening assessment, the Local Planning Authority is satisfied that the proposal would not be likely to have a significant effect on any Habitats Site, either alone or in combination with other plans or projects.

8.3 Principle of Development

The application seeks outline planning permission for the erection of 135 dwellings with all matters reserved except access.

Development Plan Context

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

The application site lies outside the defined settlement boundary of Royal Wootton Bassett and is not allocated for residential development within the adopted development plan. Consequently, the proposal conflicts with the spatial strategy of the extant development plan, including Core Policies CP1, CP2 and CP19 of the Wiltshire Core Strategy and Saved Policy H4 of the North Wiltshire Local Plan.

Core Policy CP1 establishes the settlement hierarchy for Wiltshire, whilst Core Policy CP2 directs the delivery of development to the most sustainable locations within defined settlement boundaries. Core Policy CP19 sets out the area strategy for the Royal Wootton Bassett and Cricklade Community Area. Saved Policy H4 of the North Wiltshire Local Plan limits new residential development within the open countryside to specific circumstances, which do not apply in this case.

The proposed development therefore conflicts with the adopted development plan.

National Planning Policy Framework

The National Planning Policy Framework (NPPF) was revised on 17 August 2026 and has introduced significant changes to national decision-making policy compared to the previous iteration by introducing National Development Management policies. The revised NPPF makes clear that where existing development plan policies conflict with the NPPF, the development plan policy conflict will be afforded very limited weight.

Former paragraph 11(d) has been replaced by Policies S3 (presumption in favour of sustainable development), S4 (principle of development within settlements) and S5 (principle of development outside settlements). These new national decision-making policies establish a revised presumption in favour of sustainable development for proposals within settlements and outside settlements, subject to a number of criteria relating to only certain forms of development.

The site lies outside a settlement boundary so national decision-making policy S5 must be considered.

Policy S5(1)(j)(i) of the NPPF states that development proposals outside settlements should be approved where there is evidence of unmet housing need and a five-year housing land supply cannot be demonstrated, unless the benefits of the development would be substantially outweighed by any adverse effects when assessed against the Framework's decision-making policies. The policy requires that development should be physically well related to an existing settlement and of a scale capable of being accommodated by existing or proposed infrastructure.

Council's most recent Housing Land Supply Statement (June 2026) confirms that Wiltshire Council can currently demonstrate only a 2.8-year supply of deliverable housing land against the required five-year supply. This represents a significant shortfall and constitutes a material consideration that attracts substantial weight and policy S5(1)(j) is engaged.

Assessment Against Policy S5(1)(j)

The site is located immediately adjacent to the settlement of Royal Wootton Bassett and is physically well related to the town. The site benefits from access to a range of services, facilities, employment opportunities and sustainable transport options.

The application has been subject to consultation with statutory consultees and internal specialist officers. Subject to the recommended planning conditions and Section 106 planning obligations, no outstanding objections have been raised which indicate that the proposed scale of development cannot be accommodated by existing or proposed infrastructure.

Additionally, moderate weight is given to the Planning for Royal Wootton Bassett Evidence Paper (September 2023), which forms part of the Council's most recently published assessment of development opportunities around Royal Wootton Bassett.

Although the previous emerging Wiltshire Local Plan has subsequently been withdrawn and a new Local Plan is being prepared, the evidence paper remains a material consideration. It represents the Council's most recently published settlement-specific assessment of development options and has not been superseded by more recent evidence.

The document assessed development opportunities in the vicinity of the application site and identified the area as having sustainable characteristics, good accessibility to services and facilities, and the ability to accommodate growth.

The weight attributed to this document derives from its evidential value rather than any policy status. Officers consider that it remains a relevant and informative material consideration in assessing the suitability of the site for development.

Officers are therefore satisfied that the proposal meets the locational and infrastructure requirements of Policy S5(1)(j) of the NPPF.

In addition, Policies HO7 and HO8 of the NPPF provide significant support for the delivery of market and affordable housing. The proposal would deliver 135 dwellings including policy-compliant affordable housing provision and would make a meaningful contribution towards addressing both housing need and housing supply shortfalls within the authority area. These benefits attract substantial weight in the planning balance in favour of the development.

Weight to be Attributed to Development Plan Policies

Annex A of the NPPF confirms that development plan policies, or parts of policies, which are materially inconsistent with national decision-making policies should be afforded very limited weight in decision making.

Whilst the proposal remains in conflict with the adopted development plan, the restrictive effect of settlement boundary policies must be considered in the context of the revised national policy position and the Council's significant housing land supply shortfall.

Accordingly, although the conflict with the development plan remains an important consideration, the weight to be attributed to those restrictive housing policies is reduced to very limited insofar as they are materially inconsistent with the relevant national decision-making policies contained within the revised NPPF.

Neighbourhood Plan

The application site adjoins, but lies outside, the administrative area covered by the made Royal Wootton Bassett Neighbourhood Plan and is located within Lydiard Tregoze Parish, which does not currently have a made neighbourhood plan. Accordingly, there are no made neighbourhood plan policies forming part of the statutory development plan which apply directly to the application site.

5 Year Housing Land Supply

The Council's latest Housing Land Supply Statement provides the most up-to-date position regarding the availability of deliverable housing land within Wiltshire and is a material consideration in the determination of planning applications.

The NPPF requires local planning authorities to identify and maintain a supply of specific deliverable housing sites. Housing need, housing requirements, and the supply of deliverable sites are addressed through Policies HO1 to HO6 (for plan-making) and HO7 to HO13 (for decision taking) and Annex D of the NPPF. Annex D sets out the methodology for calculating housing need, assessing land supply, the application of housing land supply buffers using the latest Housing Delivery Test results, and establishing a five-year supply of deliverable housing sites.

The Council's current housing land supply position demonstrates a supply of 2.8 years of deliverable housing land against the relevant housing requirement. This position is a material consideration when assessing proposals for residential development. Where a shortfall exists, this indicates that the Council is unable to demonstrate a full five-year supply of deliverable housing sites and this is capable of attracting significant weight in favour of proposals which would contribute towards meeting identified housing needs. Conversely, where a five-year supply can be demonstrated, this is also a material consideration to be afforded appropriate weight in the overall planning balance.

In determining this application, regard has been had to the Council's current housing land supply position, the relevant housing policies of the development plan, the housing objectives of the NPPF, and all other material considerations. The extent to which the Council's housing land supply position affects the weight to be afforded to housing delivery and other material considerations has been considered as part of the planning balance set out below.

The contribution that this proposal would make towards meeting housing needs, together with any other benefits and harms arising from the development, is assessed within the overall planning balance and conclusion sections of this report.

Conclusion on the Principle of Development

The proposed development conflicts with Core Policies CP1, CP2 and CP19 of the Wiltshire Core Strategy and Saved Policy H4 of the North Wiltshire Local Plan because the site lies outside a defined settlement boundary and is not allocated for residential development.

Notwithstanding this, Wiltshire Council can currently demonstrate only a 2.8-year housing land supply, substantially below the required five-year supply. This significant shortfall attracts substantial weight as a material consideration in favour of housing delivery.

Policy S5(1)(j)(i) of the NPPF provides explicit support for development outside settlement boundaries where there is evidence of unmet housing need, a five-year housing land supply cannot be demonstrated, the site is physically well related to an existing settlement and the development can be accommodated by existing or proposed infrastructure.

Officers are satisfied that those requirements are met in this case. The site is physically well related to Royal Wootton Bassett, is accessible to services and facilities, can be served by appropriate infrastructure, and would deliver a meaningful contribution towards both market and affordable housing provision.

Having regard to the Council's substantial housing land supply shortfall, the support provided by Policy S5(1)(j), the significant benefits arising from housing delivery, and the absence of any technical constraints that would justify refusal in principle, officers conclude that the proposed development is acceptable in principle. While conflict with the development plan remains, the weight to be afforded to the restrictive housing policies is reduced to very limited weight in the circumstances of this case.

The proposal must nevertheless be assessed against all other relevant Development Plan policies, national policy and material considerations.

Whether the benefits of the proposal are substantially outweighed by any adverse effects, having regard to the requirements of Policy S5, is considered within the planning balance section of this report.

Policy DM3(f) of the NPPF 2026 clearly and explicitly advises local planning authorities not to refuse development proposals that should clearly be approved having regard to the development plan, the policies of the Framework and all other material considerations.

This report proceeds to the detailed consideration of the technical and environmental matters set out below.

8.4 Design and impact on the character and appearance of the area

Core Policy 45 of the adopted WCS requires "new housing, both market and affordable, must be well designed to address local housing need incorporating a range of different types, tenures and sizes of homes to create mixed and balanced communities".

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.

Policies DP1 to DP4 of the NPPF promote development that is:

- Well-designed and visually attractive.
- Responsive to local character and context.
- Functional, accessible and sustainable.
- Supportive of healthy and inclusive communities.
- Resilient to climate change and environmental impacts.
- Conducive to the creation of high quality places and a positive built environment.

The Wiltshire Design Guide encourages sensitivity to local character, materials, and architectural styles and supports modern living standards while maintaining aesthetic and functional quality.

Building for a Healthy Life NPPF promotes healthy, inclusive, and sustainable places. The document encourages:

- Walkability.
- Access to green space.
- Active design principles for well-being.

As this application is in outline with the main vehicular point of access being the only detailed matter open for consideration at this stage, the design, layout, scale, appearance and landscaping are not matters to be assessed at this stage but would need to be addressed as part of any future reserved matters application. It is, however, necessary for the Council to be satisfied that the proposed quantum of development (of up to 135 dwellings) can be adequately accommodated across the application site, to ensure that a high standard of design can be achieved.

Paragraph 136 makes special reference to trees within developments stating that trees “make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change” and continues to state that both planning policies and decisions “should ensure that new streets are tree-lined”.

This outline application has been accompanied by an illustrative masterplan and the land use and green infrastructure parameter plan in addition to a Design and Access Statement (DAS). These plans and documents demonstrate the developable area and illustrate how the site could indicatively be laid out.

The DAS sets out the landscape-led vision for the development. The development will comprise a mix of housing and affordable housing with green space central to the proposals and areas included for green corridors and focal points which will be controlled through the land use and green infrastructure parameter plan.

The proposal seeks to provide up to 135 dwellings across a developable area of approximately 3.61 hectares, which would represent 37.4 dwellings per hectare (dph) density, which is considered acceptable. The density would vary across the site, with lower densities towards the northern edge and higher densities towards more central/ focal points and Swindon Road.

Officers are also mindful that policy LC3 of the NPPF seeks new housing development to make efficient use of land taking into account the identified need for different types of housing and other development, local market conditions, the availability of infrastructure (including that supporting sustainable transport modes) and its scope for improvement, a site’s connectivity and the importance of securing well-designed, attractive and healthy places.

Outside settlements, and on land at the edge of existing built-up areas which is allocated or has permission for development and so will form part of a settlement (as defined in the glossary at Annex B), development footprints should make the best use of a site’s development potential, taking into account the policies in the Framework.

The tenure, mix, scale and layout details are a matter for detailed design at reserved matters however the application is supported by Land Use, Landscape and Ecology parameter plans. These can be secured by condition so that the detailed design conforms to these. Within these building heights and broad locations for development are set out.

It indicates that the prevailing residential building height will be 2.5 storeys with a ridge height of up to 11m, except on the northern third where dwelling heights will be limited to 2 Storey at a maximum of 9 metres as shown on the extract from the parameters plan below:

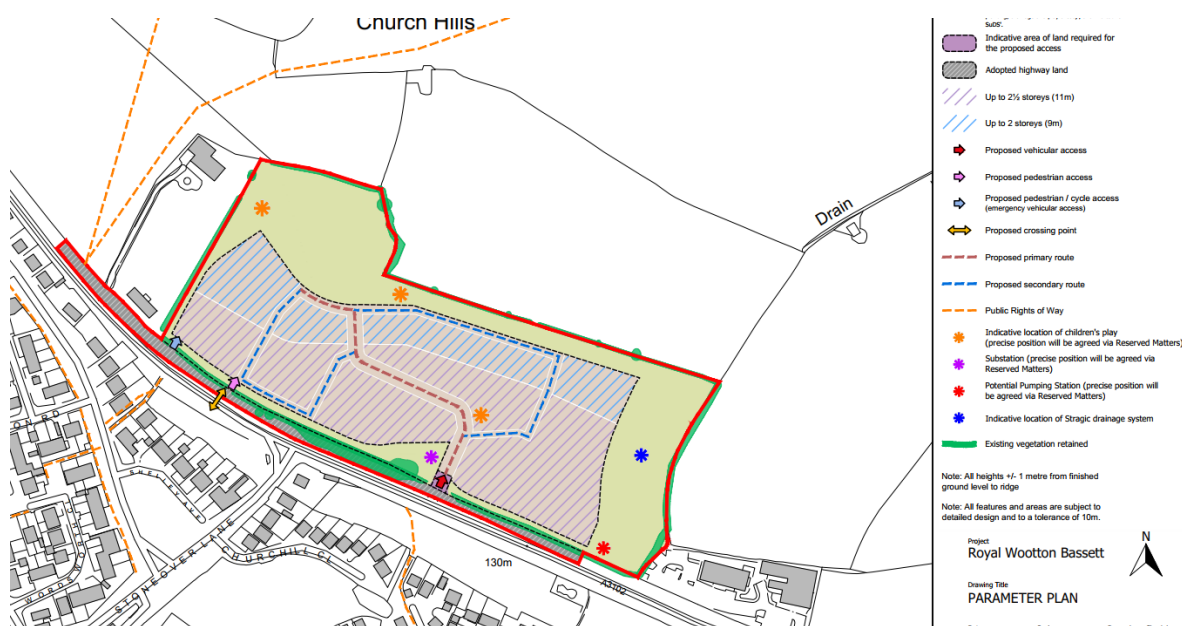


Figure 9: Proposed Parameter Plan

Areas for residential development are located centrally to the site with green infrastructure ecological buffers and open space and play areas to the north and drainage attenuation to the east.

The Parameter Plan also shows indicative connectivity through the site in the form of pedestrian and cycle connections to Swindon Road and beyond to the high streets, local facilities and the public rights of way that are to be included.

Public Open Space

Due to the application being in outline, specific details relating to layout and landscaping including Open space is only indicative at this time with full details to be agreed at reserved matters stage because open space calculations for developments in North Wiltshire are based on dwelling bedroom numbers. Consequently without these particular figures an accurate calculation of what would be expected cannot be given.

The formula the Council use is set out below.

Public Open Space:

- Per 1 Bed Residential Unit= 30 Sqm
- Per 2 Bed Residential Unit= 48 Sqm
- Per 3 Bed Residential Unit= 66 Sqm
- Per 4+ Bed Residential Unit = 84 Sqm

Equipped Play:

- Per 1 Bed = 0m² Play
- Per 2 Bed = 3m² Play
- Per 3 Bed = 6m² Play
- Per 4+ Bed = 9m² Play

The DAS document suggests that while open space will be provided with various green space areas, orchard and meadow grassland, provision of play can be met with a LEAP and two

LAPs. We do not encourage LAPs or small play areas with limited equipment or play value. The Council want to see quality over quantity when it comes to play areas and Wiltshire Council would seek a Trim Trail instead. High play value is sought so consideration at Reserved Matters should be given to monkey bars, climbing nets etc or a new contemporary style Ninja Play style steel contrition trim trail..

Any on-site Equipped Play would need to be provided as per the Wiltshire Council Play Specification attached. All on-site POS and Equipped Play need to be secured and managed in perpetuity.. The play areas would be distributed across the site to ensure they are accessible from the dwellings and maximise natural surveillance.

Public Open Space officers have confirmed that there appears to be adequate open space provided on the indicative plans.

Royal Wootton Bassett Town Council have requested that the s106 includes a condition to provide Royal Wootton Bassett Town Council the opportunity to become the managing body with sufficient funds from the developer, to undertake the maintenance of the green verges, grass corridors, open spaces and green spaces if Lydiard Tregoze Parish does not wish to. Section 124 of the Local Government Act allows a Parish/Town Council to acquire land outside its area provided it is for one of its functions or it benefits its own residents - both of which appear to be satisfied here.

The calculation for sports pitches is calculated on number of dwellings alone, regardless of bedroom numbers. A development of 135 generates a requirement for 5540.40m² of sports pitches equating to an off-site contribution of £55,404.00 towards the upgrade of Ballards Ash Sports Ground, including Sports Lighting and/or Gerard Buxton Sports Ground or sports pitch/ancillary provision within the vicinity of the Development.

The DAS and the proposed Parameter Plan confirms that the dwelling heights will be 2 to 2.5 storeys, set back from the pavement, with green infrastructure interspersed and various character areas across the masterplan to respond to the different parts of the site and surrounding area.

The Wiltshire Council Design Officer agrees that the masterplan provides appropriate provision for accommodating a good layout at detailed stage and raises no objection subject to comments on layout. The specific detail of the layout and other detailed matters such as tree planting, hedgerows, street form, and internal road layout as well as scale and form of the elevations of the different building types will be addressed through the submission of Reserved Matters applications and cannot be determined at this stage.

Housing Mix

Core Policy 43 of the Wiltshire Core Strategy sets out a requirement for 40% on-site Affordable Housing provision within the 40% Affordable Housing Zone, on all sites of 10 or more dwellings. There is therefore a requirement to provide 54 affordable housing units within a scheme of 135 dwellings. This would meet the policy requirement and would assist in addressing the need for affordable housing. It is noted that the applicant proposes to meet the 40% Affordable Housing requirement. The Affordable Housing should be secured in a S106 Agreement.

There is not a current Rural Housing Needs Survey for Lydiard Tregoze Parish specifically however there are three households registered on the Council's Housing Register, seeking affordable housing in this Parish, as of January 2026. There is also a recognised housing demand for affordable housing in the surrounding parishes and across the Royal Wootton Bassett & Cricklade community area within which the site falls.

In accordance with Core Policies 43 and 45 of the Wiltshire Core Strategy the tenure mix should reflect local need for affordable housing and should therefore be provided with a tenure mix of 60% of the units (32 units) being for Affordable Rented housing, and 40% of the units (22 units) being provided for affordable shared home ownership.

Core Policy 45 of the Wiltshire Core Strategy states that housing size and type will be expected to reflect that of the demonstrable need for the community within which a site is located. An indicative mix which would reflect current need, and which should be included in the S106 Agreement, would be:

Affordable Rented (32 units)

- 25% (8 units) - 1 bed / 2 person flats
- 13% (4 units) - 2 bed / 4-person units
- 31% (10 units) - 2 bed / 4 person houses
- 25% (8 units) - 3 bed / 6-person house
- 6% (2 units) – 4 bed 8-person house

The Housing Enabling Team confirm that Affordable Rent is still considered acceptable for the 32 rented units on this site rather than Social Rent as this is the tenure already requested in previous consultation comments dated 27th January 2026.

There is a demonstrable need for adapted housing in Royal Wootton Bassett. On all schemes which provide more than 10 Affordable Housing units, it is requested that 10% of affordable units are provided as adapted units to help meet this need. These units should be provided as units to Building Regulations M4(2) standards with a level access shower provided. Parking spaces for M4(2) units should meet the required standard with respect to location and width.

Affordable Home Ownership (22 units)

(specific tenures to be advised by the Housing Enabling Team and included in the S106 Agreement):

- 55% (12 Units) 2 bed / 4-person house
- 45% (10 units) - 3 bed / 5-person house

The applicant proposes 40% Affordable Housing, and this should be secured in a S106 Agreement including the above indicative mix and the requirement for adapted units.

Subject to this being secured the proposed development would meet requirements of CP43 and CP45 of the WCS and the NPPF.

Waste and recycling

The Council's waste and recycling team have been consulted on this application. The Council requests s106 contributions towards the provision of waste and recycling containers for each residential unit, under policies CP3 and WCS6. The following estimated contribution is required for the proposed development:

Property type category	Contribution per house/per category	Quantity	Total
Individual house	£121.00	135	£ 16,335.00
Bin store for block of 6-10 flats	£923.00		
Bin store for block of 11-14 flats	£1,752.00		
Bin store for block of 15-18 flats	£2582.00		
Total			£ 16,335.00

Table 1: Waste & Recycling required contributions

In addition to this, conditions are required to be secured in the event of any grant of permission to ensure that the following details are submitted as part of any reserved matters application/s.

Vehicle tracking is required to demonstrate that refuse collection vehicles (RCVs) can move through the development and turn at the ends of roads, especially taking account of cars parked in allocated spaces and at the roadside. Details of collection and bin storage points are also required. It is noted that there will be changes to the waste services in the area from 2027 and any reserved matters will need to be in accordance with this. Subject to these conditions and contributions being secured, the waste team support the principle of this application.

Subject to the above being secured through the s106 and relevant reserved matters stage, the proposal is acceptable in this regard.

Climate Change and Sustainability

Core Policy 41 of the Wiltshire Core Strategy seeks to minimise emissions and support the transition to a low-carbon economy. Policies CC1-CC3 of the NPPF support the transition to a climate-resilient and low-carbon future and require development to contribute towards climate change mitigation and adaptation, including through sustainable design, energy efficiency, the efficient use of resources and reductions in greenhouse gas emissions.

In assessing the proposal, regard has been had to:

- The energy efficiency of the proposed development;
- The incorporation of low carbon or renewable energy measures;
- The extent to which the layout promotes sustainable transport modes;
- Measures to support climate resilience, including sustainable drainage and overheating mitigation.

Given the proposed development is outline only, specific details are reserved for determination later. A condition requiring details of operational energy, embodied carbon, climate change adaptation measures, low-carbon and renewable energy technologies, water efficiency,

electric vehicle charging points, cycle parking, and sustainable transport to be submitted with any future reserved matters is recommended to be secured in the event of any grant of permission, to be set out in a Sustainable Energy Statement to be submitted alongside reserved matters. Subject to such a condition being secured, the proposal would be able to contribute towards climate change mitigation and the development is considered to accord with the aims of sustainable development in respect of climate change mitigation and adaptation. This benefit attracts positive weight in the planning balance having regard to Core Policy 41, Policies CC1-CC3 of the NPPF and the Climate Change Act 2008 (as amended).

On the basis of the above, Officers are satisfied that the proposal can deliver a high-quality housing development and is in accordance with policy CP57 of the WCS, the Wiltshire Design Guide, the NPPF and the National Design Guide.

8.5 Public Art

For a development of this size the Council would expect the inclusion of public art, which public art officers state is in line with Core Policy 3 and Core Policy 57.

Core Policy 3: Infrastructure Requirements [page 58, paragraph 4.42] promotes and defines public art as a type of place-shaping infrastructure and states that the cost of providing infrastructure may be met through the use of planning obligations.

Core Policy 57: Ensuring high quality design and place-shaping [page 287, paragraph xii] promotes "...the integration of art and design in the public realm" and the Planning Obligations Supplementary Planning Document (October 2016) refers to the 2011 guidance note of art and design in the public realm [page 31, paragraph 10]. Please note the 2011 Guidance has been superseded by Cabinet-adopted Art and design in the public realm in Wiltshire – 2024 Guidance

The NPPF recognises that cultural wellbeing is part of achieving sustainable development and includes cultural wellbeing within the twelve core planning principles that underpin both plan-making and decision-taking. The PPG complements the NPPF and states that "*Public art and sculpture can play an important role in making interesting and exciting places that people enjoy using.*"

In summary, art in the public realm helps to mitigate the impact of development on residents and communities by contributing to cultural wellbeing, community cohesion, the principles of creative health and place-shaping – where it can be used to unify new development with existing communities as neighbourhoods expand and evolve.

The Public Arts officer has requested a public art contribution figure of £40,500 (calculated at £300 per dwelling) to be commuted to Wiltshire Council's Arts Service to devise and manage a scheme in line with the 2024 Guidance. In absence of further updated guidance or requests it is considered that a condition should be secured instead, in accordance with NPPF policies DM6(1) and (4), in the event of any permission being granted requiring a public art scheme to be agreed at reserved matters stage and delivered by the developers at operational stage. This would meet requirements of CP57 of the WCS and DP3 and DM6 of the NPPF in the interests of securing high quality developments and good place making.

8.6 Loss of Agricultural Land (Best and Most Versatile Land)

Best and Most Versatile (BMV) agricultural land comprises Grades 1, 2 and 3a of the Agricultural Land Classification system and represents the most productive and versatile land for food production.

Policy N2 (Improving the Natural Environment) of the NPPF requires decision-makers to take account of the quality of agricultural land, including land classified as Best and Most Versatile agricultural land and its grade. Where significant development of agricultural land is necessary, areas of poorer quality land should be used in preference to higher quality land where possible.

Natural England guidance recommends consultation on proposals involving the loss of 20 hectares or more of agricultural land. In assessing this aspect of the proposal, regard has been had to the site context, the details of the proposed development, the relevant development plan policies, and all other material considerations. The key considerations are set out below.

The whole of England and Wales was mapped from reconnaissance field surveys in the late 1960s and early 1970s, to provide a provisional series of maps for general strategic guidance on agricultural land quality for planners. In April 2026, Defra released an updated Predictive ALC Map3, which was produced in collaboration with Cranfield University and takes precedence over the provisional mapping. The Provisional Mapping shows the site as undifferentiated Grade 3. The Predictive ALC Map shows the site as likely to be Grade 1.

The applicants have submitted an Agricultural Land Classification Report ('ALC report) dated July 2026. This comprises a definitive ALC grading from undertaking a detailed survey according to the published guidelines, at an observation density of one boring per hectare with seven soil profiles examined. Assessment of the agricultural land quality has been carried out according to the ALC guidelines. This survey confirmed that the soil is Grade 3b due to the presence of heavy topsoil and clay subsoil. The survey and report confirm that *"The topsoil is dark greyish brown or occasionally greyish brown (10YR4/2 or 10YR5/2 in the Munsell soil colour charts¹⁰) heavy silty clay loam or clay of 32 cm average thickness. In the east, the topsoil is friable and in the west is firm. The top approximately 10 cm has a good structure over weak, coarse, subangular blocky peds throughout the rest of the topsoil. There are no to very few stones. In the east of the site, the upper subsoil has a moderate but coarse structure, whilst in the west, the structure is weak. The soil forms coarse angular blocks that are very firm"*.

Greater weight is afforded to the site-specific Agricultural Land Classification survey because it is based upon direct field investigation undertaken in accordance with published methodology, whereas the predictive mapping represents a strategic modelling resource intended primarily for broad screening purposes.

Accordingly, the site specific detailed agricultural land survey confirms that the site does not amount to Best and Most Versatile land and consequently the proposal would not result in any loss of BMV and is acceptable in this regard.

8.7 Landscape and Visual Impact & Arboricultural Impact

Core Policy 51 of the Wiltshire Core Strategy (WCS) requires that development protects, conserves, and where possible enhances the character and quality of Wiltshire's landscapes. Core Policy 51 of the Wiltshire Core Strategy also seeks to protect and enhance landscape character, including important trees and woodland features.

CP52 requires provision and retention where possible of Green Infrastructure in developments. WCS Policy CP57 and the adopted Wiltshire Design Guide SPD (2024) provides further guidance on integrating development into the landscape. The Council's Green & Blue Infrastructure Strategy (2022–2030) also supports the protection and enhancement of landscape character.

Policy N2 of the NPPF requires decision-makers to consider the environmental qualities of land proposed for development and to conserve and enhance existing natural features of visual, historic or nature conservation value, including established trees and hedgerows where possible. The policy also seeks to ensure that landscaping and natural features are used to help integrate development into its surroundings.

Policy N4 of the NPPF affords significant protection to Protected Landscapes, including National Landscapes. Development proposals within National Landscapes should be limited in scale and extent and sensitively located and designed to avoid harm to their statutory purposes and special qualities. Substantial weight should be placed on the importance of conserving and enhancing the natural beauty of these areas.

Under Section 245 of the Levelling-up and Regeneration Act 2023, the Council must seek to further the purposes of National Landscapes when exercising its planning functions. This is an active duty requiring decision-makers to take reasonable and proportionate steps to support the conservation and enhancement of the natural beauty, special qualities and key characteristics of these designated landscapes.

The Site sits in Character Area & Profile '108: Upper Thames Clay Vale' and within Rolling Clay Lowland, within landscape character area '11A: Swindon to Calne Rolling Clay Lowland' within the 'Wiltshire Landscape Character Assessment'. This gently rolling lowland, underlain by Jurassic clays, features a mix of arable and pastoral farming, with pasture concentrated near watercourses.

Fields are enclosed by full hedgerows and mature trees, while streams are lined with willows. Scattered woodlands, including ancient and wet woodland, enhance biodiversity. Settlements are dispersed, comprising towns, villages, and farmsteads built with vernacular materials. Roads are mostly minor and rural. Views range from semi-enclosed to open, with distant chalk uplands. The area is largely tranquil and rural, with a strong sense of place shaped by its natural and cultural features.

Officers highlight of particular relevance to the scheme, the substantial comments made by the Senior Landscape Officer on the adjacent application site (PL/2025/02340) and in particular:

- The edge of settlement nature of the development and the need to deliver a strong settlement edge that meets Core Policy 51;

- The rising lands potential impact on distant receptors from the North Wessex Downs National Landscape and its setting (NPPF para 189 / CRoW Act 2000 Section 85 / LUR Act 2023 para 245)
- The need to conserve and enhance the landscape character area and mitigate the impacts of the M4 on the surrounding landscape.
- The need to preserve the separation between the urban settlements of Royal Wootton Bassett and Swindon with viable / meaningful rural countryside buffers as well as the character and separateness of the smaller villages within the wider RWB strategic area.

There are no PRoWs across the site that could cause a constraint to the development, however, there are PRoWs around the site as well as a 'Post Mill' scheduled monument to the north of the site. The site has a south facing 18m level change making the northern edge more exposed (being the summit of Church Hills) to long distance views across the Thames Clay Vale towards the Berkshire and Marlborough Downs and the associated National Landscape.

Officers are happy that the LVA has been undertaken in accordance with the GLVIA (3rd Edition) 2013 guidance and agree with the general conclusions of the report that the impacts on landscape character after maturity of the landscape mitigation, '*... would be Minor Adverse...*' (para 9.1.8) whilst the visual impact, '*...would be no greater than Minor Adverse as the landscape scheme matures and filters views or screens the development from view.*' (para 9.1.9)

The LVA undertakes a cumulative impact assessment of PL/2025/02340 and PL/2023/02129. Reviewing the two other substantial development sites that have been brought forward to the north and east of Royal Wootton Bassett, these were also included as allocation sites in the most recent Local Plan Review 'Planning for Royal Wootton Bassett' documents (Site 2/8). This site was also brought forward under the call for sites within the LPR (site 9) and whilst there were landscape sensitivities it was felt these could be overcome with suitable mitigation. It would therefore more likely be seen as an infill site between the two LPR allocation sites rather than an outlier of development in the rural countryside.

It is recognised that the application is at outline and therefore the layout presented in the DAS and accompanying plans is not 'fixed' but representative at this stage. Officers are supportive of the design strategy to leave a significant proportion of the northern edge of the site free from built development both to provide a setting for the scheduled monument and avoid sky-lining the development from more sensitive visual receptors.

It is noted that the landscape officer identifies certain issues with regard to the detailed layout and landscaping of the site such as:

- proposed street trees,
- insufficient tree cover proposed given that this within the great western forest,
- the swale and attenuation pond is pushed into the PoS with no SUDS features and water storage spread out across the development footprint,
- predominantly 'pipe to ponds' design that 'dominates PoS; and
- the need to deliver joined up active travel corridors.

Whilst officers acknowledge these are matters for detailed design it is considered that the following conditions are required to secure certain details for submission at reserved matters stage:

- The Development shall meet at least a 0.5 Urban Greening Factor (UGF) Rating (for Greenfield Sites) using the Natural England GI framework calculator;
- 20% tree canopy cover is secured to accord with the Great Western Community Forest Strategy Document as defined by using the Cornwall County Council Canopy Cover Calculator;
- A detailed planting plan is produced setting out species, density, specification (To National Plant Specification) and is overlaid with utility wayleaves, street lighting locations, and highways vision splays to ensure there are no clashes between trees and utilities;
- A Landscape and Ecology Management Plan shall be produced to set out how the landscaping will be managed to establishment;
- Details of all hardworks, boundary treatments, street furniture shall be provided to ensure the quality of development is maintained; and
- Local materials should be incorporated into hard detailing as per guidance.

The detailed planting details can be further considered at reserved matters stage, and the parameters plan is judged to be able to facilitate this in principle.

In light of the above assessment, it is considered that the proposals accord with CP51 and will not have an unacceptable impact on the surrounding landscape and associated views.

Third party concerns have been fully assessed and taken into account. The proposal therefore accords with the aims of the NPPF, other biodiversity related guidance, and the adopted WCS policies CP51, CP52 and CP57 of the WCS, as well as saved policies NE12 and NE14 of the NWLP.

8.8 Public Rights of Way

Core Policy 52 supports the delivery of green infrastructure projects and initiatives. The planning and delivery of these projects will need to address any potential negative environmental impacts, particularly in relation to disturbance of wildlife, flood risk, water quality, landscape character and tranquillity.

The NPPF (policy TR8) and the National Design Guide support the provision of healthy communities and Public Rights of Way. TR8 (1) states that “*development proposals should ... enhance the network of public rights of way...; and b. Take opportunities to extend, link or improve the quality of existing routes...*”.

Core Policy 60 seeks to promote the enhancement of sustainable transport infrastructure, including the improvement of pedestrian and cycling links, in order to promote sustainable modes of transport. In addition to this, Core Strategy Policy CP51 aims to safeguard the landscape character of the county while encouraging the development of safe, accessible, and well-designed rights of way that are compatible with their surroundings.

No Public Rights of Way are located within the site red line boundary, the connection to PL/2025/02340 is welcomed and present the opportunity for the two developments to work together to create a surfaced link between the two sites. A section 106 contribution of £200 per dwelling, which will be used to improve the surface of WBAS28 and improvements to the PROW network North of this site has been requested and it is considered necessary and would meet the CIL tests.

A safe crossing point on the A3102 should be provided so that access between the proposed site and RWB can be provided and allow the safe crossing of what is a very busy road. Rights of way users come from a wide spectrum of society and encompass users who have a slower walking pace and can have other limitations such as hearing and vision impairments. It is vital therefore that a crossing is provided which aids their ability to remain active and independent. A safe crossing point on the A3102 will help to encourage the use of Public Rights of Way. A provision should be secured in any s106 for this development to provide this in the event that it comes forward ahead of the neighbouring site at Midge Hall.

Subject to securing the proposed mitigation and upgrade works required through s106 and the use of conditions, the proposed development is acceptable in regard its impact on the PROWs identified.

8.9 Highway Safety and Parking

The NPPF transport policies (TR3-8) seek to ensure that development is supported by a safe, sustainable and efficient transport system. Development proposals should provide appropriate access arrangements, promote sustainable modes of travel, support active travel and public transport use, minimise impacts on the transport network, and ensure that any residual impacts on highway safety or network capacity are appropriately mitigated.

Transport implications are a key factor in assessing planning applications, particularly for major development proposals. Proposals should demonstrate:

- Safe and suitable access for all users, including pedestrians, cyclists, public transport users and those with mobility impairments.
- That any transport impacts have been appropriately assessed and mitigated.
- Promotion of sustainable travel choices, reducing reliance upon private vehicles where possible.
- Adequate vehicle and cycle parking provision in accordance with adopted standards.
- Protection and enhancement of public rights of way, walking, wheeling and cycling connections.
- Integration with existing and planned transport infrastructure.

Relevant policies include Core Policies 60–64 of the Wiltshire Core Strategy, supported by the Wiltshire Local Transport Plan, Car Parking Strategy, and Cycling Strategy. The RWB Local Cycling and Walking Infrastructure Plan (LCWIP) and LTN 1/20 (DfT) provide further design guidance for active travel infrastructure.

Proposals must also ensure safe access for refuse collection vehicles and comply with the Wiltshire Council Waste Storage and Collection SPD (2017).

Where necessary, Transport Assessments or Statements should be submitted to evaluate impacts and identify mitigation. Planning conditions or legal agreements may be used to secure off-site improvements, travel plans, or contributions to sustainable transport infrastructure.

In assessing this aspect of the proposal, regard has been had to the site context, the details of the proposed development, the relevant development plan policies, and all other material considerations. The key considerations are set out below.

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.

This outline application is seeking detailed consideration of the two proposed means of vehicular access, three toucan crossing points and related shared use footway / cycleways onto Swindon Road and Hook Road. All the other highway matters, including internal road layouts, being reserved for future consideration.

The application has been supported by numerous documents, assessments, plans and evidence that has evolved overtime through detailed discussions between the local highways officer, the Council's Strategic highway specialist, Active Travel England, Public Rights of Way and National Highways. The assessment draws upon the submitted Transport Assessments

and associated technical notes, Road Safety Audits, and the National Highways and Local Highway Authority responses.

The following documents have been reviewed and assessed as part of this application:

- Transport Assessment – November 2025, Drawings: Engineering Layouts & Site Layout
- Technical Addendum – July 2026
- Framework Residential Travel Plan – May 2026
- Design and Access Statement
 - Parameter Plan and Masterplan

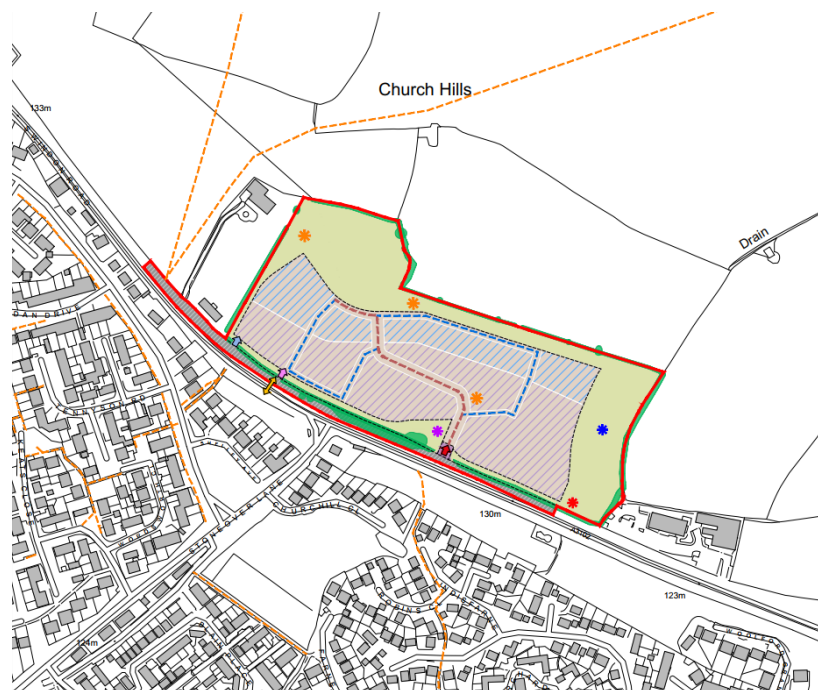


Figure 10: Proposed Parameters Plan

The proposal is located north of the A3102 and to the north of the settlement framework boundary outlined in the Wiltshire Core Strategy. The site lies to east of the Midge Hall application site that has received planning consent for 425 dwellings, mixed-use local centre, Primary School and employment use (PL/2025/02340).

Despite the proposal being located outside the settlement framework boundary - subject to suitable mitigation (detailed below) it is considered a highway objection on sustainable transport grounds would not be justified or successful at planning appeal. The site, if given consent would be developed adjacent to Midge Hall, in combination this will bring sustainable transport benefits.

As set out above in the officer report, the application site was part of the Local Plan Review process and the site was assessed in the 'Planning for Royal Wootton Bassett' document (Sept 2023). The assessment of the site in sustainable transport terms scored well, subject to mitigation. The site proceeded through to Stage 3 and 4 of the selection process, including Sustainability Appraisal and SWOT analysis. The site was not allocated as sufficient housing

had already been identified for the locality at that time in the context of the housing numbers required at that time. Minor adverse effects were identified in relation to transport at that time:

“(11.) Transport: The site is accessed via Swindon Road (A3102) and there is little or no pedestrian/cyclist infrastructure. This would need to be addressed by the developer including crossing points / desire lines and enhancement and connectivity of bus stops. The development would need to be impact tested at Junction 16 of the M4 to determine any necessary capacity enhancements. Contributions towards a Transport Strategy (and cycle routes) would need to be defined through the Local Plan Review and Local Transport Plan. (Planning for Royal Wootton Bassett, Sept 2023 page 73)”.

It is important to note that the site is now proposed with mitigation measures including pedestrian/ cyclist infrastructure, a toucan crossing, upgrades to the route towards the bus stop and improvements at the bus stop.

Connectivity Tool

With regard to the NPPF August 2026, as this site is located outside of the development framework boundary, the Connectivity tool should be used to inform the assessment of the sustainable transport credentials of the site. It is noted that the site Connectivity score ranges from 57 - 62 (light green to darker green tones). Within the local context of nearby locations within Wiltshire, relatively this is a high score. Within the context of central area of Royal Wootton Bassett this is below average scores of 69-72 (yellow tones) for Royal Wootton Bassett. It is likely that subject to mitigation this will improve the connectivity score. Mitigation will include the toucan crossing, shared use cycleways and accessibility bus stop/ services (detailed below).

The TA outlines the distances to local facilities and amenities. When set against walking guidance of the Institution of Highways and Transportation's 'Providing for Journeys on Foot' (2000) this identifies 2km as the maximum suggested acceptable walking distance. This is the criteria for planning and evaluation purposes and includes destinations against desirable to preferred maximum criteria; this is reproduced below:

- Longleaze Primary – 0.8 km
- Royal Wootton Bassett - Secondary – 1.6km
- Public transport – Shelley Avenue – 0.35km – subject to mitigation
- Employment, leisure/ retail, personal business facilities all within reasonable distance.

With the context of the IHT Journey's on foot table, Table 3.1 in the TA clearly outlines that key facilities are within reasonable walking distance of the proposed site. It also needs to be considered that the Midge Hall planning application will also bring forward a Primary School, local centre and employment. These facilities would be around approximately 950m from centre of the site with shared use connections.

Walking / Cycling links

The application site will provide 3m shared use cycleways across the site frontage and connectivity related to the site. This will provide connectivity related to Stoneover Lane and the bus stop at Shelley Avenue. A contribution of **£33,750** is required for the Royal Wootton Bassett to Swindon cycleway and a contribution of **£187,625** is required to provide connectivity

towards the Royal Wootton Bassett to Swindon cycleway supported and required by the adopted RWB LCWIP. See the S106 section for further detail.

Bus service

The Shelley Avenue bus stops serves the '55 Gold' bus route which serves a regular frequency bus service between Swindon and Chippenham, via Royal Wootton Bassett and Calne. The 55 Gold Service, with links to Swindon rail services. A contribution of **£135,000** towards local bus service is required. See the S106 section for further detail.

Bus stops

The nearest bus stops are the Shelley Avenue bus stops located on Marlowe Way, approximately 350m to the southwest of the centre of the site. An appropriate link for pedestrians between the site and the bus stops will be provided.

The bus stops in Shelley Avenue are in poor condition and require a contribution of **£20,000** to upgrade and promote use of public transport. Flexibility is required that the contribution could be used towards a bus stop along A3102 in the event of service diversion. See the S106 section for further detail.

Accessibility and Connectivity

The Local Highways Authority concludes that in terms of NPPF 2026, S5 (1)(J,i), that this application site is considered physically well-related to an existing settlement and of a scale which can be accommodated taking into account the existing and proposed infrastructure.

The site is well located to existing services and facilities within two kilometres of the site in Royal Wootton Bassett. The development is of a scale that can easily be accommodated in this location taking into account the existing and proposed availability of infrastructure to be secured through mitigation and enhancements via conditions and s106 and s278 agreements.

The proposal provides the opportunity to combine walking, cycling and public transport trips. A regular bus service is located within recommended walking distance from the site, which also provides links to the centre of nearby Swindon and associated mainline rail services. The Midge Hall site will also locate a new Primary School and local centre in reasonable distance. The development will include measures to minimise single occupancy vehicle travel, which will be established as part of a Travel Plan process. It is considered that there are no reasonable highway grounds to raise a highway objection on transport sustainability grounds. The proposal is considered to comply with to NPPF 2026, TR3 (1) as well as TR6 and S5(1)(j)i).

Summary of vehicle movements and mitigation measures

The TA at paragraph 5.10 and table 5.2 outlines that at the ghost right lane on the A3102 Swindon Road, development two-way trips can be expected to be 55 trips (AM peak) and 69 trips (PM peak). In the AM this equates to 0.92 vehicles per minute and in the PM this equates to 1.15 vehicles per minute. It is important to consider the average traffic flows (table 2.1) along the site frontage A3102 two way in the AM are 1346 and PM 1458. The development flows in the AM will be 4.1% and PM will be 4.7% of the existing traffic flow.

Within the context of the existing traffic flows along the A3102 the development trips cannot be termed to meet thresholds to be considered a severe cumulative impact on the road network. The proposal is not considered contrary to NPPF 2026 TR6 (2).

The development trip movements will be distributed across the highway network (two-way trips detailed in table 6.1 of TA), in combination with the junctions at Stoneover Lane junction (33 trips am, 36 trips pm), Coped Hall roundabout (18 am, 28 pm), un named roundabout (22 am, 34 pm) and M4 Junction 16 (22am and 33pm).

It is important to note that the proposal comes forward with a package of mitigation measures as part of the vision-led approach to increase active travel and public transport movements and reduce car borne trips. A toucan crossing is proposed in order to provide accessibility and connectivity with public transport, facilities and the town centre. Whilst financial contributions towards public transport and links are provided towards the proposed Royal Wootton Bassett to Swindon Cycle link. The proposal is considered compliant with NPPF 2026 TR3 (1).

National Highways comment and M4 Junction 16

It is important to acknowledge that at peak AM and PM times, the A3102 is a busy and fast flowing route related to the M4 Junction 16. National Highways have not raised a highway objection to this proposal subject to mitigation measures at M4 J16 and measures to encourage active travel and public transport related to the site.

National they would still seek to secure proportionate financial contributions on the basis for the evidence and dataset gathered and associated with Local Plan preparation and alongside the ongoing emerging Local Plan work.

National Highways outline that any impact on development trip volumes is unlikely to adversely impact assessment conclusions (as a result modelling work undertaken in support of the Wiltshire Local Plan and planning applications in the vicinity of M4 J16 application references PL/2023/09142 MOTO MRA, PL/2025/00700 Car Dealership and the wider Royal Wootton Bassett area PL/2023/02129- Woodshaw David Wilson site).

National Highways consider that the level of additional traffic likely to be generated by the proposed development does not warrant modelling of operational impacts at M4 J16 on this occasion. The outcome of previous assessment work recommended that considering the proposed development will add to future traffic demand through M4 J16, National Highways recommend it would be appropriate to seek the following contribution of **£45,000** towards M4 junction 17 (signing, lining and carriageway widening). National Highways also recommend amendments to signal timings and re-validation of the MOVA (Microprocessor Optimised Vehicle Actuation) signal set-up at M4 J16 to mitigate the impact of the development (see recommended conditions below).

Site Junction

Amended plans have been provided as detailed on drawing Proposed Access Arrangement, P-22-2466 Rev C 09.07.2026.

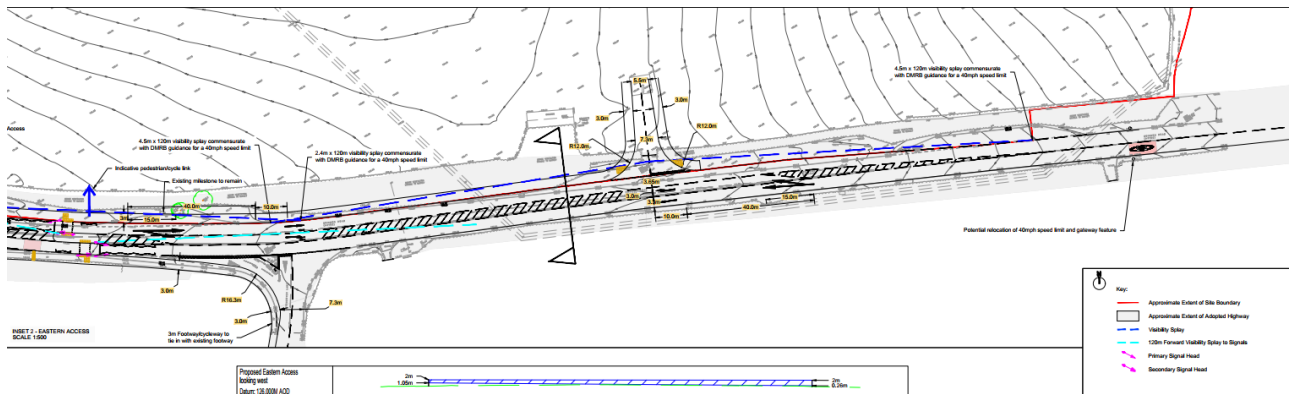


Figure 11: Proposed access site junction and Stoneover Lane junction

The ghost right hand turn lane has now been amended, these drawings outline geometry dimensions such as lane widths, radius and tapers. The deceleration length measures 40m, with an additional the 10m turning length. This is considered acceptable for the 40mph speed within DMRB guidelines and will provide sufficient stacking capacity.

The site access radius has increased from 8m to 12m. The site access has been amended to 7.3m width narrowing to 5.5m within the site. This will provide sufficient room for the fire tender and refuse vehicle as demonstrated by the swept path analysis drawing contained in Appendix C of the technical addendum.

Stoneover Lane junction

The drawing Proposed Access Arrangement, P-22-2466 Rev C 09.07.2026 indicates the location of the two-stage toucan crossing has been re-located further west by approximately 10m of the right hand turn lane associated with Stoneover Lane.

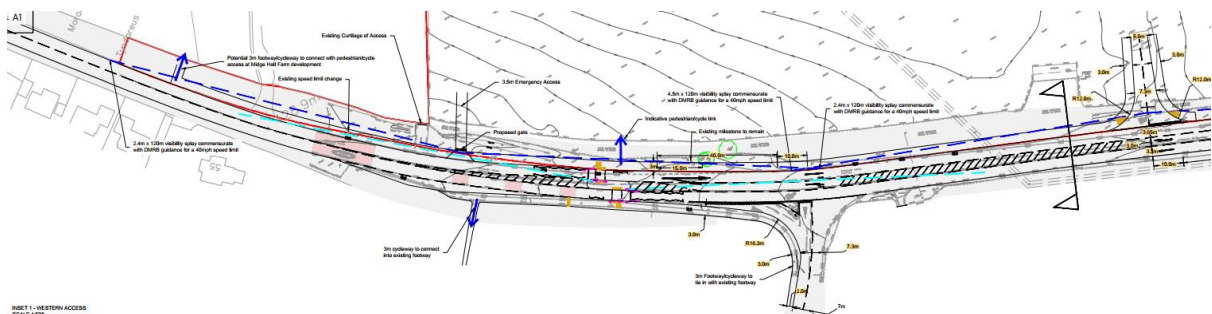


Figure 12: Proposed Stoneover Lane junction and site access

The deceleration length is laid out to an acceptable standard measuring 40m, with an additional the 10 m turning length. This is considered acceptable for the 40mph speed within DMRB guidelines.

A3102 Entrance gateway feature

The drawing Proposed Access Arrangement, P-22-2466 Rev C 09.07.2026 indicates a gateway feature for the 40mph speed limit. Full details of the 40mph gateway feature will be approved as part of condition 1, where detailed drawings will be submitted.

Transport vision led approach

The vision led approach is a business-as-usual approach, as part of the committed development and previously allocated Local Plan sites. This includes significant mitigation

measures to encourage active travel and public transport in accordance with NPPF 2026 TR3 (1). The scenarios developed include TEMPro growth factors. The junction assessments scenarios include:

- 2030 future year + committed development
- 2030 future year + committed development + Proposed development

Whilst the junctions are assessed on this basis, it is clear that this approach related to site does include walking and cycling connectivity (toucan crossing), bus connectivity, cycle improvements (cycle) and improvements to public transport. This is within the context of the site location being located within reasonable walking and cycling distances of facilities and services.

Trip generation and off-site modelling

As detailed in the technical addendum, further junction operational assessment was requested by Wiltshire Highways for four key junctions. Including committed development and development sites (previously allocated in the Local Plan) were modelled. This was to ensure that the cumulative impact of development on traffic flows was modelled in line with NPPF TR6 (3) requirements.

Manual classified counts were carried out to support the modelling. A base year of 2026 and future year of 2030 agreed. TEMPro Growth factors from NTEM were applied. Committed development included:

- Land at Midge Hall – 425 dwellings, Primary School, Local Centre (PL/2025/2340),
- Car dealership (PL/2025/0700)
- MOTO motorway rest area (PL/2023/09142)
- Land Woodshaw – 410 dwellings (PL/2023/02129)
- Erection of class E superstore (PL/2022/05273)
- Land at Green Farm, Lyneham 200 dwellings (19/03199/OUT)

The following sites associated with the Local Plan / Neighbourhood Planning process:

- Land at Marsh Farm – approximately 150 dwellings
- Land West of Maple Drive – approximately 70 dwellings
- Land at Stoneover Lane – approximately 42 dwellings

Proposed site junction/ A3102 Swindon Road

The assessment provided in the technical addendum (table 3.5) confirms that the proposed site access is forecast to operate well within capacity, with negligible queuing anticipated from either the site access, or the proposed right-turn lane from the A3102 Swindon Road (East) into the Site Access.

A3102 Swindon Road/ Brinkworth Road 4 arm roundabout

The assessment provided in the technical addendum (table 3.1) outlines that the 2030 future year + committed development scenario, outlines acceptable capacity and delay within the roundabout. The additional proposed development scenario outlines only relatively marginal increase and that sufficient capacity and delay is maintained within the roundabout.

A3102 Swindon Road/ Unnamed junction

The assessment provided in the technical addendum (table 3.4), with regard to the scenarios modelled, outlines an issue with the A3102 Swindon Road (E) arm in the PM.

There is a slight increase as result of the proposed development, with RFC of 1.13, queues (PCU) 123.4 and delays of 227.58seconds. The adjacent Midge Hall planning application

secured a contribution towards upgrade at this junction. It is considered that a contribution at the same rate, of **£23,825** is reasonable and proportionate. Meanwhile contributions from other developments within Royal Wootton Bassett will be required to contribute going forward.

A3102 Swindon Road/ Stoneover Lane junction

With regard to the assessment provided in the technical addendum (table 3.3), the capacity of the proposed scheme has been modelled. The junction capacity assessment demonstrates that the proposed arrangements will operate within operational capacity in the 2030 Future Year + All Committed Development + Proposed Development scenarios.

In the PM peak, the maximum RFC shows an increase of 0.12 to 0.90 on the Stoneover Lane to A3102 Swindon Rd (W) movement as a result of the Proposed development. This is on the margin of capacity.

In comparison, the existing arrangement has been modelled in table 3.2, in the PM peak, the maximum RFC shows an increase of 0.13 to 0.95 on Stoneover Lane to A3102 Swindon Rd (E) movement as a result of the proposed development. Queue lengths, also exhibit an increase with the addition of the Proposed Development, with a 1.9 PCU increase on the Stoneover Lane to A3102 Swindon Rd (East) movement. It is important to note that the proposed access arrangements will offer slightly more additional capacity, as well as improvements to the junction.

As illustrated on the drawing Proposed Access Arrangement, P-22-2466 Rev C 09.07.2026 the upgrades will aim to improve facilities for walking and cycling via the introduction of a 3 metre wide footway / cycleway. Further safety related measures include resurfacing of the whole carriageway in the vicinity of the junction/ toucan, upgrades to junction signage, and the proposed reduction of the existing speed limit to 40 mph with a gateway feature east of the Stoneover Lane junction.

Accident data

The accident data included in the TA indicates that there is an accident history at the Stoneover Lane / Swindon Road junction with vehicles pulling out of Stoneover Lane / vehicles entering towards Stoneover Lane and manoeuvres within the junction causing issues. This junction is included in the Wiltshire Council A3102 Safer Road scheme.

It is considered that introduction of the proposals such as the site junction, shared footways, toucan crossing, surfacing, lining, signing, street lighting and 40mph gateway will significantly change the highway environment at this junction and can improve the highway safety in this location resulting in a public betterment to which significant weight is attached in favour of the scheme in the planning balance.

Wiltshire Council A3102 Safer Road Scheme – Stoneover Lane

Wiltshire Council has been granted funding to carry out safety improvements along the A3102 between J16 M4 to the A350 Melksham. A scheme to upgrade the Stoneover junction has not been finalised or published at this stage.

Going forward, in the event the Safer Road scheme is delivered in this location before this planning application, the submitted details as part of conditions 1 and 2 will need to take this into account accordingly.

Midge Hall application implementing the toucan crossing

In the event that the Midge Hall scheme (PL/2025/02340) implements the toucan crossing, improvements to the route to the bus shelter (contribution **£27,980**) and bus shelter improvements (contribution **£20,000**) any requirements arising under this will be discharged by the highway team and any monies returned.

In the event the adjacent Midge Hall scheme comes forward first, it will be required that the scheme (Proposed Access Arrangement, P-22-2466 Rev C 09.07.2026) is adjusted and a revised scheme to include shared use connections to the toucan crossing is provided, any other reasonable adjustments to facilitate this. This would be in lieu of providing the toucan crossing, upgrades to the link to bus stop and bus stop upgrades. This matter is covered by condition 6.

Scheme requirements – Surfacing and lining

As part of the proposed highways scheme detailed on drawing Proposed Access Arrangement, P-22-2466 Rev C 09.07.2026, there is a requirement the site junction and that of the toucan / upgrades to the junction with Stoneover Lane will require surfacing of the whole widths of carriageway. This is covered by recommended highways conditions 3 and 4.

Walking / cycling

A contribution of **£187,625** – to be used for a Shared use path from site junction on A3102 to the un-named roundabout for connection to Royal Wootton Bassett cycleway. This contribution is estimated at 50 % of scheme costs. Due to extent of other contributions from this proposal, other development sites will be expected to contribute towards these highway works.

Conclusion

There is no highway objection raised subject to conditions covering:

- **Site access junction & turn lane:** Detailed design, approvals and completion before occupation.
- **Stoneover Lane junction upgrade:** Detailed design, approvals and completion before occupation.
- **Road resurfacing works:** Resurfacing of access, turn lanes and crossing areas before occupation.
- **Toucan crossing:** Approved design and delivery, including footway links, before occupation.
- **Alternative crossing link:** Shared-use path required if nearby development delivers crossing first.
- **Travel Plan:** Residential Travel Plan with £300 vouchers per dwelling and 5-year monitoring.
- **Construction Management Plan:** Required prior to commencement, covering construction traffic and site operations.
- **M4 J16 MOVA review:** Traffic signal revalidation required before occupation.

As well as the following recommended S106 obligations:

Highway S106 Contributions

Strategic transport contributions have been calculated at the same rate as that applied to neighbouring Local Plan allocation sites, Midge Hall (PL/2025/2340) and Woodshaw (PL/2023/02129).

The following S106 obligations are required in the event of a planning consent being issued:

- **£187,625** - Shared use path from site junction with A3102 to the un-named roundabout for future connection to Royal Wootton Bassett cycleway.

This contribution is estimated at 50% of scheme costs, due to the proximity of site junction with roundabout. Due to extent of other contributions, other development sites will be expected to contribute. Monies to be held for ten years and returned if shared use path/ cycleway does not come forward.

- **£23,825** – Scheme to improve the unnamed roundabout At a rate of £176.5 per dwelling

- **£135,000** - Passenger transport contribution

At a rate of £1,000 per dwelling

- **£33,750** - Royal Wootton Bassett cycleway contribution

At a rate of £250 per dwelling

- **£45,000** - M4 J16 geometry/signage /lining alterations

At a rate of £333.33 per dwelling

- **£7,000** - Travel Plan monitoring fee

- **£7,000** - Traffic Regulation Order – Speed Limit

- **£20,000** - Bus stop upgrade in Shelley Avenue

In line with Midge Hall contribution. If Midge Hall implements consent and makes this contribution first this will be discharged. Flexibility also required, that the contribution could be used towards stop along A3102 in the event of service diversion.

- **£27,980** - Upgrade to surfacing of route to Shelley Avenue bus stop WBAS 81

In line with Midge Hall contribution. If Midge Hall implements consent and makes this contribution first this will be discharged.

These will be secured through s.106 (Planning) and s.278 (Highways) legal Agreements and are considered to meet the relevant statutory tests for contributions.

Additionally in order to make the development acceptable the following is recommended to be secured through condition:

Public Rights of Way

Upgrades to PROWs are secured via S106 including surfacing improvements. These works improve accessibility and safety for non-motorised users and support modal shift. See Public Rights of Way section for more information.

Third Party Highway Concerns

Third party concerns regarding the impacts of the proposal have been fully considered and it is noted that the Town Council have provided comments. Highway improvements in the proximity of Stoneover Lane are considered satisfactory and welcomed because as a result of this development coming forwards the standard of the junction will be upgraded with additional new lighting, surfacing, signage, new crossing, footway and change to the streetscene and environment as well as a traffic regulation order reducing the speed limit from 60mph to 40mph. The extent of these proposed improvements will create a betterment in this

location compared to the existing situation and this is afforded significant weight in favour of the scheme; it is improving the use of the junction for the wider community not just benefitting the proposed development. Without the proposal and these associated upgrades, the existing Stoneover junction and alignment will remain with its associated issues, until the midge hall development and this scheme or something similar are built out to deliver and fund the improvements.

The Council recognises the concerns raised by the resident at Elmcroft located adjacent to the southeast boundary of the site. It is considered that the proposed highway improvement works outside this property do not jeopardise or materially affect the privacy or amenity of those living within the property. It would not extinguish or materially impair the owners' right of access and would not land lock the occupiers. The works would be located within the public realm on highway land and would result in improved safety and accessibility to Royal Wootton Bassett town centre through the introduction of improved pedestrian connections and a formalised, safe crossing over Swindon Road.

A third party submitted a copy of deeds relating to land comprising the verge of the A3102 adjacent to the site. In the accompanying representation it is stated the Swindon Road frontage strip is not the applicant's land unless and until a lawful disposal/transfer out of the County Council/ highway authority (or equivalent stopping-up/vesting mechanism) is produced. The submitted deeds do not show land that is affected by the development proposal. Instead, this evidence of a conveyance of land between title holders and the Council justifies the existing and confirmed highway boundary, thereby facilitating the delivery of additional highway works proposed with this development. This is confirmed by the Wiltshire Council Highways Definitive Map and Records Officer and LHA officers.

Moreover, land ownership is not a matter for the local planning authority to investigate at this stage. The Council is entitled to rely upon the ownership certificates accompanying the application unless there is clear evidence that they are defective.

Planning applications are accompanied by a certificate stating, normally, either that the applicant is the owner of all the land or that there are other owners all of whom have been served with notice of the application. The Council as LPA is not required to look behind that certificate but giving a false certificate can render any permission subject to legal challenge.

While it is acknowledged that the scheme would result in additional traffic on the highway system, the public benefits in terms of improvement of transport infrastructure, improvements to PRow connectivity and safety on the A3102 are afforded moderate weight given that the betterment does not just mitigate the development itself but would provide a wider benefit to the local community.

The proposal has evolved through significant engagement with the Highway Authority, National Highways and other stakeholders. It is considered that the development would deliver safe access and promotes sustainable transport as well as mitigating impacts via infrastructure and financial contributions. Subject to conditions and obligations, as set out above the proposed development is considered not to result in an unacceptable on highway safety and would not have a severe impact on the cumulative road network taking into account all reasonable future scenarios. As a result, the proposal therefore accords with the aims of the NPPF, the WCS transport policies 60-64 and the RWB LCWIP.

8.10 Impact on Heritage Assets

From the point of view of the historic environment the main statutory tests are set out within the Planning (Listed Building and Conservation Areas) Act 1990.

Section 16 (Listed Building Consent)/Section 66 (Planning Permission) requires that special regard be given to the desirability of preserving listed buildings, their settings or any features of special architectural or historic interest which they possess.

Paragraph 58B of the Planning Act 1990 requires that in considering whether to grant planning permission or permission in principle for the development of land in England which affects a registered park and garden, the LPA must have special regard to the desirability of preserving or enhancing the asset or its setting.

Section 72(1) of the Act requires the Council to pay special attention to the desirability of preserving or enhancing the character or appearance of designated Conservation Areas.

The NPPF heritage policies (HE4-HE10) require local planning authorities to identify and assess the significance of any heritage asset that may be affected by a proposal, including the contribution made by its setting. Decision-makers should take account of the desirability of sustaining and enhancing the significance of heritage assets, securing their optimum viable use where consistent with their conservation, and ensuring that new development makes a positive contribution to local character and distinctiveness.

When determining applications affecting heritage assets, great weight should be given to their conservation. The more important the asset, the greater the weight that should be afforded to its conservation. Any harm to, or loss of, the significance of a designated heritage asset must be supported by clear and convincing justification.

Where a proposal would result in harm to the significance of a designated heritage asset, that harm must be clearly identified and categorised. The level of harm should then be weighed against the public benefits of the proposal in accordance with the relevant heritage policies of the NPPF.

The Council's Core Strategy Policy CP58 'Ensuring the conservation of the historic environment' requires that designated and non-designated heritage assets and their settings will be conserved, and where appropriate enhanced, in a manner appropriate to their significance and encourages proposals which improve the condition of heritage assets at risk.

The Council's Core Strategy CP 57: Ensuring high quality design requires a high quality of design in all new developments. The policy requires applicants to "demonstrate how the proposal will make a positive contribution to the character of Wiltshire through (amongst other things) responding to the value of the natural and historic environment and being sympathetic to and conserving historic buildings and landscapes. Development is required to respond positively to the existing 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 assessing this aspect of the proposal, regard has been had to the site context, the details of the proposed development, the relevant development plan policies, and all other material considerations. The key considerations are set out below.

In accordance with the heritage policies of the NPPF, any harm to the significance of a heritage asset must be clearly identified and assessed. Where harm is identified, it should be categorised having regard to the relevant heritage policies and weighed against any public benefits arising from the proposal.

The application is supported by an Archaeological Evaluation Report, Archaeological Management Plan and Heritage Assessment. There is a Scheduled Monument (NHLE ref. 1018126) called the Post Mill at Church Hills within the site in the northwest corner. The site lies outside of any Conservation Area and there are no listed buildings on the site however the wider area notes the following built form designated heritage assets within 250m of the site:

- Grade II listed Milestone at NGR SU080831 (NHLE ref. 1283221) located c.140m to the south-east of the site;
- Grade II listed The Marsh (NHLE ref. 1363676) located c.60m to the west of the site;
- Grade II listed Midge Hall (NHLE ref. 1283141) located c.240m to the north of the site;

Archaeology

The archaeological potential of the application site has been robustly assessed through a programme of proportionate investigation comprising a Desk-Based Heritage Assessment, geophysical survey, archaeological trial trench evaluation and a subsequently agreed Archaeological Management Plan (AMP).

The geophysical survey identified a number of anomalies of possible archaeological origin, including field boundaries, drainage features and responses associated with the Scheduled Monument. Subsequent archaeological evaluation, comprising 43 trial trenches across the developable area, confirmed the presence of archaeological remains but demonstrated that significant archaeological interest is largely confined to discrete areas within the eastern part of the site.

The evaluation did not identify any archaeological remains associated with the Scheduled Monument, namely the medieval Post Mill at Church Hills (NHLE 1018126), extending beyond its designated boundary. The monument itself is a nationally important heritage asset whose significance derives primarily from its surviving below-ground archaeological remains preserved in situ. The evaluation confirmed that no remains of the mill were encountered within the development area and that the principal archaeological resource within the site comprises a concentration of medieval settlement-related features in the eastern part of the site.

The trial trench evaluation identified a discrete concentration of medieval archaeological remains, including ditches, gullies, pits, postholes and evidence suggestive of a short-lived settlement or occupation focus dating principally to the late 11th and 12th centuries, with limited continuation into the 13th century. A possible sunken-featured or timber-built structure, together with associated refuse pits, drainage features, pottery assemblages and environmental evidence, was also identified. These remains are considered to be of archaeological interest and warrant further investigation and recording in advance of development.

The evaluation also recovered a small quantity of residual Romano-British material and confirmed the presence of historic field boundaries of post-medieval date. Whilst of

archaeological interest, these remains are not considered to be of a significance that would preclude development, subject to appropriate mitigation.

With regard to the Scheduled Monument, the submitted Archaeological Management Plan provides a comprehensive strategy for its long-term conservation, management and public interpretation. The AMP secures the retention of the monument within an area of public open space, incorporates a minimum 50m development buffer, provides for interpretation and public engagement measures, establishes a long-term management regime, and includes measures to protect the monument during both construction and occupation phases. The AMP also addresses vegetation management, monitoring arrangements and responsibilities for future maintenance.

Historic England has reviewed the submitted Archaeological Management Plan and confirmed that it satisfactorily addresses their concerns. Historic England advises that the proposal accords with the relevant provisions of national heritage policy and raises no objection to the development on heritage grounds.

Whilst the proposed development would result in the loss of agricultural land within the wider setting of the Scheduled Monument, the monument's significance is derived principally from its surviving archaeological remains rather than its wider agricultural setting. The creation of publicly accessible open space, interpretation boards and long-term management provisions represents a heritage benefit that will increase understanding and appreciation of the asset.

In summary, the submitted investigations have established that the site contains archaeological remains of local to regional significance, primarily relating to medieval settlement activity concentrated within the eastern part of the site, whilst confirming that the Scheduled Monument is physically separate from the development area and will be appropriately protected. Subject to conditions securing:

- implementation of the Archaeological Management Plan;
- protection and long-term management of the Scheduled Monument and associated woodland buffer;
- a programme of Archaeological Strip, Map and Record excavation;
- post-excavation assessment, reporting, publication and archiving; and
- ongoing monitoring during construction

it is considered that the archaeological impacts of the proposal can be satisfactorily mitigated. Accordingly, the proposal is considered to accord with Core Policy 58 of the Wiltshire Core Strategy, and the heritage provisions of the NPPF 2026. The proposal would conserve the significance of the Scheduled Monument and other archaeological assets, deliver appropriate mitigation and secure public heritage benefits through enhanced management, interpretation and long-term stewardship of the monument. Therefore, no archaeological objection is raised, subject to the recommended planning conditions and associated planning obligations.

Built Form Heritage Assets

The Council's Conservation Officer has been consulted. As well as the Scheduled Monument of the medieval Post Mill at Church Hills, nearby designated heritage assets include a Grade II listed milestone on the edge of the site, and Grade II the Marsh and Grade II Midge Hall in the locality (c.700m to the west and c.800m to the northwest respectively).

Owing to distance, topography, intervening vegetation and modern development, the site does not form part of the meaningful setting of most nearby listed buildings, and no harm would arise to their significance.

Conclusion

The principal heritage consideration for this proposal is the Scheduled Monument (Post Mill at Church Hills), a well-preserved medieval windmill mound of high archaeological and historic significance. The monument derives part of its significance from its rural agricultural setting and elevated position within the landscape.

The proposal would result in harm to the significance of the Scheduled Monument through changes to its setting, although the monument itself would be preserved. Given the monument's status as a designated heritage asset of the highest significance, this harm attracts considerable importance and weight in the planning balance in accordance with Policies HE4, HE5 and HE6 of the NPPF (2026) and the statutory duties relating to heritage conservation. The harm identified will be mitigated through the following enhancement measures proposed, including:

- No development within the Scheduled Monument.
- A 50m buffer zone around the monument.
- Provision of open space around the monument.
- Interpretation signage to improve public understanding.
- Additional landscape planting and management measures

Further, it is considered that the Grade II Milestone would be retained and protected, with potential enhancement to its visibility and legibility, subject to measures to protect it during construction being included within any construction environmental management plan. It is also considered that the Marsh (Grade II) would experience no material harm, as any new development would be seen within the context of existing modern development along Swindon Road. Finally, it is considered that Midge Hall (Grade II) is sufficiently physically and visually separated from the site, with a backdrop of the existing M4 and would not be affected.

Overall, the proposals are considered to result in harm to the setting of the Scheduled Monument, with no harm to the significance or setting of nearby listed buildings. Subject to the proposed mitigation measures and appropriate management of the Scheduled Monument, the built heritage impacts are considered acceptable and consistent with the requirements of the NPPF and Core Policy 58. There is no objection raised by the Council's Archaeologist, the Council's conservation officer or Historic England subject to conditioning the AMP and mitigation measures therein. The substantial public benefits identified in the delivery of much needed housing, together with improving accessibility and highway safety and drainage resulting from this proposal are considered to outweigh any harm, especially when the agreed mitigation measures in the AMP are factored in.

Consequently, on balance the proposal is considered to accord with policy CP57 and CP58 of the WCS as well as policies HE4-HE8 of the NPPF and other relevant provisions of Section 16 of the NPPF as well as the Town and Country Planning (Listed Buildings and Conservation Areas) Act.

8.11 Impact on Amenity of nearby properties

WCS Policy CP57 sets out within criterion vii for development to have "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)".

Core Policy 57 (Point vii) of the Wiltshire Core Strategy requires development to respect the amenity of existing occupants and ensure appropriate amenity levels for future residents.

Policy P3 of the NPPF requires development to be appropriate for its location, taking account of its likely effects on health, living conditions and the environment. In particular, Policy P3(2)(b) requires development to avoid giving rise to unacceptable impacts on the living conditions of neighbouring residents and occupiers. In assessing amenity impacts, regard should be had to matters including daylight and sunlight, outlook, privacy, overbearing impacts and other effects on residential amenity.

These policies guide the assessment of amenity impacts.

As this application is in outline with all matters reserved, the layout, scale and appearance are not matters for determination at this stage but would be material to any future reserved matter submission(s). Whilst this outline has been submitted with an indicative layout, this is purely for illustrative purposes only to demonstrate how the site could be laid out predicated on the site constraints and opportunities.

The Council's adopted Design Guide sets out a series of design requirements that any subsequent Reserved Matters application would need to be informed by. This includes planning for a minimum back-to-back separation distance of 21m between dwellings and as a minimum, having garden areas for all dwellings being at least equal to the size of the house footprint or 50sqm (whichever is greater).

WDG Paragraph 9.2.2 stipulates the following garden depths, which a future layout would need to be informed by:

- In general, a north facing garden for a typical 2 storey house should be minimum of 12m long or up to 15m long for a typical 3 storey house.
- In general, a south, east or west facing garden should be a minimum of 10m deep.

The applicant's Design and Access Statement recognises the above and sets out a commitment to deliver a WDG compliant development.

The application is supported by a Noise Assessment Report which has established the baseline noise levels across the site. The report concludes that there would be a negligible noise impact on future occupiers of dwellings although noise mitigation measures are likely to be required for dwellings along the western boundary of the site and that a suitable noise condition can be attached to any consent to achieve this at the Reserved Matters Stage.

The Council's Public Protection Department were consulted on this application and raised no objections subject to conditions requiring the submission of a Construction Management Plan

and acoustic design scheme. No concerns with respect to land contamination have been raised and a condition suggested.

A number of third-party comments have been received regarding the impact of the scheme on amenity and these have been considered. The concerns of third parties regarding amenity impacts have been fully considered and these are not considered to be reasons to refuse the application. The proposal is considered to accord with the aims of policy CP57, the NPPF policy P3 and the PPG.

8.12 Wider Environmental Considerations (Air Quality, Contaminated Land)

The National Planning Policy Framework (NPPF, August 2026) requires planning decisions to ensure that development is appropriate for its location, taking into account the likely effects of pollution on health, living conditions and the natural environment. Development should prevent new and existing uses from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of air, noise, light or land pollution.

Core Policies 55 and 56 of the Wiltshire Core Strategy seek to ensure that development safeguards environmental quality and the health and wellbeing of existing and future occupiers. Core Policy 57 further requires development to avoid unacceptable impacts arising from noise, air quality, odour, vibration, light intrusion and land contamination. The Council's Air Quality Supplementary Planning Document provides additional guidance regarding the assessment and mitigation of air quality impacts.

The application is supported by an Air Quality Assessment, Noise Assessment and Phase 1 Contaminated Land Report all of which have been reviewed by the Council's Public Protection Officers.

Noise

The submitted Noise Assessment identifies road traffic noise associated with the A3102 as the dominant noise source affecting the site. The assessment concludes that the site, without mitigation, presents a medium risk during daytime periods and a high risk during night-time periods when assessed against the principles set out within ProPG: Planning and Noise Guidance. Public Protection Officers are satisfied that the submitted assessment provides an appropriate basis for determining the application. Whilst the site is affected by transport noise, it has been demonstrated that suitable mitigation measures can be incorporated into the development. In this regard, conditions are recommended requiring the submission and approval of detailed noise mitigation measures. Any mitigation strategy will be required to have regard to the Wiltshire Council Noise and Technical Guidance, including the principles of good acoustic design set out within Section 5 of the Guidance and the expectations relating to openable windows and internal/external amenity spaces in Section 6.4. Subject to the imposition of these conditions, it is considered that future occupiers can be provided with an acceptable standard of residential amenity consistent with the requirements of the NPPF and Core Policy 57.

Lighting

A Lighting Assessment has been submitted in support of the proposal which considers both temporary construction lighting and lighting associated with the completed development. The

assessment identifies appropriate measures to minimise light spill and protect the amenity of nearby residents. Public Protection Officers raise no objection to the proposed approach and recommend conditions to secure the implementation of the submitted lighting strategy. Subject to these controls, the proposal is not considered likely to give rise to unacceptable impacts from artificial lighting and accords with Core Policy 57.

Air Quality

The submitted Air Quality Assessment has been reviewed by Public Protection Officers, who are satisfied with its methodology and conclusions. The assessment demonstrates that the development would not result in significant adverse air quality effects and would not expose future occupants to unacceptable levels of air pollution.

The principal air quality impacts are associated with the construction phase, particularly in relation to dust generation and emissions from construction activities. Appropriate mitigation measures have been identified within the assessment and should be incorporated into the Construction Management Plan to be secured by condition. Subject to the implementation of these measures, the proposal is considered acceptable in air quality terms and compliant with the NPPF, Core Policies 55, 56 and 57, and the Council's Air Quality SPD.

Land Contamination

The application is supported by a Phase 1 Desk Study and Site Investigation Report. The submitted information identifies that further intrusive investigation will be required. At this stage, no remediation measures are considered necessary; however, the findings support the need for further investigation before development commences.

Public Protection Officers are satisfied with the submitted approach and recommend a condition requiring a detailed site investigation to be undertaken in accordance with the recommendations of the approved reports. The condition will also require the submission and approval of any necessary remediation strategy should contamination be identified, together with verification of any remedial works prior to occupation of the development. Subject to this condition, the proposal is considered acceptable with regard to land contamination and accords with Core Policy 57 and national policy.

Construction Impacts

Given the scale of the proposed development, there is potential for temporary disruption, disturbance and adverse effects on neighbouring occupiers arising from construction noise, vibration, dust and associated site activities. Public Protection Officers have reviewed the submitted information and recommend that a comprehensive Construction Management Plan be secured by condition. The Plan should include measures to control construction noise, dust emissions, working hours, construction traffic and site management practices.

Subject to the imposition of the recommended conditions, it is considered that construction-phase impacts can be appropriately managed and mitigated to an acceptable level.

Conclusion

Having regard to the submitted technical assessments, the consultation responses of the Council's Public Protection Officers, and the proposed planning conditions, the development is not considered likely to result in unacceptable impacts in respect of noise, air quality, lighting, land contamination or construction-related disturbance. The proposal therefore

accords with the relevant provisions of the NPPF (2026), Core Policies 55, 56 and 57 of the Wiltshire Core Strategy, and the Council's Air Quality Supplementary Planning Document.

Accordingly, subject to the condition set out above being secured in the event of any grant of permission, it is considered that the proposed development would not result in material harm to or detrimental impact on the environment and residential amenity. It would therefore meet requirements of Core Policies 55, 56 and 57 of the WCS and the supporting planning documents, as well as the relevant provisions in the NPPF and other associated guidance.

8.13 Ecology and Biodiversity

NPPF Paragraph 11d footnote 7 highlights assets or areas of particular importance to be protected including irreplaceable habitats site and SSSI's.

Policy N2 of the NPPF seeks to ensure that development contributes positively to the natural environment and supports nature's recovery. Development proposals should conserve and enhance biodiversity, minimise adverse impacts on habitats and species, strengthen ecological networks where appropriate, and identify opportunities for biodiversity enhancement.

Proposals must assess and address potential effects on:

- Protected species;
- Priority habitats;
- Ecological networks; and
- Green and blue infrastructure.

Biodiversity Net Gain (BNG) is an approach to development seeking to ensure that habitats for wildlife are left in a measurably better state than they were before the development. As of 12 February 2024 (2 April 2024 for smaller sites) BNG is mandatory in England under the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). This means developers must deliver a BNG of 10% to ensure development will result in more or better quality natural habitat than there was before development.

The Wiltshire Green & Blue Infrastructure Strategy (2022–2030) encourages habitat connectivity, nature-based solutions, and integration of biodiversity within site design; these principles guide the assessment of detailed proposals.

In assessing this aspect of the proposal, regard has been had to the site context, the details of the proposed development, the relevant development plan policies, and all other material considerations. The key considerations are set out below.

The Council's Ecologists have reviewed the application and supporting documents against OS Maps and aerial photography of the site and surrounding area, together with GIS layers of statutory and non-statutory sites and existing records of protected species.

The following submitted documentation was reviewed to inform this response:

- Ecological Impact Assessment. November 2025. EAD Ecology

- Parameter Plan STN-GEN-SW-DE-MP-13. August 2025. Stantec
- Illustrative Masterplan STN-GEN-SW-DR-MP-06H. August 2025. Stantec
- Ecology Parameter Plan. June 2026. EAD Ecology
- Statutory Biodiversity Metric. November 2025. EAD Ecology
- IACPC. DLL-ENQ-WILT-00132. October 2025. Natural England

Protected and Notable Species/Habitats

A suite of ecological surveys were undertaken in support of the outline application for 135 dwellings. The baseline ecological surveys were originally carried out from 2022 onwards, with updated UK Habitat Classification surveys and bat roost and activity surveys completed more recently. Whilst some of the earlier surveys are now beyond the standard validity period, the updated survey work, together with confirmation from the ecologist that no significant changes have occurred within the site or surrounding habitats, provides sufficient confidence that the survey findings remain representative of current site conditions. On this basis, the submitted ecological information is considered adequate to inform the application, and no further ecological surveys are requested at this stage.

Bats

A bat roost of common pipistrelle were identified within the building which will be lost to development. Bats and their roosts are afforded stringent protection under the Conservation of Habitats and Species Regulations 2017 (as amended) and as such are a material consideration within the planning consultation process. Sufficient and appropriate mitigation measures to ensure that bats are not adversely affected as a result of the proposed development must be submitted as part of the proposal, and shown on development drawings, where bats are present, or likely to be present. Replacement roosting opportunities are proposed within the new buildings which is welcomed, these roosting opportunities must be included on technical drawings prior to commencement. An updated ecological parameters plan was required and submitted to ensure these ecological features are integrated into the development and can be secured by condition.

A European Protected Species (EPS) bat Mitigation Licence will also need to be obtained for the lawful construction of this development. In terms of ecology, sufficient information has been provided to ensure that favourable conservation status of bats can be maintained should the application be approved.

Ground level tree assessment found no evidence of bats roosting within the trees on site. A number of bat species including Annex II bats were recorded on site during the transect surveys. The surveys identified the northern hedgerow boundary as an important foraging and commuting route for bats. We welcome the Ecological Parameters Plan which establishes a dark corridor along the northern boundary. The scheme design has ensured the retention of this feature which should be secured.

Great Crested Newt

A suite of surveys for great crested newt were undertaken and GCN identified in close proximity to the site. Although no ponds exist on site, suitable habitat for the newts terrestrial phase is present within the boundary features and hedgerows. A District Level Licence has been sought, DLL-ENQ-WILT-00132 and agreed and signed by Natural England which is welcomed.

The Illustrative Masterplan demonstrates that the existing hedgerow features will be retained and the northern boundary maintained as a dark foraging and commuting route buffered by open space habitat and green infrastructure. The attenuation basin on site could be a beneficial ecological feature if it were to be designed to retain water permanently.

Additional detailed information will be required at reserved matters to ensure that the green infrastructure provides connectivity throughout the site allowing the safe movement of species through the site particularly hedgehog and providing additional nesting opportunities for birds, as outlined within the submitted EIA.

Standard additional surveys should be detailed within the CEMP which would be secured by condition.

Reptile surveys undertaken in 2022 recorded no evidence of reptiles within the site. Whilst the survey commenced shortly after the deployment of artificial refugia, resulting in a relatively limited settling-in period, survey visits were carried out throughout the peak survey season in April and May. Had a reptile population been present, it is considered likely that individuals would have been detected during this period. Furthermore, the proposed layout retains areas of open space and suitable habitat within the northern part of the site. As such, should reptiles have subsequently colonised the site since the surveys were completed, suitable habitat would remain available within the development to accommodate any such presence.

BNG

Under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) this application is required to deliver 10% Biodiversity Net Gain (BNG). The Biodiversity Gain Plan condition will automatically apply if approval is forthcoming. A completed statutory metric calculation (Statutory Biodiversity Metric. November 2025. EAD Ecology) confirming the baseline and predicted post- development biodiversity units of the site has been submitted (including the condition assessment sheets (where applicable) and maps).

Information in the completed on-site baseline habitat tabs is accepted as accurate based on the information submitted. The pre-development (baseline) situation is summarised below.

On-site pre-development (baseline) biodiversity value	13.57 Habitat units
	7.35 Hedgerow units
	0.00 Watercourse units
Are there any irreplaceable habitats on-site?	No
Has any habitat degradation of occurred?	No

Table 2: ecology pre-development (baseline)

The Biodiversity Gain Plan must be accompanied by a completed Biodiversity Metric with the following issues addressed:

- Other neutral grassland is unlikely to achieve “good” condition within an urban environment, the proposed condition should be revised to a more appropriate target.

The proposed BNG is considered ‘significant’ due to:

- the scale and nature of the application (major);
- units required (23.02 units), and

- the BNG proposed (including medium distinctiveness habitats of scrub neutral grassland and trees).

A Habitat Management and Monitoring Plan (HMMP) will be required and should be secured via condition.

In order for the council to fulfil its BNG monitoring responsibilities, a Biodiversity Net Gain Onsite 30 year Monitoring Fee must be secured through a Section 111, Section 106 or Unilateral Undertaking at the time of permission with contributions secured prior to commencement. The applicant should be directed to the Guidance Note for Completing Agreements Under S.111 of the Local Government Act 1972. Where the applicant elects to use the S111 process the fee must be paid and S111 signed by both the applicant and the council on the granting of planning permission.

In order for the council to fulfil its monitoring obligations, the BNG monitoring fee would be £12,000 plus legal fees payable on commencement of development. In light of the above, it is considered that subject to the requisite safeguards being imposed by way of planning conditions, and securing the necessary future BNG legal agreement to ensure the natural environment is preserved and enhanced, the proposals accord with CP50 and would not cause unacceptable ecological harm.

Third party concerns have been expressed regarding the impact of the scheme on existing biodiversity within the area and site and these concerns have been fully considered.

The proposal is considered to address the aims of the local development plan policy, and there are no significant objections from the Council's ecology officer subject to conditions.

The proposal therefore accords with the aims of the NPPF, other biodiversity related guidance, and the adopted WCS policies CP50 & CP52 as well as the Habitat Regulations and relevant sections of the NPPF.

8.14 Flood Risk and Drainage

Core Policy 67 of the WCS outlines that 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.

Sustainable Drainage Systems (SuDS) are required for all major developments and must:

- Manage runoff near its source.
- Improve water quality.
- Support biodiversity and amenity.
- Be integrated into the site layout and green infrastructure.

The NPPF requires flood risk to be taken into account at all stages of the planning process and seeks to direct development away from areas at highest risk of flooding. Policies F4, F5 and F6 require flood risk to be assessed through site-specific Flood Risk Assessments where necessary, the application of the Sequential Test where applicable, and the Exception Test in those circumstances identified by national policy.

Where appropriate, applications should be supported by a site-specific Flood Risk Assessment. Development should only be supported where it can be demonstrated that it will be safe for its lifetime, taking account of the vulnerability of its users, without increasing flood risk elsewhere and, where possible, reducing flood risk overall.

Development should demonstrate that:

- a) within the site, the most vulnerable development is located in areas of lowest flood risk where practicable;
- b) the development is appropriately flood resistant and resilient;
- c) sustainable drainage systems are incorporated where appropriate;
- d) any residual flood risk can be safely managed; and
- e) safe access and escape routes are provided where necessary.

Policies F5 and F6 of the NPPF require development proposals to satisfy the Sequential Test and, where applicable, the Exception Test. Development proposals that fail to comply with these policy requirements should be refused. Accordingly, flood risk is capable of carrying substantial weight in the planning balance and may weigh heavily against development where the requirements of national policy have not been satisfied.

Where Policy S5 is engaged due to an identified unmet housing need, the benefits associated with housing delivery should be weighed alongside all other material considerations. However, the existence of housing need does not negate the requirement to assess proposals against the flood risk policies of the NPPF.

In assessing this aspect of the proposal, regard has been had to the site context, the details of the proposed development, the relevant development plan policies, and all other material considerations. Officers have reviewed and assessed the following information in light of this assessment:

- *Application Form*
- *Covering Letter*
- *Flood Risk Assessment and Drainage Strategy*
- *Geo-Environmental Site Investigation Report*
- *Parameter Plan – Land Use*
- *Planning Statement*
- *Response to LLFA Holding Objection*
- *Indicative Proposed Surface Water Drainage System – Network Plan*
- *Indicative Proposed Surface Water Drainage System – Catchment Plan*
- *Network Details*

The submitted Flood Risk Assessment and Surface Water Drainage Strategy confirms that the site is located entirely within Flood Zone 1 with no evidence of groundwater flooding. In terms of surface water flooding, the majority of the subject site's developable areas are at low risk, with surface water to be managed on-site utilising SuDS, to store the volume of water associated with a 1 in 100-year rainfall event (including an allowance for climate change).

There are some very small areas of localised surface water flood risk on the eastern side. These areas do not form part of a wider surface water flow path. This is critical, as the surface water ponding would be generated within the site boundary without external influence and

would therefore be controlled and managed on-site as part of the future surface water drainage scheme. The masterplan is informed by a sustainable urban drainage (SuDS) scheme

Attenuation storage is proposed to manage the surface water runoff at impermeable areas of the site. These basins are indicated within the land use parameter plan. The size of the basins are informed by calculations to account for all rainfall events up to and including the 1 in 100-year rainfall event plus 45% for future climate change.

It is noted the applicant has provided a geo-environmental site investigation report that has concluded surface water disposal via infiltration is not feasible at the site. The applicant has demonstrated adherence to the surface water disposal hierarchy as the method of disposal proposed is discharging surface water flows to an existing ditch in the east of the site, attenuating flows in SuDS across the site.

The Council's drainage team, acting as Lead Local Flood Authority ('LLFA'), have been consulted on the application and support the proposal subject to conditions. The LLFA support the proposals to install several SuDS features across the development in adherence to Standard 4, 5 & 6 of the National Standards for SuDS.

The applicant has provided a clearly labelled drainage plan with corresponding nodes in the drainage calculations. The calculations demonstrate there will be no flooding in any storm event up to the 1 in 100 year event. There would be no risk related to interrupting an off-site surface water flow paths or effect any local off-site properties and a betterment in terms of surface water drainage of the site would likely arise as a result of this development. In accordance with NPPF policy CC3(2), this betterment carries substantial weight in favour of the application.

The detailed design would be undertaken at Reserved Matters stage, and conditions are recommended to be secured to demonstrate how surface water will be safely managed where several overland flow arrows converge on the same point in the current drawing and also must provide a revised overland exceedance flow drawing demonstrating how flows across the extent of the development (including rear gardens) is safely managed. Further conditions are required to be secured requiring calculations to be submitted to demonstrate that runoff from each positively drained surface, for at least 5mm of rainfall, is either collected for use, infiltrated into the ground, or else captured, conveyed and stored within SuDS features (excluding attenuation ponds), in accordance with Standard 2 of the National Standards for SuDS as well as detailed cross & long section drawings and calculations, to demonstrate all SuDS features are designed appropriately & in accordance with relevant guidance. verify the precise land levels, drainage solutions, and compliance with any forthcoming proposed detailed layout and landscaping schemes for the site. Given the limited nature of the surface water flood risk, designing out the flood risk can be comfortably accommodated as part of the detailed design process.

The current proposals, including attenuation sizing, assume that surface water flows will be discharged to existing ditches at greenfield QBar rate. It is understood that this approach has simply been used to demonstrate a feasible strategy, and that the applicant expects to address betterment at Reserved Matters stage. Given the size of attenuation is largely driven by the larger storm periods (i.e. the 1 in 100yr event + cc), the Council's team are comfortable that

this will not lead to significant additional attenuation requirement, and this would be able to be accommodated within the proposed development layout.

The Council would expect a detailed drainage strategy layout to be provided in support of any subsequent reserved matters applications. This should overlay the proposed masterplan layout, detail the arrangement of additional SuDS features (including permeable paving and swales), and show a detailed drainage network layout.

Water Supply and Infrastructure

With regards to statutory undertakers, sewer capability and localised drainage the proposal would not discharge foul or surface water to the public sewer. Thames Water, as the statutory water undertaker, manages water supply and network capacity for the site. Thames Water has raised no objection to the proposals and advises that existing water network infrastructure may require reinforcement to accommodate additional demand. A Clean Water Capacity Report has been provided for the development by Thames Water and valid for the duration of any LPA planning permission for 3 years. This confirms that there will be sufficient capacity in the clean water network to serve the first 50 residential properties of the development within the site supply zone after which further modelling and infrastructure assessment would be required. Accordingly, a planning condition is recommended to secure either the necessary network upgrades prior to occupation or an agreed phasing plan linking development occupation to infrastructure delivery.

Notwithstanding the consultation response from Thames Water, a Clean Water Capacity Report was also submitted in support of the adjacent Midge Hall application which confirmed that sufficient clean water capacity exists in the area to serve up to 425 dwellings and associated economic, employment, retail and education development for at least the next three years. This Clean Water Capacity Report confirmed that this identified supply cannot be reserved exclusively for the Midge Hall scheme. Consequently, should the current site be delivered ahead of the wider development, adequate water capacity would be available to serve the whole site and Midge Hall scheme would have to do further modelling of its development at the relevant time. Accordingly it is considered that there is sufficient evidence to demonstrate that in principle, subject to detailed design at reserved matters, that this site can be developed with a clean water supply.

It is recognised that additional infrastructure upgrades will be required as cumulative development comes forward. Responsibility for securing any necessary reinforcement will rest with statutory undertakers and developers through engagement processes. The Council is also continuing to work with providers through the emerging Local Plan process to identify and deliver infrastructure required to support future growth across the county.

Wessex Water have been consulted, and no objection or comments have been received directly at the time of writing. Notwithstanding this, the applicant has been working with Wessex Water alongside the application using its pre-development enquiry procedure. During this collaboration, detailed modelling was undertaken to the satisfaction of both parties. Copies of confirmation from Wessex Water dated 12 December 2025 have been provided and have been published on the online public planning portal.

This documentation confirms that *“Wessex Water will accommodate domestic type foul flows in the public foul sewer with connections made on a size for size basis, Developers fund the cost of connecting to the nearest ‘size for size’ sewer and Wessex Water will manage the sewer network to accommodate foul flows from granted development. We fund this through our infrastructure charging arrangements”*. The nearest point of connection is the existing 150 mm dia foul sewer in Swindon Road. Accordingly on the basis of the evidence provided, it is considered that the water utilities and infrastructure is acceptable to accommodate the development in principle subject to detailed design at reserved matters stage and conditions.

An informative is recommended to be attached to the grant of any permission to remind the applicants of their duty to seek the relevant permissions under the separate statutory legislation relating to this matter.

The Environment Agency has been consulted and has raised no comment or objection to the scheme.

Considering the above assessment, and subject to planning conditions being imposed, the Council's drainage officer has raised no technical objections to the proposed scheme and has confirmed that an appropriate surface water strategy can be implemented to manage pluvial flood risk on-site. The proposals are therefore compliant with CP67 and acceptable in relation to flood risk and drainage matters.

The proposal therefore accords with the aims of the NPPF and associated guidance.

8.15 Other Planning Issues

Cumulative Assessment with other applications

Notwithstanding that each application must be considered on its own planning merits, the application has been cumulatively assessed with other developments that have received permission and are committed to in the locality as follows:

- Land at Midge Hall – 425 dwellings, Primary School, Local Centre (PL/2025/2340),
- Car dealership (PL/2025/0700)
- MOTO motorway rest area (PL/2023/09142)
- Land Woodshaw – 410 dwellings (PL/2023/02129)
- Erection of class E superstore (PL/2022/05273)
- Land at Green Farm, Lyneham 200 dwellings (19/03199/OUT)

The following sites associated with the Local Plan / Neighbourhood Planning process:

- Land at Marsh Farm – approximately 150 dwellings
- Land West of Maple Drive – approximately 70 dwellings
- Land at Stoneover Lane – approximately 42 dwellings

These have been considered as material considerations in detail as part of this application especially with regard to highways infrastructure.

75m separation between development and the boundary of adjacent properties

This is not a legal or policy requirement for planning. Moreover, the distance between the proposed development and adjacent properties is not a matter for outline application stage as detailed design including layout is a reserved matter.

Consultation processes

The Council is confident that all consultation procedures have been undertaken in accordance with the statutory requirements and leading case law including the Gunning principles.

Contributions towards NHS facilities

Concern has been raised in the representations that there is pressure on the local GP and health services and as such contributions towards these facilities should be requested and provided for by the developer. The NHS has been consulted twice in the course of this application and have made no comments and not responded to follow up queries.

It is important to note that only certain contributions towards health facilities can be requested by LPAs from applicants following a recent High Court judgment in *R (on the application of University Hospitals of Leicester NHS Trust) v Harborough DC* [2023] EWHC 263 (admin). As a result of this judgment LPAs are no longer lawfully allowed to request contributions towards general local health services ultimately because this is funded through central government and not local authorities. As such the local authorities have no powers or jurisdiction or lawful basis to request such contributions towards local facilities. The only situation where an LPA can request contributions is where a specific funding gap relating to a specific project has been identified as a result of the development and this project is committed to and the required contributions can be reasonably and accurately calculated.

In this case, the NHS has not put forward any request for contributions or details of funding gaps for identified local health service-related projects nor requested any specific funding for any specific projects that may be impacted on as a result of this development. Accordingly, there is no lawful basis upon which the LPA can request such contributions from the developer and as such has not done so in this case.

8.16 S106 Heads of Terms

Wiltshire Council has a Planning Obligations Supplementary Planning Document, which should be read in conjunctions with the WCS (primarily Core Policy 3 'Infrastructure Requirements') and the Wiltshire CIL charging schedule. This SPD identifies the planning obligations that will be sought by the council for development that generates a need for new infrastructure and should be a material consideration in planning applications. It is essential to demonstrate that each obligation meets the three Regulation 122 tests under the Community Infrastructure Levy (CIL) Regulations 2010. Paragraph 58 of the National Planning Policy Framework reiterates the three tests as:

- Necessary to make the development acceptable in planning terms
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development

The infrastructure items listed below are those that are relevant to the application site and have been raised by consultees as necessary in order to mitigate the impact of the proposed scheme.

All financial contributions set out in this report are subject to indexation. Should there be any changes in inflation rates between the date of this report and the completion of the Section 106 Agreement and subsequent determination of the application, the contribution figures will be adjusted accordingly. The final amounts will reflect the applicable indexation at the time of signing the agreement, in line with the Council's standard practice and relevant policy requirements.

Affordable Housing

The NPPF Chapter 5 supports the provision of affordable housing, particularly paragraphs 64-66. The PPG gives further guidance regards provision of housing for different groups. Core Policy 43 of the Wiltshire Core Strategy supports the provision of affordable homes as part of large housing developments. This policy requires affordable housing to be secured via a legal agreement.

The on-site affordable housing requirement is 40% and equates to 54 homes, with the indicative tenure mix of 60% of the units (32 units) being for Affordable Rented housing, and 40% of the units (22 units) being provided for affordable home ownership that could comprise of Shared Ownership (specific tenures to be advised by the Housing Enabling Team and included in the S106 Agreement).

10% of the affordable units should be provided as adapted units. These units should be provided to Building Regulations M4(2) standards with a level access shower provided. 5 adapted units should be provided as a mix of unit sizes of the affordable rented accommodation to meet demonstrable need.

If no RP Provider comes forward, there will be a cascade clause requiring 35% discount on the Open Market Value of open market housing of the 54 units.

Waste And Recycling

The importance of the handling and treatment of waste is covered by the PPG in general terms. The Wiltshire Core Strategy at paragraph 4.41 (Core Policy 3) identifies sustainable waste management facilities as essential components of daily life and therefore critical to delivering our strategic goal of building more resilient communities. Waste management is listed as place shaping infrastructure under priority theme 1 of Core Policy 3 of the WCS. The Council's Waste Core Strategy policy WCS6 and SPG also outlines that large housing developments should contribute towards recycling provision.

The WC Waste and Recycling officer has requested contributions towards the provision of waste and recycling containers for each residential unit are required, totalling up to £16,335 for 135 dwellings.

Education

The obligation is necessary to ensure the proposed development complies with Core Policy 3 of the WCS and supported by the NPPF, and PPG (paragraphs 007 and 008). Failure to provide the contributions would result in insufficient education places in the locality of the development. Without the proposed contribution, the proposed development would have an unacceptable impact on the community and potentially lead to the need for parents to travel further to access these facilities.

The Council's Education officer has commented and advised the following:

Early Years Education Contributions

The provision of 135 dwellings will result in extra demands being placed on the local early years facilities which are currently operating at high capacity. Wiltshire Council has a duty to provide sufficient childcare for working parents under Section 6 of the Childcare Act 2006.

There are currently 4 preschools and 2 childminders within a two-mile safe walking route of this proposed development.

The Local Authority has a duty to provide sufficient childcare for working parents under Section 6 of the Childcare Act 2006. Therefore, any increase in population because of this development will require additional childcare provision.

Current pupil products are set at 0.04 per dwelling for 0–2-year-olds and under (4 per 100 dwellings) and 0.09 per dwelling for 3–4-year-olds (9 per 100 dwellings). The current cost multiplier is £17,522 per place however this is shortly to be updated for the 2025/2026 financial year, and the new figure will apply to S106s signed in that financial year.

Total contribution required as per calculations above = **£280,352** towards the development of Early Years provision in this area. This contribution is to be subject to indexation and secured via a Section 106 Agreement, to which the Council's standard terms will apply.

Primary Education Contributions

The provision of 135 dwellings will result in extra demands being placed on the local education facilities. Wiltshire Council has the responsibility of accommodating residents of the proposed development in their schools.

The current Capacity of primary schools in the locality is 1099 places. The October 2025 census number on roll was 873 pupils. Current forecasts peak at 844. In addition, places required by in area housing already registered/approved but not yet built out & so not yet in forecasts requires a further 276 places. Consequently, there is a deficit of primary places across the town.

The Current primary places cost multiplier is £18,758 per place however the cost multiplier quoted is due to be updated shortly for the 2025/26 financial year, and the new figure will apply to S106s signed in that financial year

The education department therefore require a contribution for 37 additional primary places. Using the current capital cost multiplier: 37 places x £18,758 = **£694,046**.

Secondary Education Contributions

The provision of 135 dwellings will result in extra demands being placed on the local education facilities. Wiltshire Council has the responsibility of accommodating residents of the proposed development in their schools.

The current capacity of secondary schools in the locality from Year 7 to Year 11 is 1489 including additional places already secured by S106 agreements. As of October 2025, census years 7 -11 there are 1429 pupils on roll. Current forecasts peak at 1410 by September 2026. In addition, places required by in area housing already registered/approved but not yet built out & so not yet in forecasts requires a further 283 places. The secondary school is therefore already full. There is consequently pressure on secondary places here and a further expansion of places provision is necessary.

The current secondary places cost multiplier is £22,940 per place however the cost multiplier is due to be updated shortly for the 2025/26 financial year, and the new figure will apply to S106s signed in that financial year.

There is no spare capacity available at RWB Academy. Forecasts indicate that this pressure will continue and so necessitates the provision of additional places at the school. The education team require a full developer contribution towards the 26 secondary places that this development generates a need for.

Using the current capital cost multiplier: 26 places x £22,940 = **£596,440** requested.

This contribution will be subject to indexation and secured by an S106 agreement to which the Council's standard terms will apply.

Public Open Space and Leisure Contributions and provision

The principle of obtaining quality open spaces and opportunities for sport and recreation is stated in paragraph 103 of the NPPF, and within the PPG (paragraphs 001-003), which indicate that open space provision should be taken into account in planning for new developments, as it can provide health and recreation benefits, have ecological value and contribute to green infrastructure, as well as being an important part of the landscape and setting of built development, and is a component in achieving sustainable development.

Core Policy 52 of the adopted WCS supports this, and open space is listed as place shaping infrastructure under priority theme 2 of Core Policy 3 of the WCS.

WC Open space officer has requested the following mitigation:

POS/Play Provision: Based on 135 dwellings, the applicant has advised that delivering the required POS provision on site would be achievable. The quantities expected per dwelling would be included within the S106 as follows:

Public open space:

per 1 bed Residential Unit= 30 m²

per 2 bed Residential Unit= 45 m²

per 3 bed Residential Unit= 60 m²

per 4 bed Residential Unit= 75m²

Equipped play:

per 1 bed = 0m²

per 2 bed = 3m²

per 3 bed = 6m²
per 4 bed = 9m²

The on-site Equipped Play would need to be provided as per the Wiltshire Council Play Specification. All on-site POS and Equipped Play needs to be secured and managed in perpetuity. It should be noted that Wiltshire Council would not look to adopt the on-site POS or Equipped Play, and therefore management would need secure through the s106, whether that be a Management or a Parish/Town Council

The development would also generate a requirement for an off-site financial contribution of up to £ **£55,404** towards the upgrade of Ballards Ash Sports Ground, including Sports Lighting and/or Gerard Buxton Sports Ground or sports pitch/ancillary provision within the vicinity of the Development.

Highways Works: Mitigation and Contributions

NPPF paragraph 109 (f) supports the provision of suitable infrastructure. Sustainable transport measures are also listed at infrastructure priority theme 1 under Core Policy 3 of the adopted WCS. Core Policy 60 and 61 of the WCS encourage the sustainable, safe and efficient movement of people and goods. The Wiltshire Local Transport Plan contains a number of policies to support active travel, including:

Policy SO2 (to provide, support and promote a choice of sustainable transport alternatives);
SO13 (to reduce the need to travel, particularly by private car) and,
SO14 (to promote travel modes that are beneficial to health) of the Wiltshire Local Transport Plan 3.

The Council's Highways officer has requested the following to mitigate the impacts of the development:

- **£135,000** Bus Service Contribution
- **£20,000** - Bus stop upgrade in Shelley AvenueBus stop upgrades at Marlowe Way and Shelley Avenue
- **£27,980** - Upgrade to surfacing of route to Shelley Avenue bus stop WBAS 81
- **£45,000** for M4 Junction 16 Improvements
- **£7,000** - Traffic Regulation Order – Speed Limit
- **£7000** for Travel Plan Monitoring
- **£23,825 x** for New Roundabout and Highway Upgrades
- **£33,750** RWB Transport strategy for the RWB-Swindon Cycleway
- **£187,625** - Shared use path from site junction with A3102 to the un-named roundabout for future connection to Royal Wootton Bassett cycleway.

Public Rights of Way

The NPPF, PPG, and the National Design Guide all supports the provision of healthy communities. At paragraph 004 37-004-20140306 the PPG states that rights of way form an important component of sustainable transport links and should be protected or enhanced. Core Policy 60 seeks to promote the enhancement of sustainable transport infrastructure, including the improvement of pedestrian and cycling links, in order to promote sustainable modes of transport. In addition to this, Core Strategy Policy CP51 aims to safeguard the

landscape character of the county while encouraging the development of safe, accessible, and well-designed rights of way that are compatible with their surroundings.

The Rights of Way officer has requested contribution of £27,000 (£200 per dwelling) to enable the replacement of stiles with pedestrian/kissing gates at PROWs in the vicinity of the site the site.

Ecology/Biodiversity Mitigation

The NPPF covers this matter in Chapter 15, and the PPG makes clear reference to the importance of BNG and Appropriate Assessment. Specific projects needed to ensure compliance with the Habitats Regulations is listed as essential infrastructure under priority theme 1 of Core Policy 3 of the WCS. Core Policy 50 & 52 ('Biodiversity and geodiversity') of the Wiltshire Core Strategy, together with the Council Blue and Green Infrastructure Strategy, requires development proposals to demonstrate how they will protect features of nature conservation and geological value as part of the design rationale.

Biodiversity Net Gain (BNG)

As of April 2024, any major planning application needs to demonstrate no net loss and a minimum of 10% net gain in biodiversity (BNG) on the site, in line with the requirements of the NPPF, PPG, WCS policy CP50 (Biodiversity and Geodiversity) and the Environment Act. The preference is for any such BNG to be provided on site, although it can also be provided off site. The Council's ecologist has requested a monitoring fee be secured to contribute to 30years of BNG monitoring as a cost of **£12,000** plus indexation.

S106 Monitoring Fee

To ensure proper and effective management of planning obligations the Council will monitor development sites to ensure obligations are met as and when 'triggers' set are reached. A monitoring fee is thus necessary to cover the admin costs of monitoring which otherwise would not be required were no development to take place. The fee is directly related to the costs of monitoring the s106 that would be attached to this planning permission and is calculated at 2.5% of the total sum of contributions. In this case the monitoring fee will be 2.5% of the total sum of contributions

Community Infrastructure Levy

The Community Infrastructure Levy (CIL) is a charge that local authorities in England and Wales can put on new development in their area to raise funds to help deliver the infrastructure necessary to support development. The development will represent chargeable development under the Community Infrastructure Levy Regulations 2010 (as amended) and Wiltshire Council's CIL Charging Schedule

Overall S106 Mitigation Summary

With regards to the above, including the viability issues raised, it is therefore considered that the following contributions, provisions and mitigation are needed in relation to this proposal:

<u>Head of Term</u>	<u>Contribution details/mix</u>
Housing	40% (54) Affordable Housing Units (60% Affordable Rent; 40% Shared Ownership)* *a cascade clause is to be inserted in cases where no RP Provider comes forward and this would require 35% discount on the Open Market Value of open market housing of the 54 identified units.
Highways	£487,180 (in total)
Education	• £280,352 for Early Years Places • £694,046 for Primary School Places • £596,440 for Secondary School Places
Open Space	play areas £55,404
PRoW	£27,000
Waste	£16,335
Ecology Monitoring	£12,000
S106 monitoring fee	2.5% of total contributions.

8.17 Planning Balance

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

Benefits of the Proposal

Provision of Market Housing

Policy HO7 of the NPPF 2026 is a key housing policy and relates to the provision of a mix of housing, including affordable housing. The delivery of new homes is a significant benefit, particularly in the context of Wiltshire's current housing land supply position. As of the latest Housing Land Supply Statement (June 2026), the Council is unable to demonstrate a five-year supply of deliverable housing land, with a shortfall that is considered substantial.

Benefit: Provision of 135 new dwellings

Weight: Very substantial weight.

Provision of Affordable Housing

Paragraph HO8 of the NPPF is a key policy under footnote 9 and relates to the provision of a mix of housing, including affordable housing. The delivery of affordable housing is a key policy objective at both national and local levels. Wiltshire Council has a shortfall in affordable housing delivery, and the provision of new affordable homes contributes directly to meeting identified local needs.

Benefit: Provision of 40% affordable housing units

Weight: Very substantial weight

Socio-Economic Benefits

The proposal will generate economic benefits during both the construction and operational phases. This includes direct employment in the construction sector and increased local spending by future residents.

Benefit: Economic uplift through construction jobs and post-occupation local expenditure.

Weight: Significant weight

Green Infrastructure and Open Space

The provision of new public open space, green corridors, or enhancements to existing green infrastructure/BNG contributes to health, well-being, and ecological connectivity, in line with NPPF and local, planning policy aims.

Benefit: On site open space of up to 40% GI; offsite contributions, community allotments, play areas, BNG in excess of statutory requirements

Weight: Moderate weight because it will provide some benefit to the wider community.

Drainage

The provision of acceptable drainage and adequacy of drainage solutions in line with policy aims.

Benefit: There are localised areas of surface water flooding on site. The introduction of a detailed surface water drainage strategy with specific attenuation will result in a betterment of the drainage on site and in the vicinity of the site

Weight: Substantial due to providing betterment (in line with Policy CC3(2))

Sustainable Location and Connectivity

Policies TR3, TR4, TR6 of the NPPF are considered key policies. They encourage sustainable patterns of growth and transport modes, as does local planning policy, including the Wiltshire Local Transport Plan and LCWIP.

Benefit: significant highway improvements and PRow upgrades, contributions to bus stop upgrades and increased bus services, contribution to transport strategy and enhanced cycleways benefitting not just the development but the wider community

Weight: Significant weight.

Community Infrastructure Contributions and Public Benefits

Financial contributions secured through Section 106 agreements or the Community Infrastructure Levy (CIL) are required to mitigate the impacts of the development. They are generally considered to be neutral in the planning balance, as they are necessary to make the development policy compliant. However, where contributions result in the enhancement or expansion of existing community infrastructure that will also benefit the wider local population, this can be considered a planning benefit.

Benefit: Provision towards local education services that will be accessible to and benefit the wider settlement.

Weight: Moderate weight

Identified Harms

Conflict with Spatial Strategy

The NPPF and policies CP1 & 2 of the adopted WCS promote a plan led spatial strategy focussed on existing sustainable settlements, facilities and services. Whilst Wiltshire Council cannot currently demonstrate a five-year supply of deliverable housing land, this does not render development plan policies relating to the principle of development irrelevant; such policies remain capable of attracting significant weight where they align with the National Planning Policy Framework in directing growth to the most sustainable locations. The weight is tempered by the substantial shortfall of housing supply however and as such the conflict is afforded very limited weight in this planning balance.

Harm: Departure from the development plan

Weight: Very limited weight (as required by Annexe 2A of the NPPF 2026)

Landscape and Visual Impact/Design Quality

Policy N2 of the NPPF supports the efficient use of land and achieving appropriate densities for housing development through good sustainable design. Policies DP3 and DP4 support the good visual attractive design of schemes which add to the overall quality of the area. Local Plan policies CP51 and 57 also support the protection and enhancement of the visual amenity.

Harm: Erosion of rural character and visual intrusion into the landscape but the harm would be localised.

Weight: Limited weight

Adverse amenity impacts

NPPF Policy P2 and P3 as well as DP3 and DP4 support the good visual attractive design of schemes which add to the overall quality of the area, as do the National Design Guide, and the adopted Wiltshire Design Guide and policy CP57.

Harm: Limited and temporary disturbance during the construction period

Weight: Limited weight.

Heritage Impact

The NPPF places great weight of the protection/conservation of heritage assets, as does adopted policy CP58 of the adopted WCS.

Harm: Harm to the setting of a Scheduled Monument

Weight: Significant (but mitigated to limited through enhancement measures and conditions)

Highways and Traffic Impact

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

Harm: Increased traffic generation

Weight: Limited weight

9. Conclusion

The proposed residential use development lies outside but adjacent to the defined settlement boundary of Royal Wootton Bassett. In terms of the overall planning balance, it is therefore in conflict with Core Policies CP1, CP2 and CP19 of the Wiltshire Core Strategy, as well as saved Policy H4 of the North Wiltshire Local Plan and very limited weight is attributed to this harm in the context of the substantial shortfall of housing supply and the new NPPF 2026 Annex A2.

Harm in terms of landscape/visual change arises from the loss of countryside at this edge-of-settlement location but this would be localised. This harm is afforded limited weight.

There is harm to the significance of the setting Post Mill Scheduled monument and this is afforded significant weight however this is tempered by acceptable mitigation as agreed with Historic England, and outweighed by the vast public benefits of the scheme.

Temporary disturbance during the construction period on the amenity of adjacent occupiers is a harm that is afforded limited weight as it will be mitigated to a large extent through the use of a Construction Management Plan and be temporary in duration.

Increased traffic is also noted as a harm, but this is afforded limited weight given there is sufficient capacity in the network and is offset by the mitigation proposed through conditions and highway upgrades to be secured through legal agreement.

Balanced against these harms are a range of substantial public benefits, including:

The delivery of up to 135 new homes which carries very substantial weight of which 54 will be affordable homes (40%) which also carries substantial weight. The site's sustainable location, adjacent to the existing settlement boundary and with good access to public transport and local services, carries very substantial weight.

Economic benefits during construction and from future residents' expenditure, alongside CIL and S106 contributions. Significant weight as a benefit of the scheme.

The provision of public open space, play areas, ecological enhancements, and improved pedestrian and cycle connectivity, carry moderate weight.

The introduction of a detailed surface water drainage strategy with specific attenuation will result in a betterment of the drainage on site and in the vicinity of the site. This is afforded substantial weight due to the proposal mainly mitigating for the development but will provide some betterment.

Significant highway improvements especially in the vicinity of Stoneover Lane, the highly sustainable location and PRow upgrades, contributions to bus stop upgrades and increased bus services, contribution to transport strategy and enhanced cycleways benefitting not just

the development but the wider community is afforded significant weight in favour of the scheme.

Additional benefits would arise through support for local services and facilities, economic activity, and biodiversity enhancements and moderate weight is attached to these benefits collectively.

At the time of reporting, Wiltshire Council can currently demonstrate only a 2.8-year housing land supply, substantially below the required five-year supply and there is clear evidence of unmet housing need across the County.

The proposed development conflicts with Core Policies CP1, CP2 and CP19 of the Wiltshire Core Strategy and Saved Policy H4 of the North Wiltshire Local Plan because the site lies outside a defined settlement boundary and is not allocated for residential development.

Annexe A(2) of the NPPF 2026 states “*Development plan policies (or parts of those policies) which are materially inconsistent with national decision-making policies in this Framework should be given very limited weight*”. Accordingly, the conflict of the proposal with the development plan policies can only be afforded very limited weight.

Policy S5(1)(j)(i) of the NPPF 2026 provides explicit support for development outside settlement boundaries where there is evidence of unmet housing need, a five-year housing land supply cannot be demonstrated, the site is physically well related to an existing settlement and the development can be accommodated by existing or proposed infrastructure.

Officers are satisfied that those requirements are met in this case. The site is physically well related to Royal Wootton Bassett, is accessible to services and facilities, can be served by appropriate infrastructure, and would deliver a meaningful contribution towards both market and affordable housing provision. The policy support of policy S5(1)(j)(i) attracts significant weight in favour of the proposal and weighs heavily in the overall planning balance.

Taking all matters into account, officers find that the material considerations in favour of the proposal, including the support provided by Policy S5(1)(j)(i), the contribution towards housing delivery in the context of a significant housing land supply shortfall and the associated social, economic and environmental benefits, outweigh the identified conflict with the development plan. Accordingly, material considerations indicate that planning permission should be granted notwithstanding that conflict.

For these reasons, the application is recommended for approval subject to the completion of a Section 106 agreement and the imposition of appropriate planning conditions.

RECOMMENDATION: That planning permission be GRANTED, subject to delegation to the Head of Development Management for the completion of a Section 106 agreement legal agreement covering the matters set out in this report, and subject also to the planning conditions listed below

1. The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last reserved matters to be approved, whichever is the later.

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

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

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990.

3. No development shall commence within until details for the following matters have been submitted to, and approved in writing by, the Local Planning Authority:

- a) The scale of the development.
- b) The layout of the development.
- c) The external appearance of the development.
- d) The landscaping of the site.

The development shall be carried out in accordance with the approved details.

REASON: The application was made for outline planning permission and is granted to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 and Article 3(1) of the Town and Country Planning (General Development Procedure) Order 1995.

4. No development shall take place until details of any earthworks have been submitted to and approved in writing by the Local Planning Authority.

These details shall include the proposed grading and mounding of land areas including the levels and contours to be formed showing the relationship of proposed mounding to existing vegetation and surrounding landform. Development shall be carried out in accordance with the approved details.

REASON: To enable the Local Planning Authority to ensure that the proposed earthworks will relate satisfactorily to existing features within the site and its surroundings in the interests of visual amenity.

5. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The approved boundary treatments shall be completed in accordance with the plan prior to the first occupation of the first building.

REASON: To ensure proper planning of the development in the interests of amenity.

6. The subsequent reserved matters application(s) (phased or otherwise) to be submitted pursuant to Condition 3 shall be in general accordance with the following approved plans and documents where applicable:

- Parameter Plan STN-GEN-SW-DE-MP-13B. August 2026. Stantec
- Ecology Parameter Plan August 2026. EAD Ecology
- IACPC. DLL-ENQ-WILT-00132. October 2025. Natural England
- Location Plan ref: Site Boundary Plan STN-GEN-SW-DR-MP-01E. May 2025. Stantec
- Proposed Access Arrangements (ref. P22-2466, Rev C), prepared by Pegasus Group (July 2026)

And be in broad accordance with the following:

- Illustrative Masterplan STN-GEN-SW-DR-MP-06J. Stantec.

REASON: For the avoidance of doubt and in the interests of proper planning and for the protection, mitigation and enhancement of biodiversity.

7. A detailed housing mix strategy, including the number and size of dwelling units shall be submitted as part of the reserved matters application. The development shall be carried out in accordance with the approved housing mix.

REASON: The matter is required to be agreed with the Local Planning Authority in order that the development is undertaken in an acceptable manner and to ensure that the proposed development provides a diverse and balanced range of housing types and sizes, contributing to the creation of a sustainable and inclusive community, in accordance with local planning policies and housing needs.

8. Prior to the commencement of works (except for site clearance operations), details of the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfalls, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking and street furniture, including the timetable for the provision of such works shall be submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until the works have been undertaken in accordance with the approved details and timetable.

REASON: In order that the development is undertaken in an acceptable manner and to ensure that the roads are laid out and constructed in a satisfactory manner.

9. The reserved matters application shall show the Development meets at least a 0.5 Urban Greening Factor (UGF) Rating (for Greenfield Sites) using the Natural England GI framework calculator. The reserved matters will also include 20% tree canopy cover to be secured across the development site to accord with the Great Western Community Forest Strategy Document as defined by using the Cornwall County Council Canopy Cover Calculator. No development shall commence until full details of the requirements of the reserved matters submission in terms of all proposed tree planting and the proposed times of planting, have been approved in writing by the Local Planning Authority and all tree planting shall be carried out in accordance with those details and at those times. No building shall be occupied until all required tree planting has completed.

REASON: To ensure the satisfactory establishment of the approved scheme for the landscaping of the site.

10. The roads, including footpaths and turning spaces, shall be constructed so as to ensure that before any dwelling is occupied, each dwelling has been provided with a properly consolidated and surfaced footpath and carriageway to at least base course level between the dwelling and the existing highway.

REASON: To ensure that the development is served by an adequate means of access.

11. No development shall commence until an Acoustic Design Scheme (for external traffic noise) for the protection of the proposed residents from external traffic noise has been submitted to and approved in writing by the local planning authority. The Acoustic Design Scheme (for external traffic noise) shall use Good Acoustic Design (in accordance with the Professional Practice Guidance: Planning and Noise New Residential Development (May 2017 or later versions)) to achieve the following noise limits:

- a. bedrooms shall achieve an 8-hour LAeq (23:00 to 07:00) of 30dB(A) and an L_{max,F} of 45dB based on the 10th highest measured level
- b. living rooms and dining rooms shall achieve a 16-hour LAeq (07:00 to 23:00) of 35dB(A)

- c. external noise levels within private external amenity spaces shall not exceed 55 dB LAeq,16hr (0700 – 2300)

The Acoustic Design Scheme (for external traffic noise) shall be implemented during construction of each dwelling, and thereafter be permanently retained. For the avoidance of doubt, using closed windows to achieve the internal noise level target shall only be considered once all other good acoustic design acoustic mitigation measures have been utilised.

In accordance with a timetable in the approved Acoustic Design Scheme (for external traffic noise), a post completion report, prepared by the acoustic consultancy who designed the Acoustic Design Scheme or other suitably qualified expert, shall be submitted to and approved in writing by the local planning authority. This shall provide evidence that the approved Acoustic Design Scheme (for external traffic noise) has been fully implemented, any additional measures required to achieve compliance.

Reason: Core policy 57, Ensuring high design and place shaping such that appropriate levels of amenity are achievable.

- 12. A Sustainable Energy Strategy shall be submitted as part of the reserved matters application to provide details of operational energy, embodied carbon, climate change adaptation measures, low-carbon and renewable energy technologies, water efficiency, electric vehicle charging points, cycle parking, and sustainable transport for the written approval of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: In order that the development is undertaken in an acceptable manner and in response to climate change.

- 13. No development shall commence within the Strip, Map and Sample mitigation area shown on Figure 6 of the approved Archaeological Evaluation Report (December 2025) until:
 - a. A written programme of archaeological investigation of the area subject to excavation, including a 5m contingency beyond the last archaeological feature identified within the stripped area, which should include on site work and the analysis, publishing and archiving of the results, has been submitted to and approved by the Local Planning Authority; and
 - b. The approved programme of archaeological work has been carried out in accordance with the approved details.

REASON: To enable the recording of any matters of archaeological interest.

- 14. The development shall be carried out in accordance with the recommendations set out in Appendix 1, Management Plan and Schedule, of the approved Archaeological Management Plan dated April 2026, and the measures identified therein shall be maintained thereafter where applicable.

REASON: In the interest of protecting archaeological interest on the site in accordance with CP58

- 15. No development shall take place in relation to any phase until surface water drainage strategy, complying with Wiltshire Council requirements, NPPF, PPG and the National Standards for Sustainable Drainage Systems Technical Standards for SuDS has been submitted to and approved in writing by the Local Planning Authority for that phase. The following additional information must be provided:
 - a) revised overland exceedance flow drawing demonstrating how flows across the extent of the development (including rear gardens) is safely managed;

- b) demonstrate how surface water will be safely managed where several overland flow arrows converge on the same point.
- c) Calculations to demonstrate that runoff from each positively drained surface, for at least 5mm of rainfall, is either collected for use, infiltrated into the ground, or else captured, conveyed and stored within SuDS features (excluding attenuation ponds) in accordance with Standard 2 of the National Standards for SuDS.
- d) Detailed cross & long section drawings and calculations, to demonstrate all SuDS features are designed appropriately & in accordance with relevant guidance.

The development shall then be carried out in accordance with the approved details and no part of the development shall be occupied until surface water drainage has been constructed in accordance with the approved scheme.

REASON: To ensure that the development can be adequately drained.

- 16. No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage schemes have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. The following additional information must be provided:

- Details of how the proposed and existing drainage features on the site will be maintained and managed after completion, with confirmation from the relevant authority that they will adopt any systems that are being offered for adoption.

- 17. No development shall commence on site until a scheme to dispose of foul drainage, including connection to the public foul sewer network, has been submitted to, and approved in writing by the local planning authority. The scheme shall be implemented in accordance with the approved details.

REASON: To ensure that the proposed development does not pose an unacceptable risk to the water environment.

- 18. No development shall be occupied beyond the first 50 residential properties until confirmation has been provided that either:

- a. all water network upgrades required to accommodate the additional demand to serve the development have been completed; or
 - b. a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied.

Where a development and infrastructure phasing plan is agreed no occupation of residential properties beyond the first 50 dwellings shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason - The development may lead to no / low water pressure, and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

- 19. No development shall commence on site (including demolition works), until a Construction and Traffic and Management Plan, together with a site plan, has been submitted to and approved by

the Local Planning Authority. The Construction Management Plan shall include, but not be exclusive to the following:

1. the parking of vehicles of site operatives and visitors;
2. loading and unloading of plant and materials;
3. storage of plant and materials used in constructing the development;
4. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
5. wheel washing facilities;
6. measures to control the emission of dust and dirt during construction;
7. a scheme for recycling/disposing of waste resulting from demolition and construction works; and
8. measures for the protection of the natural environment.
9. hours of construction, including deliveries;
10. pre-condition photo survey of local roads and highway infrastructure;
11. large vehicle routing plan;
12. traffic management plan (including signage drawing(s));
13. number (daily/weekly) and size of delivery vehicles;
14. number of staff vehicle movements;
15. details of temporary/permanent Traffic Regulation Orders
16. construction phasing plan.
17. Measures to reduce and manage the emission of noise, vibration and dust during demolition and construction works;
18. Details of construction vehicle movements;
19. Details of any cutting or processing of building materials on site;
20. Details of the transportation and storage of waste and building materials;
21. The location and use of generators and temporary site accommodation;
22. Where piling is required, details of the proposed piling methodology, with Continuous Flight Auger piling used wherever practicable to minimise impacts;
23. Arrangements for temporary site lighting and measures to minimise obtrusive light.

No construction or demolition works shall take place outside the hours of 08:00 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays, with no working on Sundays or Public Holidays unless otherwise agreed in writing by the Local Planning Authority.

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

20. No development shall commence on site (other than that required to be carried out as part of a scheme of remediation approved by the Local Planning Authority under this condition), until steps (i) to (iii) below have been fully complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until step (iv) has been complied with in full in relation to that contamination.

All aspects of investigations into possible land contamination should be in line with current good practice and should follow the guidelines within the Environment Agency's 'Land Contamination Risk Management' (LCRM) guidance document and any other appropriate guidance.

Step (i) Site Characterisation:

An investigation and risk assessment must be completed to assess the nature and extent of any contamination (including asbestos) on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by suitably qualified and competent persons

and a written report of the findings submitted to and approved in writing by the Local Planning Authority. The report of the findings must include:

- A survey of the extent, nature and scale of contamination on site;
- The collection and interpretation of relevant information to form a conceptual model of the site, and a preliminary risk assessment of all the likely pollutant linkages;
- If the preliminary risk assessment identifies any potentially significant pollutant linkages a ground investigation shall be carried out, to provide further information on the location, type and concentration of contaminants in the soil and groundwater and other characteristics that can influence the behaviour of the contaminants;
- An assessment of the potential risks to:
 - human health,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - adjoining land,
 - groundwater and surface waters,
 - ecological systems,
 - archaeological sites and
 - ancient monuments;

Step (ii) Submission of Remediation Scheme:

If any unacceptable risks are identified as a result of the investigation and assessment referred to in step (i) above, a detailed remediation scheme to bring the site to a condition suitable for the intended use must be prepared. This should detail the works required to remove any unacceptable risks to human health, buildings and other property and the natural and historical environment, should be submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures.

Step (iii) Implementation of Approved Remediation Scheme:

The approved remediation scheme under step (ii) must be carried out in accordance with its requirements. The Local Planning Authority must be given at least two weeks written notification of commencement of the remediation scheme works.

Step (iv) Reporting of Unexpected Contamination:

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it should be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment should be undertaken in accordance with the requirements of step (i) above and where remediation is necessary, a remediation scheme should be prepared in accordance with the requirements of step (ii) and submitted to and approved in writing by the Local Planning Authority.

Step (v) Verification of remedial works:

Following completion of measures identified in the approved remediation scheme a verification report must be produced. The report should demonstrate the effectiveness of the remedial works. The verification report should be submitted to and approved in writing of the Local Planning Authority.

Step (vi) Long Term Monitoring and Maintenance:

If a monitoring and maintenance scheme is required as part of the approved remediation scheme, reports must be prepared and submitted to the Local Planning Authority for approval at the relevant stages in the development process as approved by the Local Planning Authority in the scheme approved pursuant to step (ii) above, until all the remediation objectives in that scheme have been achieved.

Reason: To ensure that risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, in accordance with Core Policy 56 of the Wiltshire Core Strategy and the Environment Agency's Land Contamination Risk Management (LCRM) guidance.

21. No development in relation to any phase shall commence on site, including demolition, ground works/excavation, site clearance, vegetation clearance and boundary treatment works, until a Construction and Environmental Management Plan (CEMP) covering that phase has been submitted to and approved in writing by the local planning authority. The CEMP shall include details of the avoidance, mitigation and protective measures to be implemented before and during the construction phase, including but not necessarily limited to the following, and the development shall be carried out in strict accordance with the approved CEMP:

- a. Identification of ecological protection areas/buffer zones and tree root protection areas and details of physical means of protection, e.g. exclusion fencing;
- b. Working method statements for any protected/priority species if necessary.
- c. Work schedules for activities with specific timing requirements in order to avoid/reduce potential harm to ecological receptors; including details of when a licensed ecologist and/or ecological clerk of works (ECoW) shall be present on site;
- d. No external night-time works or use of artificial lighting during the construction phase;
- e. Pollution prevention measures including the location of site and storage compounds, the use of plant and machinery, measures to control of dust and noise, the location and use of wheel washing and vehicle washdown plant/machinery, and the location and use of oils/chemicals;
- f. Key personnel, responsibilities and contact details (including Site Manager and ecologist/ECoW).
- g. Measures to protect the Grade II listed milestone located within the highway verge at the edge of the site throughout the construction period.

REASON: To ensure appropriate levels of amenity are achievable and to ensure adequate protection and mitigation for ecological receptors prior to and during construction, and that works are undertaken in line with current best practice and industry standards and are supervised by a suitably licensed and competent professional ecological consultant where applicable.

22. No site clearance or development shall commence on each approved phase until a Landscape and Ecology Management Plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority. The LEMP will include long term objectives and targets, management responsibilities and maintenance schedules for each ecological feature within the together with a mechanism for monitoring success of the management prescriptions, incorporating review and necessary adaptive management in order to attain targets. The LEMP shall be implemented in full and for the lifetime of the development in accordance with the approved details.

REASON: To ensure the long-term management of landscape and ecological features retained and created by the development, for the benefit of visual amenity, the preservation of the setting

of nearby heritage assets and biodiversity for the lifetime of the scheme.

23. No site clearance or development shall commence until a Habitat Management and Monitoring Plan (the HMMP) has been prepared in accordance with the statutory Biodiversity Gain Plan for that phase. It shall include:

1. A non-technical summary;
2. The roles and responsibilities of the people or organisation(s) delivering the HMMP;
3. The planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the statutory Biodiversity Gain Plan and schedule for implementation;
4. The management measures to maintain habitat in accordance with the statutory Biodiversity Gain Plan for a period of 30 years from the completion of development; and
5. The monitoring methodology and specification of a Monitoring Pack (to include but not exclusively up to date Management Actions Logs, Habitat Condition Assessment Reports, metric calculation, and corresponding post-intervention Habitat Map), which shall be submitted to the Local Planning Authority in years 2 (two) 5 (five) 10 (ten) 15 (fifteen) 20 (twenty) and 30 (thirty) of the Maintenance Period, has been submitted to, and approved in writing by, the local planning authority.

No more than 75% of units shall be occupied until the habitat creation and enhancement works set out in the approved HMMP have been implemented.

The created and/or enhanced habitat shall be managed and maintained in accordance with the statutory HMMP at all times thereafter.

REASON: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990.

24. No development shall commence above ground floor slab level until a scheme for water efficiency has been submitted to and approved in writing by the Local Planning Authority. The scheme will demonstrate a standard of a maximum of 110 litres per person per day is applied for all residential development. The scheme shall be implemented in accordance with the agreed details.

REASON: This condition contributes to sustainable development and meeting the demands of climate change. Increased water efficiency for all new developments also enables more growth with the same water resources.

25. No development shall commence above ground floor slab level until full details of a hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority, the details of which shall include:

- Location and current canopy spread of all existing trees and hedgerows on the land;
- Full details of all existing trees and hedging to be retained, together with measures for their protection during development;
- A detailed planting specification showing all plant species, supply and planting sizes and planting densities
- All means of enclosure, including but not limited to cycle and bin/waste storage
- Car park layouts;
- Refuse/recycling collection points and areas;
- Other vehicle and pedestrian access and circulation areas;
- All hard and soft surfacing materials including local materials

All landscaping (both hard and soft) shall also be carried out in accordance with the approved details and prior to the completion of the final building, unless otherwise agreed with the Local Planning Authority.

REASON: In order that the development is undertaken in an acceptable manner, to ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

26. At Reserved Matters, the Ecological Parameters Plan will be resubmitted to encompass the bat and bird nesting opportunities outlined within the Ecological Impact Assessment (November 2025. EAD Ecology).

The details shall include the provision of at least one integrated swift brick or universal bird brick per dwelling, appropriately distributed across the development, together with details of their location and specification.

The design will ensure the green infrastructure will allow movement throughout the site and provide access for mammals including hedgehog passes in addition to the provision on the current plan (Ecology Parameter Plan. August 2026. EAD Ecology). This document will set out the ecologically sensitive areas of the site that will be retained, protected and enhanced.

REASON: To protect the ecologically sensitive features of the site.

27. Prior to the installation of the lighting scheme hereby approved, the applicant shall appoint a suitably qualified member of the institute of lighting professionals (ILP) to confirm that the proposed lighting scheme conforms to the recommendations for environmental zone E2 or better in the ILP document "Guidance Notes for the Reduction of Obtrusive Light - Guidance Note 01:20. The lighting to be provided on site shall be in accordance with the Guidance note GN08/23 'Bats and artificial lighting at night', issued by the Bat Conservation Trust and Institution of Lighting Professionals. Written confirmation from a suitably qualified member of the ILP shall be submitted to and approved in writing by the Local Planning Authority prior to installation. The scheme shall thereafter be permanently retained in accordance with the details submitted.

Reason: Core policy 57, Ensuring high design and place shaping such that appropriate levels of amenity are achievable.

28. The details of all lighting proposed including street lighting, lighting for footpaths, communal parking areas including the intensity of the lighting and design for light column shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the development and the works shall subsequently accord with the approved scheme.

REASON: To ensure that the lighting scheme respects the overall design qualities from the development and to minimise impact of the lighting scheme upon the surrounding landscape.

29. Notwithstanding the submitted details, no works shall commence on site until full construction details for the ghost right-hand turn lane, to include streetlighting designs and speed limit gateway has been submitted to and approved by the Local Planning Authority. In accordance with drawing Proposed Access Arrangement, P-22-2466 Rev C 09.07.2026. The full construction details shall be subject of a Stage 2 Road Safety Audit. Prior to the occupation of the first dwelling, the site access junction right-hand turn lane with A3102 Swindon Road shall be completed in all respects in accordance with the approved details and maintained as such thereafter.

Reason: To ensure that a safe and sufficient sustainable access strategy is provided in compliance with Core Strategy Policy 60, 61 and 62.

30. Notwithstanding the submitted details, no works shall commence on site until full construction details for the A3102 Swindon Road junction with C46 Stoneover Lane right hand turn lane junction upgrade to include streetlighting designs as necessary have been submitted to and approved by the Local Planning Authority in accordance with drawing Proposed Access Arrangement, P-22-2466 Rev C 09.07.2026. The full construction details shall be subject of a Stage 2 Road Safety Audit. Prior to occupation of the first dwelling, the works shall be completed in all respects in accordance with the approved details and maintained as such thereafter.

Reason: To ensure that a safe and sufficient access strategy is provided in compliance with Core Strategy Policy 60, 61 and 62.

31. Prior to occupation of the first dwelling, the site access junction right-hand turn lane with A3102 Swindon Road shall have been provided, having been planed off 40mm and resurfaced in asphalt over its entire carriageway width along the scheme indicated on drawing Proposed Access Arrangement, P-22-2466 Rev C 09.07.2026. For clarity, this is the entire hatching from the start of the eastern hatching taper until the A3102 Swindon Road junction with C46 Stoneover Lane.

Reason: In the interests of safe and convenient access to the development.

32. Prior to the occupation of the first dwelling, the A3102 Swindon Road junction with C46 Stoneover Lane right-hand turn lane junction upgrade and toucan crossing from A3102 Swindon Road shall have been provided, having been planed off 40mm and resurfaced in asphalt over its entire carriageway width along the scheme indicated on drawing Proposed Access Arrangement, P-22-2466 Rev C 09.07.2026. For clarity, this is the entire hatching from the start of the western hatching taper until the start of site junction.

Reason: In the interests of safe and convenient access to the development.

33. Notwithstanding the submitted details, no works shall commence upon site until the construction details of the toucan crossing on A3102 Swindon Road to include footway links in the Stoneover Lane junction, closure of the layby, full pedestrian phasing, and streetlighting designs have been submitted to and approved by the Local Planning Authority, in accordance with outline drawing, Proposed Access Arrangement, P-22-2466 Rev C 09.07.2026. The construction details shall include details of the toucan crossing (LTN 1/20 compliant). The full construction details shall be subject of a Stage 2 Road Safety Audit. Prior to the occupation of the first dwelling, the toucan crossing access and footway connections shall be completed in all respects in accordance with the approved details and maintained as such thereafter.

Reason: To ensure that a safe and sufficient access strategy is provided in compliance with Core Strategy Policy 60, 61 and 62.

34. In the event that the neighbouring development at Midge Hall (PL/2025/02340) fully implements the toucan crossing on A3102 Swindon Road before the applicant of this planning consent implements the toucan crossing, revised details of a shared use path connection from the site junction to the toucan crossing must be submitted to and approved in writing by the Local Planning Authority. Prior to the occupation of the first dwelling the shared use path shall be completed in accordance with the approved details.

Reason: To ensure connectivity between the site and the toucan crossing facilities on the A3102 Swindon Road in the interests of highway safety and accessibility.

35. No building hereby permitted shall be first occupied until the access, turning area and parking spaces serving that building have been completed in accordance with the details shown on the

approved plans. The access turning area and parking spaces shall be retained for those purposes thereafter.

REASON: In the interests of highway safety.

36. Prior to the occupation of the first dwelling a full residential travel plan has been submitted to and approved in writing by the local planning authority. The full travel plan when approved shall be implemented including the appointment of a travel plan co-ordinator for five years from the date of first appointment.

REASON: In the interests of promoting sustainable patterns of travel to and from the development.

37. Prior to the occupation of the development hereby approved, the scope of a MOVA revalidation exercise for M4 J16 shall be agreed with the strategic highway authority, and the re-validation exercise completed in consultation with and to the satisfaction of the strategic highway authority.

REASON: to ensure that the operational traffic impacts of the development are managed in the interest of the safe and efficient operation of the Strategic Road Network in line with the requirements of DfT Circular 01/202.

38. Any building shall not be occupied until the approved waste storage and recycling facilities have been completed and made available for use in accordance with the approved details and they shall be subsequently maintained in accordance with the approved details thereafter.

REASON: In the interests of public health and safety.