

LYDIARD MILLICENT PARISH COUNCIL MEETING
4 June 2026
held at the Jubilee Club House, Lydiard Millicent
at 19:00 hrs

Councillors Present:

S Westwood, Chairman	L Bamsey	G Griffiths	S Hill-Wheeler	J Neighbour
M Allsop, Vice Chairman	L Roberts	R Selwood	J Sprules	S Trowbridge

Others in Attendance: 2 members of the public and Wiltshire Councillor Andrew Matthews

Meeting Clerk: Hayley Graham

Public Question Time: There were no public questions.

Councillor Question Time: Councillor Bamsey asked if there was any update on a rumoured appeal for the development at Meadow Springs. The Chairman and Wiltshire Councillor Andrew Matthews confirmed that one had not yet been received.

MINUTES

- 26.48 **Apologies for Absence**
All Members were present.

- 26.49 **Declarations of Interest and Dispensation Requests**
The following declaration of interest was made:

Name	Min Ref	Type	Nature of Interest	Action
Cllr Allsop	26.54c	Non-Pecuniary	PL/2026/01463 – application for the business of an acquaintance	Took part in discussions, did not vote

- 26.50 **Chairman's Announcements**
The Chairman gave thanks to Toomer's and GV Hall for their generosity in covering costs to move their defibrillator outside of the premises for it to be accessible to the public 24/7. Wiltshire Council's Housing Needs Survey which forms part of the Neighbourhood Plan process is now live until 22 June, and everyone is encouraged to complete the survey and share amongst neighbours and friends.
Following the resignation of Councillor Coffey, a Councillor vacancy is expected to be advertised early next week.

- 26.51 **Minutes**
- Members CONSIDERED the minutes of the Extraordinary Meeting of the Council held on 23 April 2026. The minutes of the meeting were ADOPTED as a true record and signed by the Chairman.
 - Members CONSIDERED the minutes of the Annual Meeting of the Council held on 7 May 2026. The minutes of the meeting were ADOPTED as a true record and signed by the Chairman.
 - Members CONSIDERED the minutes of the Extraordinary Meeting of the Council held on 18 May 2026. The minutes of the meeting were ADOPTED as a true record and signed by the Chairman.

- 26.52 **Wiltshire Councillor Update**
The new Wiltshire Community Lottery is now live with tickets available for just £1 with 60p going to local good causes and a top prize of £25,000 every week, all are encouraged to support this.
The Community Governance Review is holding a public consultation on the proposed changes, open until 22 June and again all are encouraged to respond.
The Annual Meeting of Wiltshire Council was held recently in which the previous Chair and

Vice-Chair were re-elected.

Councillor Griffiths asked Councillor Matthews to see how the Parish Council could benefit from the funding recently announced by Wiltshire Council for bleed kits, Councillor Matthews agreed to take this away.

Councillor Griffiths asked Councillor Matthews for details in relation to a change coming in October to the call in process. Councillor Matthews agreed to take this away.

26.53 Financial Accounts

- a. Members APPROVED payments reference "Payments for Approval" attached as Appendix 6a in the amount of £2,947.58 (ex. VAT).
- b. Members APPROVED the Cash and Investment Reconciliation statement for the Unity Trust Bank as at 30 April 2026 with a closing balance of £51,624.31.
- c. Members APPROVED the Bank Statement for the Unity Trust Bank as at 30 April 2026 with a closing balance of £51,624.31.
- d. Members APPROVED the Cash and Investment Reconciliation statement for the Public Sector Deposit Fund as at 30 April 2026 with a closing balance of £67,899.33.
- e. Members APPROVED the Statement of Account for the Public Sector Deposit fund as at 30 April 2026 with a closing balance of £67,899.33.
- f. Members APPROVED the Cash and Investment Reconciliation statement for the Lloyds Charge Card as at 30 April 2026 with a closing balance of £-108.42.
- g. Members APPROVED the Charge Card statement for the Lloyds Charge Card as at 26 March 2026 with a closing balance of £469.11.
- h. Members APPROVED the Charge Card statement for the Lloyds Charge Card as at 27 April 2026 with a closing balance of £108.42.
- i. Members AUTHORISED an investment of £30,000 (thirty thousand pounds) from the Unity Trust account into the Public Sector Deposit Fund.
- j. Members RESOLVED to SUSPEND Financial Regulation 9.4 to enable the Clerk to reimburse the Chairman's spouse for Spring newsletter printing costs.
- k. Members APPROVED the following change to the regular payments list – change in total of monthly bank payment to John O'Connor for Grounds Maintenance to £1,182.44 (one thousand, one hundred and eighty two pounds, 44p) (inc. VAT).
- l. Members NOTED the Payments List reference "Payments List to 21 May" attached as Appendix 6d in the amount of £7,462.57 (ex. VAT).
- m. Members NOTED the Income Report to 30 April 2026 reference "Income Summary as at 30 April" attached as Appendix 6e in the amount of £50,483.75.

Planning Applications

Members RECEIVED a report from Planning Group B.

26.54a Standing Orders were SUSPENDED for public comment on PL/2026/01463 and

26.54b REINSTATED before Members discussed further.

Application: PL/2026/01463 – Full Planning Permission	Applicant: Mr Morse
Address: Countrywide Ltd, Greatfield Farm, Greatfield, SN4 8EQ	Closing Date: 4 June
Proposal: Change of use from agricultural to class B8 storage and distribution and erection of new storage building	

26.54c Members RESOLVED to OBJECT to the application for the following reasons:

- lack of information
- overdevelopment of the land
- omission of design and access statement
- impact on traffic
- evidence of consultees not receiving consultation notifications.

Application: PL/2026/02318 – Householder Planning Permission	Applicant: Mr Collett
Address: 5 Park View Drive, Lydiard Millicent, Swindon, SN5 3LX	Closing Date: 11 June
Proposal: Proposed side extension	

26.54d Members RESOLVED to make NO OBJECTION to the application.

26.54e	Application: PL/2025/05455 – Full Planning Permission Applicant: Mr & Mrs Huntington Address: 13 Bramble Cottage, 13 Buryfields, Lydiard Millicent, SN5 3NF Proposal: Proposed new dwelling, parking and access details (amended) Closing Date: 4 June
	Members RESOLVED to COMMENT on the application to request that a build management condition be applied to any approval to protect LMIL77 as a key pedestrian route in the village.

Members NOTED the following Wiltshire Council decisions:

26.54f	Application: PL/2026/02345 – Notification of Proposed Works to Trees Applicant: Mr Hornby in a Conservation Area Address: Lydiard Farm, The Street, Lydiard Millicent, SN5 3LU Proposal: 4 Conifer trees - fell	
26.54g	Application: PL/2026/01298 – Householder Planning Permission Applicant: Mr Trowbridge Address: Manor House, Church Place, Lydiard Millicent, SN5 3LS Proposal: Proposed swimming pool, pool house and external works	No Objection
26.54h	Application: PL/2026/00773 – Householder Planning Permission Applicant: Mr Shafie Address: 3 Church Place, Lydiard Millicent, SN5 3LS Proposal: 1 st floor rear extension	Approved with Conditions
		Approved with Conditions

26.54i Members NOTED the report detailing correspondence from Wiltshire Council's Enforcement department in relation to 3 Church Place, Lydiard Millicent.

26.54j Members NOTED the 5 day notice decision notice in relation to Lydiard Millicent Primary School.

26.54k Members NOTED the [minutes](#) from the Northern Area Planning Committee meeting held on 13 May.

26.55 Clerk's Report

Members NOTED the report.

26.56 Communications

Members NOTED the following communications:

- Purton Parish Council – notification to Wiltshire Council of joint working group
- Resident email – local land security
- Resident email – Common Platt drainage works
- Wiltshire Council – notice of withdrawal of Wiltshire Local Plan pre-submission draft (2020-2038) Regulation 19.

In relation to b, Members agreed that no further action was required.

In relation to c, Councillor Trowbridge offered some topsoil to make good the verge works. The Clerk will arrange with Councillor Trowbridge and the Handyman.

Annual Internal Audit Report

26.57a Members RECEIVED and NOTED the Annual Internal Audit Report.

26.57b Members NOTED and APPROVED the Annual Governance and Accountability Internal Auditors Report.

Annual Governance and Accountability Return 2025-2026

26.58a Members NOTED and APPROVED the Annual Governance Statement (Section 1).

26.58b Members NOTED and APPROVED the Accounting Statements (Section 2).

26.58c Members NOTED the commencement date for the Exercise of Public Rights of Monday 8 June 2026.

26.59 Investment Policy

Members ADOPTED the updated policy as presented.

26.60 Local Highway and Footway Improvement Group

Members NOTED the final design model for the Common Platt substantive bid works

commencing 22 June.

26.61 **Neighbourhood Plan Steering Group Terms of Reference**

Members ADOPTED the updated Terms of Reference with additional amendments as follows:

- 4d – “indefinitely” to be replaced with “until its dissolution”
- 13a and 13b to remain as is but order changed so 13a becomes 13b and vice versa.

26.62 **Community Governance Review (CGR) Proposal and Consultation**

Members NOTED the Community Governance Review proposal document and draft briefing note. The consultation runs until 22 June and will be advertised on the Council’s website, noticeboards, Facebook page and a letter will be drafted and delivered to residents of potentially affected dwellings.

26.63 **Council and Community Representatives**

Members RECEIVED the following updates:

Area Board – Cllrs Allsop and Westwood

Next meeting Next meeting on 10 June.

Community Carers Group – Councillor Hill-Wheeler

There is now a community fridge at Cotswold Rise residential home in Purton. A Fibromyalgia support group has been set up, and children at RWB Academy will soon be experiencing the dementia dome.

Local Highway and Footway Improvement Group – Councillor Griffiths

Last meeting held on 21 May. All Council priorities were discussed and all were largely dismissed as either existing measures are deemed accurate or the request was seen as bigger than the scope of the group. Full minutes will be included in July’s meeting pack. In relation to priority #1, the school must have a valid travel plan to be eligible for a number of Wiltshire Council schemes that could alleviate some of the issues around Church Place / The Butts. It is understood that the Headmaster has met with key individuals at the academy trust to progress this, the Clerk will confirm the current status before the Chairman and Wiltshire Councillor Andrew Matthews correspond with him directly.

Parish Hall – Councillor Neighbour

AGM is taking place on Monday 8 June. Leaflets advertising the village fete are being delivered to homes around the parish. Upcoming events include bingo in September, gin tasting in October and wine tasting in November.

Speed Indication Devices (SID) – Councillors Neighbour and Trowbridge

Suspected issue with data being captured from the SIDs at Common Platt has been investigated and there is no issue; certain days of the week sees more vehicles travelling one way than the other. Another issue had a software fault that has now been fixed.

SID at Common Platt (towards Washpool)

- Av. speed 26.6mph
- Max. speed 55mph

SID at Stone Lane (towards Common Platt)

- Av. speed 33.4mph
- Max. speed 85mph

There are a number of vehicles around the parish that are travelling at excessively high speeds, particularly late at night and between 2-3.30pm on Stone Lane.

Councillor Trowbridge highlighted there are camera systems called AutoSpeedWatch which helps to monitor and deter speeding drivers and will take this away to investigate. The Clerk will contact the local Neighbourhood Policing Team to request mobile speed monitoring in locations and at times highlighted to be the most problematic in current data.

Neighbourhood Plan – Councillor Allsop

Work is ongoing to update all policies, and it is expected that a draft plan will be taken to Wiltshire Council for their review in June which is expected to take 2-3 months.
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26.64 **Exclusion of the Public and Press**

Members RESOLVED that the Press and Public be excluded from the meeting during the consideration of the items in Part 2 of the Agenda. This is due to the confidential nature of the items being considered, under the Public Bodies (Admission to Meetings) Act 1960.

Wiltshire Councillor Andrew Matthews and 2 members of the public left the meeting.

Personnel Matters

26.65a Members NOTED the report and CONSIDERED the recommendations. Members agreed to APPOINT the named candidate as RFO to cover maternity leave.

26.65b Members RESOLVED to advertise a fixed term contract of up to 13 months for an interim clerk to cover maternity leave with a closing date of 26 June. Both a completed application form and CV will be required from all applicants with pay scale dependent on experience.

26.65c Members NOTED the Clerk's appraisal and salary review date.

Meeting Closed at 20.55hrs

Payments for Approval - 2 July 2026

Item 7a

Supplier	Invoice Number	Date	Description	Net	VAT	Total
Aldi Stores	n/a	20 May 26	Refreshments for APM	7.00	0.00	7.00
High Speed Training	2855665	03 Jun 26	Handyman and Admin Training	40.00	8.00	48.00
Walfins	295117	27 May 26	Strimmer Cord Replacement	6.62	1.33	7.95
				53.62	9.33	62.95

Lydiard Millicent Parish Council

Bank - Cash and Investment Reconciliation as at 31 May 2026

Confirmed Bank & Investment Balances

Bank Statement Balances

31/05/2026	The Public Sector Deposit Fund	68,109.12
31/05/2026	Unity Bank **873	47,413.62
26/05/2026	Lloyds Charge Card	-28.44

115,494.30

Receipts not on Bank Statement

0.00

Closing Balance

115,494.30

All Cash & Bank Accounts

2	The Public Sector Deposit Fund	68,109.12
3	Unity Bank	47,413.62
5	Lloyds Charge Card	-28.44

Other Cash & Bank Balances 0.00

Total Cash & Bank Balances 115,494.30

Unity Bank

Payments made between 22/05/2026 and 21/06/2026

Nominal Ledger Analysis

Date	Payee Name	Reference	£ Total Amnt	£ Creditors	£ VAT	A/c	Centre	£ Amount	Transaction Details
26/05/2026	British Gas	14824916	65.96		3.14	4004	301	62.82	JCH Electricity
26/05/2026	Microshade VSM	464207	150.22		25.04	4053	101	125.18	Hosting Fees
26/05/2026	Castle Water	9988491	5.76			4003	201	5.76	Cemetery Water
28/05/2026	Business Waste Limited	2031377	2.02		0.34	4105	301	1.68	JCH Waste Excess Weight
28/05/2026	Staff Salaries	N/A	1,999.45			4008	101	18.00	May Salaries
						4000	101	1,981.45	May Salaries
31/05/2026	Unity Trust Bank	108-1(3)	11.95			4057	101	11.95	Service Charges
01/06/2026	Auditing Solutions Ltd	A9326	630.00		105.00	4051	101	525.00	25-26 Internal Audit Fees
01/06/2026	Wiltshire Council	N/A	103.00			4002	301	103.00	Business Rates
09/06/2026	Lloyds Charge Card	110-2	28.44			206		28.44	Charge Card Balance
11/06/2026	John O'Conner	129962	1,182.44		197.06	4101	301	821.71	May Grounds Maintenance
						4101	201	52.46	May Grounds Maintenance
						4101	401	111.21	May Grounds Maintenance
11/06/2026	John O'Conner	129997	85.00		14.17	4129	402	70.83	May C. Field Maintenance
11/06/2026	Corona Energy	20138878	109.67		5.22	4005	301	104.45	JCH Gas
11/06/2026	Kevin Thompson	2026009	555.00			4312	304	555.00	April/May Critcket Sqare Maint
11/06/2026	Fox Miah Ltd - Betterclean	3390	544.30		90.72	4120	301	453.58	JCH Cleaning - May
11/06/2026	Kudos Fencing Ltd	88328	36.56		6.09	4105	201	30.47	Cemetery Fence Posts & Rail
11/06/2026	Kudos Fencing Ltd	88443	46.78		7.80	4105	201	38.98	Cemetery Fence Rails & Posts
11/06/2026	Kudos Fencing Ltd	88463	20.16		3.36	4105	201	16.80	Cemetery Fence Rails
11/06/2026	WEL Medical Ltd	I295214	68.92		11.49	4122	301	57.43	Pair of Defib Pads
11/06/2026	Business Services @ CAS Ltd	INV-1308	1,675.94			4052	101	1,675.94	26--27 Insurance Premium
11/06/2026	Lydiard Millicent Parish Hall	N/A	200.00			4136	102	200.00	Grant Award - Min Ref 26.46
12/06/2026	B. Online Ltd	2216785	43.14		7.19	4006	101	35.95	JCH Broadband
15/06/2026	Business Waste Limited	2042092	121.86		20.30	4105	301	68.16	Waste Removal
						4105	201	31.30	Waste Removal
						4105	301	0.70	Waste Removal
						4105	201	1.40	Waste Removal
15/06/2026	3 Business Services	2744063	12.12		2.02	4006	101	10.10	Staff SIM Contracts
15/06/2026	Inception Business Technology	4006654	41.50		6.92	4032	101	34.58	Printing and Lease
15/06/2026	Everflow	5578956	62.19			4003	301	62.19	JCH Water
15/06/2026	HMRC Income Tax	N/A	441.83			4007	101	441.83	May Tax / NI

Subtotal Carried Forward:

8,244.21

0.00

505.86

7,738.35

Nominal Ledger Analysis									
<u>Date</u>	<u>Payee Name</u>	<u>Reference</u>	<u>£ Total Amnt</u>	<u>£ Creditors</u>	<u>£ VAT</u>	<u>A/c</u>	<u>Centre</u>	<u>£ Amount</u>	<u>Transaction Details</u>
Total Payments:			8,244.21	0.00	505.86			7,738.35	

Nominal Ledger Analysis									
<u>Date</u>	<u>Payee Name</u>	<u>Reference</u>	<u>£ Total Amnt</u>	<u>£ Creditors</u>	<u>£ VAT</u>	<u>A/c</u>	<u>Centre</u>	<u>£ Amount</u>	<u>Transaction Details</u>
22/05/2026	Post Office	N/A	25.44			4034	101	25.44	Postage Stamps
26/05/2026	Lloyds Bank PLC	N/A	3.00			4057	101	3.00	Lloyds Bank PLC
08/06/2026	Currys	183145	399.00		66.50	4022	101	332.50	Office Laptop
							324	-332.50	Office Laptop
							6000	101	332.50
Total Payments:			427.44	0.00	66.50			360.94	

LMPC Income Summary		2026-2027
Income received as at		31/05/2026
Category		Amount
Cemetery Burials		£570.00
Cemetery Memorials		£545.00
Community Field		£343.68
Cricket		
Defra		
Exclusive Rights		£40.00
Field and Hall Hire		£79.50
Football		£2,235.00
Grants		
Lydiard Plain Rental		
PSDF Income		£427.01
Sale of SIDs		£1,500.00
Wayleave		
	Total	£5,740.19
Precept		£36,646.50
Vat Refund 25/26		£10,137.69
	Total	£52,524.38

Members are requested to NOTE the report and CONSIDER the recommendations.

Speed Indicator Device (SID) Warranties

The Council's 2 SID warranties expire on 18 July 2026 but can be extended at a cost of £199 per unit, per year.

Recommendation

Members to CONSIDER purchasing extended warranties for both SIDs at a total cost of £398.00 (ex. VAT) for the ensuing year. There is no provision for this expenditure in the 2026-2027 budget and such would need to be met from General Reserves should the Council decide to proceed.

Hayley Graham
June 2026

Members are requested to NOTE the report and CONSIDER the proposal

Flotek (was Microshade)

The Clerk and Administrator both use a virtual desktop (Microshade VSM) which is provided by Flotek following their acquisition of Microshade in 2025.

The current cost for this service for both users, including access to all Microsoft applications and Rialtas (the Council's accounting and cemetery management software) is £125.18 per month (ex. VAT).

The following email has been received from Flotek for the Council to consider:

"Your current IT Services and Licenses agreement has now passed its initial term and is operating on a standard 12 month rolling renewal.

While everything continues to run smoothly under this arrangement, most councils benefit more from agreeing a longer term commitment. This provides:

- Locked-in commercial terms (excluding API and any non-Flotek services)*
- Greater stability without yearly contract resets*
- Smoother operational planning with less admin*
- Better long-term value and platform performance*
- Priority access to upgrades, support, and new features*
- A future-proofed environment with predictable costs*

In short, a longer-term agreement reduces admin, improves consistency, and gives you clearer budgeting and continuity.

Currently you pay £125.18 ex VAT we can lower the cost to £119.18 ex VAT, over the 36 month terms this saves £216.

Please let me know if you would like to go ahead with the lower cost."

A couple of points to highlight:

- There are no fixed times for Flotek to consider their service pricing so should the Council choose not to commit to 36 months, it could be subject to annual price increases.
- Should the Council choose to commit to 36 months but decide at a later date to terminate the contract, the charges for the remainder of the contract would be due.
- The Council will be able to adjust license numbers, such as adding a new starter or removing a leaver without penalty whether a 36 month contract is agreed or not.

Hayley Graham
June 2026

**APPEAL ON BEHALF OF GREATWORTH PROPERTY
MANAGERS LIMITED AGAINST THE REFUSAL OF
PLANNING APPLICATION REFERENCE PL/2025/03211
BY WILTSHIRE COUNCIL FOR:**

***Outline planning application with all matters
reserved except access for residential development
to provide up to 56 dwellings, public open space, and
associated access, drainage and landscaping works***

Land off Meadow Springs, Lydiard Millicent

Appeal Ref: TBC

DRAFT – Statement of Common Ground (SoCG)

May 2026

1.0 INTRODUCTION

- 1.1 This Statement of Common Ground (SoCG) has been prepared in draft by Grass Roots Planning on behalf of the Appellant. In due course, the Appellant will be seeking to agree its contents with Wiltshire Council (WC) to assist the Inspector with the identification of principal matters for consideration, and the main areas of agreement and disagreement between the two parties.
- 1.2 The site falls within the WC administrative area, and as such, they are the Local Planning Authority (LPA) and Highways Authority (HA) regarding this appeal.
- 1.3 The SoCG sets out all matters that are agreed between the two parties and summarises the areas of disagreement that remain. It covers the following points set out in the Planning Inspectorate's guidance:
1. Appeal reference
 2. Site address
 3. Agreed description of development
 4. List of plans that informed the Council's decision
 5. List of any new plans not previously seen or consulted on by the local planning authority, including a brief explanation of any revisions or amendments with reference to the 'Wheatcroft Principles'
 6. Relevant planning history
 7. List of the most important Development Plan policies for determining the application, focusing in particular on those recited in the reasons for refusal
 8. Other relevant planning policy / guidance / material considerations and weight to be afforded
 9. Areas where the parties are working together and there is a prospect of resolving a related reason for refusal
 10. A table setting out areas of agreement and disagreement in relation to each remaining reason for refusal on a topic-by-topic basis
 11. List of possible conditions (as an Appendix) and the reasons for them, including any that are not agreed
 12. A statement of compliance with statutory and policy requirements for the conditions and Section 106 Agreement (as an Appendix)
 13. A draft Section 106 Agreement (as an Appendix) and
 14. Core Documents list appended to the statement (as an Appendix).
- 1.4 In accordance with the above, the following Appendices have been provided:

- Appendix 1 – List of draft Conditions
- Appendix 1(i) – Statement of Compliance with Statutory and Policy Requirements
- Appendix 2 – Draft Core Documents List
- Appendix 3 – Draft S106 Agreement

2.0 BACKGROUND TO THE APPEAL

- 2.1 This section of the SoCG addresses Points 1-6 of the Planning Inspectorate's guidance on SoCG's.

Appeal Reference, Site Address & Description of Development

- 2.2 This SoCG relates to an appeal against the refusal of planning application reference PL/2025/03211, which sought outline planning permission for:

“Outline planning application with all matters reserved except access for residential development to provide up to 56 dwellings, public open space, and associated access, drainage and landscaping works”

- 2.3 The planning application was made valid on the 28th March 2025 and then refused planning permission by delegated decision on the 17th December 2025.

- 2.4 The following reasons for refusal (RfR) were stated on the notice:

1. Conflict with Spatial Strategy and Unsustainable Development

The proposed development lies outside any defined settlement boundary and is located within the open countryside. The site is not allocated for development in any adopted Site Allocations Development Plan Document or made Neighbourhood Plan.

The quantum of housing and location of the proposal are incompatible with the spatial strategy set out in WCS Core Policies 1, 2 and 19, which prioritise the protection of village character and identity. The development also conflicts with Policy LM3 of the Lydiard Millicent Neighbourhood Plan ('made' May 2021), which supports only infill development in built areas.

The future occupiers of the proposed development would by virtue of its location, rely heavily on private vehicles for most daily needs, contrary to Core Policies 60 and 61, which seek to reduce car dependency and promote sustainable transport. The proposal therefore fails to meet the strategic objectives for sustainable development.

The development is inconsistent with paragraphs 110, 115 and 117 of the NPPF (2024), which require significant development to be focused in locations which are, or can be made sustainable, through limiting the need to travel and/or offering a genuine choice of transport modes, especially non-motorised options.

The proposal is therefore contrary to Core Policies 1, 2, 19, 57, 60 and 61 of the Wiltshire Core Strategy (adopted Jan 2015), Policy LM3 of the Lydiard Millicent Neighbourhood Plan 2018-2036 ('made' May 2021), and paragraphs 110, 115 and 117 of the NPPF (2024).

Notwithstanding the shortage of housing supply across the County and at a time when strategic plan policies including CP1 and CP2 cannot be afforded full weight, material weight can still be afforded when justified. In this case, the substantive reliance the housing scheme would place upon private motor vehicles, leads the Council to the conclusion that the proposal would not be a sustainable form of development, and this would materially counter the benefits when assessed against the policies in the Framework taken as a whole having regard to key policies directing development to sustainable locations.

2. Conflict with Spatial Strategy, Landscape Character, Settlement Identity and Forest Plan

The proposal would result in a substantial and wholly inappropriate extension of the village into a rural buffer, substantively eroding the rural character and significantly compromising a strategically important landscape gap. The proposed development would be contrary to WCS CP19 and CP51 which prioritise the protection of village identity, particularly in areas adjoining Swindon Borough.

The site is a designated local gap between Lydiard Millicent and Swindon and is identified and protected by the made Neighbourhood Plan and the development of this site for the quantum of housing proposed, would be contrary to policy LM3 and WCS CP19 para 5.102 and CP51 para 6.85.

The proposed development would also compromise the delivery of the Great Western Community Forest as set out in the Forest Plan 2002-2027 which seeks to 'preserve and enhance' the separate identity of surrounding villages and the increasingly 'sensitive gaps'. The development would conflict with the aims of the Forest Plan as a consideration under NPPF para 152, as well as WCS CP19 para 5.102, WCS CP51 and WCS CP52.

The northern part of the site is noted as 'woodland' under the National Forest Inventory definition and the NPPF para 187 (b), supported by CP51(i) is clear that planning decisions should recognise the intrinsic benefits of trees and woodland in the natural environment.

The proposal would cause demonstrable harm to the landscape and visual amenity, and would erode the tranquillity of, and experience of using the public right of way crossing the site, which would be in conflict with WCS Core Policies 19, 51 and 52.

The proposal would result in a permanent and irreversible change to what is a locally valued landscape and immediate local character. The proposal would substantially diminish the separation that exists from the Lydiard Millicent settlement limits and the municipal boundary of Swindon at its narrowest point.

The development is therefore found to be contrary to Core Policies 19, 51 and 52 of the adopted Wiltshire Core Strategy, as well as Policy LM3 of the Lydiard Millicent Neighbourhood Plan (NP), and the principles of sustainable development as set out in the NPPF, along with para 152, 187a and 187b which seek to protect Forest Plans, ‘valued’ landscapes and the intrinsic character and beauty of the countryside.

Notwithstanding the shortage of housing supply across the County, the aforesaid adverse impacts of the proposal through the substantive erosion of the valued landscape gap (which has a significant value that was recognised at the Neighbourhood Plan examination) and the consequential harm the development proposal would have on the village settlement identity (that is protected both in planning policy and by the community Forest Plan) would significantly and demonstrably outweigh the benefits of the proposed residential development, when assessed against the policies of the NPPF as a whole having particular regard to securing well designed places in sustainable locations.

3. Archaeology Matters Not Resolved

The applicant has relied upon the results of a previously undertaken geophysical survey but has not tested its accuracy by archaeological trial trench evaluation, which is considered necessary. This is a substantive failing of the application and is a substantive reason for refusal on its own.

The Council at the time of determining this application has concluded that there is insufficient information to demonstrate that there would be no archaeological harm or loss of underground heritage assets caused by the proposed development and as such, the proposal is fundamentally in conflict with WCS CP58 of the WCS and Section 16 of the NPPF.

4. S106/ planning obligations

The applicant has failed to provide and/or secure the adequate provision for the necessary on-site and, off-site infrastructure and developer obligations to make the application proposal acceptable in planning terms. The application is therefore contrary to WCS CP3 of the adopted Wiltshire Core Strategy, and the National Planning Policy Framework, specifically with regard to the central social and environment sustainable development objectives.

- 2.5 The site lies to the southeast of Lydiard Millicent and compromises an existing agricultural field and other associated undeveloped land, and the address given to the application is 'Land off Meadow Springs, Lydiard Millicent'.
- 2.6 The site is situated to the southeast of Meadow Springs and northeast of Holborn, and positioned adjacent to residential development to the north and northeast along Meadow Springs, and west and south along Holborn and The Street. There is also agricultural land to the northeast and an equestrian facility to the southeast. The site is bound by hedgerows, which are interspersed with trees and other vegetation.

List of Plans and Documents

- 2.7 The list of plans and documents that formed the planning application, and then later informed the Council's decision includes the following:

Initial Submission 28th March 2025

- Outline Planning Application Form
- Community Infrastructure Levy Form
- Plans prepared by PEAK Urban Design:
 - Ref. GRE01_1001 – Site Location Plan
 - Ref. GRE01_4004 – Concept Masterplan
- Plans prepared by IMA Transport Planning:
 - Ref. IMA-24-053-003 – Site Access onto Meadow View
- Planning Statement prepared by Grass Roots Planning
- Statement of Community Involvement prepared by Grass Roots Planning
- Agricultural Quality Report prepared by Land Research Associates
- Arboricultural Impact Assessment prepared by GE Consulting Services
- Design and Access Statement prepared by PEAK Urban Design
- Flood Risk Assessment and Drainage Strategy prepared by IMA Transport Planning
- Ecological Impact Assessment prepared by The Landmark Practice
- Biodiversity Net Gain Report prepared by The Landmark Practice
- The Statutory Biodiversity Metric prepared by The Landmark Practice

- Phase 1 Desk Study and Site Walkover Report prepared by GEO Consulting Engineering Ltd
- Infiltration Testing Report prepared by GEO Consulting Engineering Ltd
- Historic Environment Assessment prepared by Armour Heritage
- Landscape and Visual Appraisal prepared by Tyler Grange
- Transport Statement prepared by IMA Transport Planning

Submitted 23rd June 2025

- Email correspondence re Highways and Sustainable Transport matters prepared by IMA Transport Planning
- Plans prepared by IMA Transport Planning:
 - Ref. IMA-24-053-004 – Meadow Springs Access and Visibility
 - Ref. IMA-24-053-005 – Illustrative Locations of Absent Dropped Kerb Crossings on Development Desire Lines
 - Ref. IMA-24-053-005 Rev.A – Illustrative Locations of Absent Dropped Kerb Crossings on Development Desire Lines

Submitted 8th July 2025

- Email Correspondence re Highways and Sustainable Transport matters prepared by IMA Transport Planning
- Plans prepared by IMA Transport Planning:
 - Ref. IMA-24-053-004 Rev.A – Meadow Springs Access and Visibility
 - Ref. IMA-24-053-005 Rev.B – Illustrative Locations of Absent Dropped Kerb Crossings on Development Desire Lines
- Written Scheme of Investigation for an Archaeological Field Evaluation prepared by Armour Heritage

Submitted 17th July 2025

- Email Note re Sustainable Transport and Location matters prepared by Grass Roots Planning

Submitted 24th July 2025

- Verified View Photomontages Methodology and Supporting Evidence prepared by Monolith Visuals

Submitted 30th July 2025

- Plans prepared by PEAK Urban Design:
 - Ref. GRE01_4008 – Concept Masterplan
- Ecological Impact Assessment prepared by The Landmark Practice

Submitted 24th September 2025

- Ecological Response prepared by The Landmark Practice
- Ecological Impact Assessment prepared by The Landmark Practice

Submitted 24th October 2025

- Biodiversity Net Gain Report prepared by The Landmark Practice
- Plans prepared by The Landmark Practice:
 - Ecology and Landscape Parameters Plan

Relevant Planning History

- 2.8 There is no recent or relevant planning history for this site, other than the application subject to this appeal.

3.0 PLANNING POLICY

- 3.1 This section of the SoCG addresses Points 7-8 of the Planning Inspectorate's guidance.
- 3.2 Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan, unless other material considerations indicate otherwise.
- 3.3 In this case, the relevant parts of the Development Plan include the Wiltshire Core Strategy, the Wiltshire Housing Site Allocations Plan, and the Saved Policies of the North Wiltshire Local Plan, as well as the Lydiard Millicent Neighbourhood Plan.
- 3.4 Through this SoCG it should be agreed that the following policies are relevant to this appeal, with Core Policies 1, 2, 3, 19, 51, 52, 57, 58, 60 and 61 of the Wiltshire Core Strategy, and Policy LM3 of the Lydiard Millicent Neighbourhood Plan most relevant to the consideration of the proposed development:

Wiltshire Core Strategy

- Core Policy 1 Settlement Strategy
- Core Policy 2 Delivery Strategy
- Core Policy 3 Infrastructure requirements
- Core Policy 19 Spatial Strategy for Royal Wootton Bassett and Cricklade Community Area
- 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 50 Biodiversity and Geodiversity
- Core Policy 51 Landscape
- Core Policy 52 Green Infrastructure
- Core Policy 57 Ensuring High Quality Design and Place Shaping
- Core Policy 58 Ensuring the Conservation of the Historic Environment
- Core Policy 60 Sustainable Transport
- Core Policy 61 Transport and New Development
- Core Policy 62 Developments Impact on the Transport Network
- Core Policy 67 Flood Risk

Lydiard Millicent Neighbourhood Plan

- Policy LM1 Managing design in Lydiard Millicent
- Policy LM3 Local Gap
- Policy LM4 Local views
- Policy LM8 Movement Routes
- Policy LM9 Enhancements to Movement Route

Other Material Considerations

National Planning Policy Framework (the Framework)

- 3.5 National planning policy is provided in the Framework. The most recent version was published in December 2024 (amended 7th February 2025) and sets out the Government's planning policies for England. The following provisions of the Framework are considered relevant to this appeal:

- Paragraph 2
- Paragraph 8
- Paragraph 11
- Paragraph 34
- Paragraph 61
- Paragraph 62
- Paragraph 83
- Paragraph 96
- Paragraph 110
- Paragraph 115
- Paragraph 117
- Paragraph 124
- Paragraph 135
- Paragraph 152
- Paragraph 187
- Paragraph 232

The Emerging Local Plan

- 3.6 Wiltshire Council has progressed a new Local Plan to Independent Examination stage – WC submitted the draft Local Plan to the Secretary of State for Housing Communities and Local Government for Independent Examination in November 2024. Hearing sessions took place during 2025, and the Inspectors wrote to WC on the 27th February 2026 setting out two

options – the Council to withdraw the Plan from Examination or the Council to request that the Inspectors prepare and issue their report on the Plan as submitted, which the Inspectors state would lead to a recommendation of non-adoption.

- 3.7 The report to the Wiltshire Council Cabinet meeting on the 6th May 2026 recommends that the current draft Local Plan is withdrawn from Examination, and a new Local Plan is prepared under the current plan-making system. At the 6th May 2026 Wiltshire Council Cabinet meeting, it was resolved that Cabinet recommends to Full Council that the Wiltshire Local Plan Pre-Submission Draft 2020-2038 is withdrawn from Examination, and that delegates to the Director of Planning, Economic and Regeneration, in consultation with the Director for Legal and Governance, to take all steps as necessary in line with legislation to complete the withdrawal.
- 3.8 The Cabinet also noted that a report will be brought to Cabinet in advance of the 30th June 2026 deadline to seek approval to commence a new Local Plan.

4.0 AREAS WHERE THE PARTIES ARE WORKING TOGETHER

- 4.1 This part of the SoCG addresses Point 9 of the Planning Inspectorate’s guidance.
- 4.2 The outline planning application was refused with four RfRs as listed in Section 2 Paragraph 2.4; however, at this stage it is anticipated that RfRs 3 and 4 can be addressed through the provision of additional information, including a signed Section 106 Agreement (S106).
- 4.3 Through this draft SoCG, the Appellant has set out to work proactively to address those areas where further clarification / information was sought and can readily be provided and agreed through a SoCG. The following documents have been prepared as part of this appeal, and should narrow the issues between the parties. The table also provides a brief summary of the reasons these documents were prepared.

Document	Reason for Submission
Verified Views Photomontages	Updated to include winter photography
Archaeological Evaluation Report	To address RFR3
Draft Section 106 Agreement	To address RFR4

- 4.4 The parties will work together to consider, and if necessary, supplement the above information, to narrow the issues in advance of the appeal and it is hoped that RfRs 3 and 4 can be agreed as no longer being relevant.
- 4.5 A Written Scheme of Investigation (WSI) for an Archaeological Field Evaluation was prepared and submitted to the County Archaeologist during the determination of the planning application (8th July 2025), which was approved by the Archaeologist on the 18th July 2025.
- 4.6 The trial trench evaluation was subsequently carried out on the 2nd and 3rd February 2026, and an Archaeological Evaluation report was prepared and submitted to the County Archaeologist on the 26th February 2026. This report demonstrates that all 15 trenches were excavated in accordance with the approved WSI, and the results confirm the absence of archaeological features, deposits or finds of significance. The only remains encountered relate to modern agricultural activity and later 20th-century ground disturbance associated with the former filter beds. The site, therefore, has negligible archaeological potential.
- 4.7 The County Archaeologist confirmed on the 3rd March 2026 that the evaluation report is approved and the archaeological potential of the site has now been sufficiently characterised, and no further archaeological work is required. In this context, it is hoped the parties will be able to agree that RFR 3 is addressed.

- 4.8 The S106 will set out the appropriate contributions and obligations in respect of affordable housing, Biodiversity Net Gain, recreation, open space, leisure, education, highways, public rights of way, waste and recycling, and North Meadow and Clattinger Farm SAC. In this context, it is hoped the parties will be able to agree that RFR 4 will be addressed.

5.0 AREAS OF AGREEMENT/DISAGREEMENT

AREAS OF AGREEMENT
THE PRINCIPLE OF DEVELOPMENT
DEVELOPMENT PLAN POLICIES
• The Core Strategy was adopted in January 2015, and a review was required to be commenced in 2020 as directed by Paragraph 34 of the National Planning Policy Framework (NPPF). • Policies CP1, CP2 and CP19 of the Wiltshire Local Plan, and Policy LM3 of the Lydiard Millicent Neighbourhood Plan are agreed to be out of date and, therefore, carry limited weight. • It is agreed there is no conflict with policies CP41, CP48, CP50, CP55, CP56, CP58, CP62 and CP67 of the Core Strategy, and policies LM1, LM4, LM8 and LM9 of the Lydiard Millicent Neighbourhood Plan, subject to detailed reserved matters, future adherence to parameters established by the Tree Retention Plan, Ecology and Landscape Parameters Plan, outline Drainage Strategy and compliance with appropriate conditions. • Subject to the signing of an appropriate S106 Agreement, there will be no conflict with policies CP3, CP43 and CP45 of the Core Strategy. • The draft Local Plan's policies cannot be afforded any great weight given the unresolved objections that exist to it, the conclusions that have been reached by the examining Inspectors in respect of the plan's soundness, and the resolution of the WC Cabinet to withdraw the draft Local Plan from Examination and prepare a new Local Plan under the current plan-making system.
HOUSING LAND SUPPLY AND AFFORDABILITY
• Five Year Housing Land Supply ○ The Government's revised Standard Methodology (SM) under the 2024 Framework results in a housing requirement of 3,525 dwellings per annum. ○ The current annual requirement of 3,525 dpa is a significant step change from the annual requirement that the previous SM set out, which was 1,917 dpa. ○ WC is currently unable to demonstrate a five-year supply of deliverable housing sites as required by Paragraph 78 of the NPPF, with the Council's estimated supply calculated to be 8,945 dwellings, which equates to a 2.42 year supply. ○ The Council's estimated supply equates to a shortfall of 9,561 homes. ○ This significant shortfall triggers the presumption in favour of sustainable development (the 'tilted balance'), pursuant to Paragraph 11d of the NPPF (December 2024).

- The Appeal Site would contribute to the supply of housing, and this is considered to be a substantial benefit.
- Affordability
 - There is a significant need for affordable housing in Wiltshire with **TBC by the Council** households registered with the Council as being in need of affordable housing.
 - Wiltshire's Local Housing Needs Assessment Update Volume Two – February 2023' (HNAU) sets out an affordable housing requirement for the District of 30,010 homes (1,667 per year) over the period 2020-2038.
 - There is a strong demand for affordable housing in Wiltshire and there is a significant under supply.
 - The Appeal Site would contribute to the supply of affordable housing, and this is considered to be a very substantial benefit.

ACCESSIBILITY / SUSTAINABLE LOCATION

- The services and facilities within Lydiard Millicent, particularly the Primary School, are within an acceptable walking distance.
- A pedestrian / cycle access to Holborn would be without a suitable connection to a footway, which is contrary to necessary safety provisions and not something that should be pursued for the proposed development.
- A regular and convenient bus service provides access to Swindon and Cricklade, with accessible existing bus stops on The Street at stops known as Forge Fields and The Street, with shelters in an eastbound direction – these are the preferred stops for access to public transport from the Appeal Site.
- The Appellant proposes improvements to pedestrian connections through off-site highways works that include dropped kerbs and new footway connections. These would promote walking to local facilities and services including the Primary School, Village Hall and elsewhere in the local area.
- The Appellant proposes improvements to the local Public Rights of Way network to improve accessibility and connectivity, including routes to Swindon.
- The contributions and obligations to secure these improvements will be secured through a S106 Agreement, and will provide for alternative transport options to the private car, reducing vehicular movements and dependency.
- The WC Highways Officer considers that the proposal site on the edge of Lydiard Millicent, within easy walking distance to the facilities and services available in the village (including public transport), does not warrant an objection on NPPF grounds, and the WC Highways Officer considers that the site location is sustainable in transportation terms, and therefore not contrary to policies CP60 and CP61 of the Core Strategy (subject to suggested conditions), and is not a ground for refusal – the WC Highways Officer raises no objection, including on sustainable transport grounds.

LANDSCAPE CHARACTER AND VIEWS

- The scope of the Landscape and Visual Appraisal (LVA) and viewpoints were agreed with the Council in an exchange of emails on 26th November 2024.
- The choice of landscape and visual receptors in the Landscape and Visual Appraisal is appropriate and proportionate, and no other receptors should be included.
- The visual material accompanying the LVA is appropriate and proportionate, and the photo sheets have been produced in compliance with TGN 06 19.
- The viewpoints contained in the Verified View Photomontages prepared by Monolith Visuals are agreed.
- Views of the proposed development, as highlighted in the three views contained in the Verified View Photomontages, will be significantly well screened from the local Public Right of Way (PRoW) LMIL 80/84 from outside the site even during winter months.
- The views by the public within the Lydiard Millicent 'Local Gap' will be limited to part of PRoW LMIL 80 that runs across the northern part of the Appeal Site.
- The Appeal Site is immediately adjacent to the village of Lydiard Millicent, and has existing built form or associated land on all boundaries of the site, including on the opposite side of Holborn.
- Receptors that will experience the greatest changes in views are those located within or immediately adjacent to the Site.
- Where the Appeal Scheme will be visible in wider views, it will be in the context of the existing built edge and will not result in the introduction of incongruous features within views.
- The Appeal Site is enclosed and does not comprise the characteristics of open agricultural land.
- A large proportion of the 'Local Gap' exists to the east of the Appeal Site, between the site and Swindon, which would still exist post-development, and not be impacted by the proposals.
- The proposals would not harm the visual openness or open character of the 'Local Gap'.
- The Appeal Site is not situated within any landscape designations beyond the Local Gap.
- The Appeal Scheme will result in the retention of existing trees and hedgerows, with the exception of the removal of uncharacteristic conifers within the Site, which will be a beneficial effect on landscape character.
- The Appeal Scheme will not result in the loss of any rare or unique features.
- The landscape does not meet the threshold to be considered a 'valued landscape' under Paragraph 180a of the NPPF.

- The proposal recognises the intrinsic benefits of trees and woodland in the natural environment, including the provision of enhanced tree planting as part of an orchard and throughout the proposed development.
- The only policies in contention are WCS CP19, CP51 and CP52, and Neighbourhood Plan policy LM3.

ARCHAEOLOGY

- It will be agreed that the Archaeology Evaluation report confirms the absence of archaeological features, deposits or finds of significance, and the only remains encountered relate to modern agricultural activity and later 20th-century ground disturbance associated with the former filter beds.
- It will be agreed that the site has negligible archaeological potential.
- It will be agreed that the Archaeology Evolution report is approved by the County Archaeological and the archaeological potential of the site is sufficiently characterised, and no further archaeological work is required.
- It will be agreed that RFR 3 is addressed.

LACK OF A SECTION 106 AGREEMENT

- Subject to the provision and completion of a Section 106 Agreement securing the obligations and contributions relating to affordable housing, Biodiversity Net Gain, recreation, open space, leisure, education, highways, public rights of way, waste and recycling, and North Meadow and Clattinger Farm SAC, RfR 4 would be satisfactorily addressed.

OTHER MATERIAL CONSIDERATIONS

DESIGN

- There is no RfR to the application on design grounds.
- While the detailed layout is a matter for consideration at reserved matters stage, it is agreed that the concept masterplan shows one option in which a development could be accommodated on the site while providing a high-quality design.
- It is agreed that, subject to a suitable detailed design coming forward, there is no indication that a development on the appeal site could not successfully address the relevant requirements of Policy CP57.

HIGHWAYS

- There is no RfR to the application on highways grounds, and the Wiltshire Council Highways Officer raises no objection.
- The Transport Statement provides information on the likely impact of vehicle movements of the proposed development on the surrounding highway network, which demonstrates that additional traffic generated by the development can be accommodated within the existing road network and would not give rise to an unacceptable impact on highway safety.

• A single point of vehicular access is acceptable for a development of up to 56 dwellings. • The access arrangements proposed are acceptable for all users including pedestrians, cyclists and vehicles, and an acceptable access from Meadow Springs is achieved with suitable visibility splays.
TREES
• There is no RfR to the application on arboricultural grounds. • The Arboricultural Impact Assessment has been considered by the Council, along with its accompanying Tree Retention Plan, and the Council's Tree Officer has raised no objection to the proposals subject to conditions requiring mitigation planting, and an Arboricultural Method Statement and Tree Protection Plan. • Accordingly, it is agreed that the proposal complies with policies CP52 and CP57 of the Core Strategy.
RESIDENTIAL AMENITY
• There is no RfR to the application on residential amenity grounds. • While the detailed layout is a matter for consideration at reserved matters stage, it is agreed that the concept masterplan shows one option in which a development could be accommodated on the site while providing adequate amenity space and separation distances to ensure that no adverse effects on existing or future residents would occur in this regard. • It is agreed that, subject to a suitable detailed design coming forward, there is no indication that a development on the appeal site could not successfully address the relevant requirements of Policy CP57.
HERITAGE (BUILT FORM)
• There is no RfR to the application on heritage (built form) grounds. • It is agreed that there are no designated heritage assets on the site, and the boundary of the Lydiard Millicent Conservation Area lies c.320m to the west of the site and the northern edge of Lydiard Park (a Grade II Registered Park and Garden (List Entry 1001238)) is situated some 220m to the south. • It is agreed that given the degree to which modern residential housing extends to the east of the Lydiard Millicent Conservation Area, the proposed development would not have a harmful impact on its setting. The same is the case in relation to Lydiard Park. • It is agreed that there are a small number of Listed Buildings located within 1km of the site, but these are considered not to be at risk of harm as a result of the proposed development. • It is agreed that the proposals accord with Policy CP57 and CP58 of the Core Strategy.
ECOLOGY AND BIODIVERSITY NET GAIN

• There is no RfR to the application on ecology grounds. • The Ecological Impact Assessment and surveys have been undertaken in accordance with best practice guidelines, and appropriate enhancement, avoidance and mitigation measures have been proposed and are supported. • At least 10% BNG can be achieved. • Subject to securing the required mitigation and enhancement through the Section 106 Agreement and suitably worded planning conditions, including compliance with the Ecology and Landscape Parameters Plan, there are no in principle concerns with the impacts on ecology that cannot be adequately resolved at Reserved Matters stage. • Accordingly, it is agreed that the proposals accord with Policy CP50.
ENVIRONMENTAL
• Air Quality – it is agreed that an Air Quality Assessment is not required for this proposal and it is not of a scale that would have a significant impact on the existing air quality. • Noise – it is agreed that the proposal is not a significant noise generator in the long-term and the site is set away from major noise generators. The existing equestrian / stud farm does not raise environmental health concerns either. • It is agreed that a Construction Environmental Management Plan (CEMP) would be able to control air quality and noise during the short-term temporary construction period. • Ground conditions – It is agreed that no significant contamination or stability issues have been identified. • Accordingly, it is agreed that the proposal accords with policies CP55, CP56 and CP57 of the Core Strategy.
FLOOD RISK AND DRAINAGE
• There is no RfR to the application on flood risk and drainage grounds. • It is agreed that the site is in Flood Zone 1, and the site-specific Flood Risk Assessment and Drainage Strategy demonstrate how surface water would be managed both during and after construction of the proposal. This was considered by the Council's Drainage Advisor and the LLFA who raise no objection. • It is agreed that the previous flooding events on the highways of The Street and Holborn are not related to the Appeal Site, and that the proposed development would not exacerbate the current situation or increase surface water flooding elsewhere – a betterment would be achieved. • It is agreed that the proposed development and embedded mitigation measures (together with conditions) would ensure that future occupiers and users of the site would remain safe from current and future surface water flood risk for the lifetime of the development.

- It is agreed that the proposed strategy does not propose catchment transfer and thus the development would result in a betterment compared to the existing conditions (both in terms of peak discharge rate and discharge volumes). This means that flood risk elsewhere should be improved by the development, and that flood risk will be safely managed and not increased elsewhere. - It is agreed that the proposal meets the requirements of Policy CP67 of the Core Strategy.
AGRICULTURAL LAND
- The Appellants submitted an Agricultural Land Survey that confirms the site has a mixture of shallow soils of limestone and deeper clay soils. Land quality is mainly Grade 3b due to soil depth, draughtiness or wetness. There is a small area of Grade 3a land with deeper soils over limestone to the east/southeast of the site, a large portion of which is part of the existing Public Right of Way. Some areas are further downgraded to Grade 4. - It is agreed that given the relatively modest amount of higher-grade quality agricultural land, and that a large proportion of this would remain as undeveloped as Public Right of Way and Public Open Space within the proposed indicative layout, the loss of the small amount of higher-grade land does not constitute a RfR.

AREAS OF DISAGREEMENT
THE PRINCIPLE OF DEVELOPMENT
DEVELOPMENT PLAN POLICIES
The degree of weight to be afforded to the policies of the Development Plan, particularly policies CP1, CP2 and CP19 of the Wiltshire Local Plan, and Policy LM3 of the Lydiard Millicent Neighbourhood Plan, is not agreed.
ACCESSIBILITY / SUSTAINABLE LOCATION
- It is not agreed that the proposals will limit the need to travel by private vehicles and, therefore, limit the trips by private vehicle. - It is not agreed that the Appeal Site is in a sustainable location. - It is not agreed that the proposals are in accordance with Paragraphs 110, 115 and 117 of the NPPF, and policies CP57, CP60 and CP61 of the Core Strategy.
LANDSCAPE IMPACTS
- It is not agreed that the 'Local Gap' and the Great Western Community Forest are strategically important. - It is not agreed that the harm to the landscape (including the 'Local Gap'), the separate identity of Lydiard Millicent and the great Western Community Forest would be cumulatively significant. - It is not agreed that there would be harm to the visual amenity, and tranquillity and experience of using the Public Right of Way crossing the Appeal Site.

- It is not agreed that the proposals would compromise the delivery of the Great Western Community Forest (including the draft GWCF Plan) or conflict with the aims of the Forest Plan.
- It is not agreed that the proposals are in accordance with Paragraphs 152 and 187 of the NPPF, policies CP19, CP51 and CP52 of the Core Strategy, and Policy LM3 of the Lydiard Millicent Neighbourhood Plan.

6.0 CONCLUSION

- 6.1 Through this SoCG, the Appellant will be looking to agree that following the review of additional information, and subject to the provision and completion of a S106 Agreement securing the planning obligations and contributions as set out in the submitted draft, RFR 3 and 4 of planning application PL/2025/03211 should be withdrawn.
- 6.2 The consideration of this appeal would, therefore, relate to RfRs 1 and 2 as set out in Section 2.0 above.
- 6.3 In advance of this reconsideration by the Council, however, we must assume that the current RfRs stand, and the main areas of agreement and disagreement have been set out in Section 5. These are for the Inspector to consider when determining the appeal unless amended as part of further revisions to this SoCG.
- 6.4 Appendix 1 will set out the list of conditions that it is intended to agree with WC in the event that the appeal is allowed. In line with guidance, Appendix 1(i) includes a Statement of Compliance with Statutory and Policy Requirements, and Appendix 2 includes a draft Core Documents list. A draft S106 has also been submitted with this appeal, and is included at Appendix 3.

Signed on behalf of the Appellant:

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Alan Williams

Director (Grass Roots Planning)

Signed on behalf of the Council:

.....

Appendix 1: List of Draft Conditions

A LIST OF CONDITIONS WILL BE AGREED WITH THE LPA AND PROVIDED TO THE INSPECTOR IN ADVANCE OF THE START OF THE INQUIRY.

Appendix 1 (i): Statement of Compliance with Statutory and Policy Requirements

It is considered that the list of draft conditions complies with the various statutory and planning requirements, including the following:

- Sections 70, 72, 73, 73A and Schedule 5 of the Town and Country Planning Act 1990;
- Town and Country Planning (Pre-Commencement Conditions) Regulations 2018;
- Paragraph 55 of the National Planning Policy Framework; and
- Relevant Planning Practice Guidance.

Appendix 2: Draft Core Documents List

A CORE DOCUMENTS LIST WILL BE AGREED WITH THE LPA AND PROVIDED TO THE INSPECTOR IN ADVANCE OF THE START OF THE INQUIRY.

APPENDIX 3: DRAFT S106 AGREEMENT

DATED

2026

between

WILTSHIRE COUNCIL

and

**NICOLA JANE GAY, LISABETH PENELOPE GLASS and SIMON CHARLES
MOODY**

and

GREATWORTH PROPERTY MANAGERS LIMITED

**Deed under Section 106 of the Town and Country Planning Act 1990
and all other enabling powers**

relating to Land off Meadow Springs, Lydiard Millicent, Wiltshire



Solicitor to the Council

Wiltshire Council

County Hall

Bythesea Road

Trowbridge

Wiltshire BA14 8JN

Planning Application Reference: PL/2025/03211

Planning Appeal Reference: [APP/TBC]

THIS DEED is dated

2026

AND MADE BETWEEN:

- (1) **WILTSHIRE COUNCIL** of County Hall Bythesea Road Trowbridge Wiltshire BA14 8JN ("**Council**");
- (2) **NICOLA JANE GAY** of Old Paddock, Grittleton, Chippenham, SN14 6AW and **LISABETH PENELOPE GLASS** of Lower Eastern Piercy, Kingston St Michael, SN14 6JS and **SIMON CHARLES MOODY** of 110 Deer Hill Road, Colebrook, CT06851, United States ("**Owner**"); and
- (3) **GREATWORTH ROPEYTY MANAGERS LIMITED** (Co. Reg. No. 06737249) of Freemans House, 127a High Street, Hungerford, RG17 0DL ("**Developer**")

BACKGROUND

- (A) The Owner is the freehold owner of the Site registered at the Land Registry under title number WT140918.
- (B) The Council is the local planning authority for the purposes of the Act, the highway authority, the education authority and the housing authority for the area in which the Land is situated.
- (C) The Developer has submitted the Planning Application to the Council and on 17 December 2025 the Council refused planning permission for the Development.
- (D) .
- (E) On [X April] 2026 the Developer lodged an appeal against the refusal of planning permission for the Development which is to be determined by an Inspector appointed by the Secretary of State following an Inquiry commencing on [2026] the parties have agreed to enter into this Deed in order to secure the planning obligations contained in this Deed.

NOW THIS DEED WITNESSES AS FOLLOWS:

1. Definitions

The definitions and rules of interpretation in this clause apply in this deed:

"the Act"	the Town and Country Planning Act 1990 as amended
"Adapted Units"	means the Affordable Housing Units constructed to meet the Adaptable Units Standards and as set out in the Affordable Housing Mix.
"Adapted Units Standards"	means part M4(2) of the Building Regulations 2010 (Part M) (Accessible and Adaptable Dwellings) current at the time of the relevant reserved matters approval or any guidance, regulation or circular that replaces the part M4(2) standard.
"Additional First Homes Contribution"	means in circumstances where a sale of a First Home other than as a First Home has taken place in accordance with paragraphs 20.8 20.9 or 22 of Schedule 1 of this Deed the lower of the following two amounts: (a) 30% of the proceeds of sale; and (b) the proceeds of sale less the amount due and outstanding to any First Homes Mortgagee of the relevant First Home under relevant security documentation which for this purpose shall include all accrued principal monies, interest and reasonable costs and expenses that are payable by the First Homes Owner to the First Homes Mortgagee under the terms of any mortgage but for the avoidance of doubt shall not include other costs or expenses incurred by the First Homes Owner in connection with the sale of the First Home and which for the avoidance of doubt shall in each case be paid following the deduction of any SDLT payable by the First Homes Owner as a result of the disposal of the First Home other than as a First Home.

“Affordable Housing”	means (1) Affordable Rented Housing; (2) Shared Ownership Housing; (3) Intermediate Housing: and (4) First Homes provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable Housing should include provision to remain at an affordable price for future eligible households or for the Subsidy to be recycled for alternative Affordable Housing provision
“Affordable Housing Consideration”	means the price to be paid for the Affordable Housing Units excluding First Homes by the Transferee which shall be the price at which the Transferee can afford to pay for the Affordable Housing Units (excluding First Homes) on a Nil Subsidy basis and for the avoidance of doubt this consideration shall not preclude any agreement being reached between the Transferee and the Owner which enables an additional consideration to be paid for the Affordable Housing Units if it is of a higher quality or standard than that envisaged by paragraph 4 of Schedule 1
“Affordable Housing Contract”	a contract to be entered into between the Owner and the Transferee for the construction of the Affordable Housing Units excluding First Homes and the transfer to the Transferee for the Affordable Housing Consideration
“Affordable Housing Mix”	means the indicative mix of Affordable Housing Units set out in Schedule 3 of this Deed
“Affordable Housing Plan”	means the plan to be submitted to the Council indicating the location of the Affordable Housing Units on the Land

“Affordable Housing Unit(s)”	means the Residential Unit(s) to be provided as Affordable Housing in accordance with Schedule 1 of this Deed
“Affordable Rented Housing”	means rented housing let by a Transferee to a Qualifying Person who is eligible to obtain Social Rented Housing and which is subject to rent controls that require a rent of no more than 80% of local Market Rent (including service charges, where applicable) at the time of letting which may be increased by no more than the Consumer Price Index plus 1% annually or other such amount as prescribed by the Regulator of Social Housing or Homes England
“Affordable Rented Unit(s)”	means the Affordable Housing Unit(s) that are only available to be used and Occupied as Affordable Rented Housing
“Allocations Policy”	means the Council’s policy for allocating Affordable Housing Units for all tenures (for the avoidance of doubt including Shared Ownership Housing) in the administrative area of Wiltshire (as amended from time to time)
“Appeal”	means the planning appeal lodged with the Planning Inspectorate against the refusal of the Planning Application (given reference number [APP/TBC] and to be determined by the Secretary of State or an Inspector appointed by the Secretary of State
“Armed Services Member”	means a member of the Royal Navy the Royal Marines the British Army or the Royal Air Force or a former member who was a member within the five (5) years prior to the purchase of the First Home, a divorced or separated spouse or civil partner of a member or a

	spouse or civil partner of a deceased member or former member whose death was caused wholly or partly by their service
“Biodiversity Net Gain”	means an increase in Biodiversity Unit(s) resulting from implementing and carrying out the Habitat Management and Monitoring Plan as measured using the Biodiversity Metric than can be allocated to a development to fulfil its requirement to create or enhance biodiversity under Schedule 7A of the 1990 Act
“Biodiversity Net Gain Monitoring Contribution”	means the sum of [TBC] as a contribution towards the monitoring of onsite provision of Biodiversity Net Gain
“Chargee”	means any mortgagee or chargee of the Affordable Housing Units (excluding the First Homes) and includes any Receiver or manager or administrator (including any receiver appointed pursuant to the Law of Property Act 1925 or a housing administrator) or any person appointed under any security documentation to enable such mortgagee or chargee to realise its security
“CIL Regulations”	means the Community Infrastructure Levy Regulations 2010 (as amended)
“Commencement of Development”	means the date on which any material operation as defined in section 56(4) of the Act forming part of the Development begins to be carried out with the exception of operations consisting of investigation of ground conditions and remedial work in respect of any contamination or other adverse ground conditions; archaeological work; site clearance and demolition work; diversion and installation of utilities infrastructure and erection of hoardings and any temporary means of enclosure and the temporary display of site notices or advertisements and in the context of a Residential Unit

	or Residential Units the material building operation or development in accordance with Section 56 of the Act shall refer to that Residential Unit or Residential Units and “Commence” and “Commenced” shall be construed accordingly
“Completion”	means the date of issue of building regulation completion certificate to the Owner’s architect or other authorised agent of the Owner or in the event that the Development is constructed by a party other than the Owner the date of issue of the building regulation completion certificate to the other party’s architect or other authorised agent (whether by the local authority or an approved inspector) and “Complete” shall be construed accordingly
“Compliance Certificate”	means the certificate issued by the Council confirming that a Residential Unit is being disposed of as a First Home to a purchaser meeting the Eligibility Criteria (National) and unless paragraph 20.2 of Schedule 1 applies the Eligibility Criteria (Local) in the form at Annex C
“Contribution”	means each financial contribution payable under this Deed
“Council’s Standards”	means the maintenance provisions in the Standard Specification for the Adoption of Open Space and/or the Wiltshire Council Play Specification both attached at Annex C
“Decision Letter”	means the decision letter issued by the Inspector or the Secretary of State confirming whether or not the Appeal is allowed
“Development”	means any development permitted by the Planning Permission
“Director”	means the Corporate Director, Growth, Investment and Place or his appointed representative for the time being of the Council
“Discount Market Price”	means a sum which is the Market Value discounted by 30%

“Disposal”	means a transfer of the freehold of or in the case of a flat only the grant of a leasehold interest in a First Home other than: (a) a letting or sub-letting in accordance with paragraph 21 of Schedule 1 (b) a transfer of the freehold interest in a First Home or land on which a First Home is to be provided before that First Home is made available for occupation except where the transfer is to a First Homes Owner (c) an Exempt Disposal and “Disposed” and “Disposing” shall be construed accordingly
“Early Years Contribution”	means the sum of £105,132 calculated in accordance with the Early Years Education Contribution Formula towards the cost of the provision of appropriate early year education infrastructure in Lydiard Millicent required as a result of the Development and payable in accordance with Schedule 10
“Early Years Education Contribution Formula”	Early Years Education Contribution to be paid to the Council in accordance with Schedule 10 of this Agreement means the sum calculated as follows: (1) $A - B (-30\% \text{ of } C) = D$ $D \times 0.04$ (0-2 years olds child product) = E (places needed) E x seventeen thousand five hundred and twenty two pounds (£17,522.00) (being the current early years places cost multiplier) = F and (2) $A - B (-30\% \text{ of } C) = D \times 0.09$ (3-4 years olds child product) = E (places needed) x seventeen thousand five

	hundred and twenty-two pounds (£17,522.00) (being the current early years places cost multiplier) = F Both Where: A = the total number of Residential Units (both Market Housing Units and Affordable Housing Units) approved for construction B = the number of one (1) bed Residential Units within A C = the number of Affordable Housing Units excluding those included within B D = the number of “qualifying” Residential Units E = the number of places generated by the Development F= the Early Years Education Contribution payable
“Eligibility Criteria (Local)”	means criteria (if any) published by the Council at the date of the relevant disposal of a First Home which are met in respect of a disposal of a First Home if: (a) the purchaser’s annual gross income (or in the case of a joint purchase, the joint purchasers’ joint annual gross income) does not exceed the Income Cap (Local) (if any); and (b) any or all of criteria (i) and (ii) below are met: (i) the purchaser meets the Local Connection Criteria in line with the Council’s adopted Allocations Policy as amended from time to time (or in the case of a joint purchase at least one of the joint purchasers meets the Local Connection Criteria); and/or

	(ii) the purchaser is (or in the case of a joint purchase at least one of the joint purchasers is) an Armed Services Member
“Eligibility Criteria (National)”	means criteria which are met in respect of a purchase of a First Home if: (a) the purchaser is a First Time Buyer (or in the case of a joint purchase each joint purchaser is a First Time Buyer); and (b) the purchaser’s annual gross income (or in the case of a joint purchase, the joint purchasers’ joint annual gross income) does not exceed the Income Cap (National).
“Engineer”	the Director of Highways and Transport or his appointed representative for the time being of the Council
“European Site”	Means the land designated on 01 April 2005 under Article 4(4) of Council Directive 92/43/EEC on the Conservation of Natural Habitats and wild Flora and Fauna known as the North Meadow and Clattinger Farm Special Area of Conservation (SAC)
“Exempt Disposal”	means the Disposal of a First Home in one of the following circumstances: (a) Disposal to a spouse or civil partner upon the death of the First Homes Owner (b) Disposal to a named beneficiary under the terms of a will or under the rules of intestacy following the death of the First Homes Owner (c) Disposal to a former spouse or former civil partner of a First Homes Owner in accordance with the terms of a court order, divorce settlement or other legal agreement or order upon divorce, annulment or dissolution of the marriage or civil partnership or the making of a nullity, separation or presumption of death order

	(d) Disposal to a trustee in bankruptcy prior to sale of the relevant Residential Unit (and for the avoidance of doubt paragraph 22 of Schedule 1 shall apply to such sale) Provided that in each case other than (d) the person to whom the disposal is made complies with the terms of paragraph 21 of Schedule 1
“First Home”	means a Residential Unit which may be disposed of as a freehold or (in the case of flats only) as a leasehold property to a First Time Buyer at the Discount Market Price and which on its first Disposal does not exceed the Price Cap
“First Homes Mortgagee”	means any financial institution or other entity regulated by the Prudential Regulation Authority and the Financial Conduct Authority to provide facilities to a person to enable that person to acquire a First Home including all such regulated entities which provide Shari’ah compliant finance for the purpose of acquiring a First Home
“First Homes Owner”	means the person or persons having the freehold or leasehold interest (as applicable) in a First Home other than: (a) the Developer/Owner; or (b) another developer or other entity to which the freehold interest or leasehold interest in a First Home or in the land on which a First Home is to be provided has been transferred before that First Home is made available and is disposed of for occupation as a First Home; or (c) the freehold a tenant or sub-tenant of a permitted letting under paragraph 21 of Schedule 1
“First Time Buyer”	means a first time buyer as defined by paragraph 6 of Schedule 6ZA to the Finance Act 2003
“Head of Housing”	means the manager for the time being of the Housing Enabling Team or such other person as the Council may

	appoint to perform the functions of the Head of Housing under this Deed
“Highways Contribution”	means the sum of thirty eight thousand and eighty pounds (£38,080.00) to be used towards the provision of dropped curbs and upgrades to existing pedestrian routes within the village of Lydiard Millicent to be paid in accordance with Schedule 12
“Homes England (HE)”	means Homes England which is the trading name of the Homes and Communities Agency established by Section 1 of the Housing and Regeneration Act 2008 or such other body replacing it in function
“Homes England’s Fundamental Clauses”	means clauses as defined by Homes England’s Affordable Homes Capital Funding Guide produced by the Homes and Communities Agency and current at the date of this Deed or such document as shall succeed or replace it
“Income Cap (Local)”	means such local income cap as may be published from time to time by the Council and is in force at the time of the relevant disposal of the First Home it being acknowledged that at the date of this Deed the Council has not set an Income Cap (Local)
“Income (National)”	means eighty thousand pounds (£80,000) or such other sum as may be published for this purpose from time to time by the Secretary of State for Housing, Communities and Local Government and is in force at the time of the relevant disposal of the First Home
“Index”	means (a) the All In Tender Price Index published by the Building Cost Information Service (BCIS) of the Royal Institute of Chartered Surveyors in relation to the Contribution

	unless otherwise stated in this Deed (b) the ROCOS Index published by the Building Cost Information Service of RICS in relation to the Foot Path/ Cycle Path/ Right of Way/ Wider Highways Network] Contribution(s) (c) All Items Index of Retail Prices issued by the Office for National Statistics in relation to contributions for open space and the Sports Pitch Contribution (d) Means the United Kingdom (UK) House Price Index as it applies to the Wiltshire local authority area and in the event that such index shall have changed the Council shall select a reasonable alternative index (e) Public Sector All-in Tender Price Index published by the Building Cost Information Service (BCIS) of the Royal Institute of Chartered Surveyors and in the event that such index shall have changed the Council shall select a
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	reasonable alternative index
“Index Linked”	increased in accordance with the following formula: Amount payable = the Contribution x (A/B) where: A = the figure for the Index that applied immediately preceding the date of actual payment and B = the figure for the Index that applied when the Index was last published prior to the date of this Deed
“Inspector”	means the planning inspector appointed by the Planning Inspectorate/Secretary of State in determination of the Appeal
"Interest"	Interest at the rate of 4% above the base lending rate of the HSBC Bank Plc from time to time
“Intermediate Housing”	means Affordable Housing homes for sale and rent provided at a cost above Social Rented Housing but below open market levels the form of which shall be agreed with the Council at its absolute discretion but may include shared equity (Shared Ownership Housing and equity loans) other low cost homes for sale but not Affordable Rented Housing (or as set out in Schedule 3 the Affordable Housing Mix)
“Intermediate Housing Unit(s)”	Means the Affordable Housing Units(s) that are only available to be used and Occupied exclusively as Intermediate Housing and which includes Intermediate Rented Units and Shared Ownership Units
“Intermediate Rent”	means the Intermediate Housing let by a Transferee to a Qualifying Person and which is subject to rent controls that require a rent of no more than 80% of local Market Rent (including service charges, where applicable) at the time of letting which may be increased by no more than

	the Consumer Price Index plus 1% annually or such other amount as prescribed by the Regulator of Social Housing from time to time
Intermediate Rented Units(s)	means the Affordable Housing Unit(s) that are only available to be used and Occupied exclusively as Intermediate Rent
“Land”	the land shown edged red on Plan 1
“Land Compensation Act”	means in relation to clause 16 means the Land Clauses Consolidation Act 1845 the Land Compensation Act 1961 the Compulsory Purchase Act 1965 the Land Compensation Act 1973 and the Planning and Compensation Act 1991 and includes the Human Rights Act 1998 and any variation or enactment of the Land Compensation Acts on a date on or after the date of execution of this Deed which confers a right of compensation for the compulsory acquisition of land and/or the diminution in value of land as a result of the carrying out of or the use of public works
“Landscape Plan”	means a landscape plan to be provided by the Owner for the laying out, construction, landscaping and maintenance of the Open Space and Play Area including the documents listed in Schedule 6 of this Deed and which shall be in general accordance with the details shown on Plan 2 in respect of the Land (or as may be varied by agreement between the Owner and the Council)
“Local Connection Criteria”	means either (a) or (b) below: (a) criteria which are met by a person who satisfies one or more of (i) to (vi) below: (i) is currently resident in the Wiltshire Council area and has lived in the area for a continuous period of not less than two years prior to exchange of

	contracts for the relevant First Home; and/or (ii) is in permanent paid employment or has a fixed term contract for a minimum of one year in the Wiltshire Council area; and/or (iii) who has an offer of paid employment for a minimum of 12 months in the Wiltshire Council area, and /or (iv) who is self-employed and works predominately in the area, and/or (v) who has close family (grand-parents, parents, legal guardian, adult children or brother and sisters) who have lived in the Wiltshire Council area for a continuous period of not less than 5 years prior to exchange of contracts for the relevant First Home, and/or (vi) who has a connection with the Wiltshire Council area through special circumstances, such as the need to receive specialist medical services, services in the area not provided elsewhere, or support from a close family member, and/or (b) such other local connection criteria as may be published by the Council from time to time as its adopted Allocations Policy and relating to First Homes and which is in operation at the time of the relevant disposal of the First Home and for the avoidance of doubt any such replacement criteria in operation at the time of the relevant disposal of the First Home shall be the "Local
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	Connection Criteria” which shall apply to that disposal
“Management Company”	means the private limited company to be established by the Owner and registered at Companies House or such company as may be proposed by the Owner (which for the avoidance of doubt may be a residents management company) and agreed by the Council the purpose of which will be amongst other things to manage and maintain the Open Space and/or Play Area
“Management Scheme”	means the scheme setting out the detailed arrangements for the management and maintenance of the Open Space and/or Play Area to the satisfaction of the Council which scheme shall include full details of the maintenance programme
“Market Housing Units”	means the units constructed and identified as part of the Development as general housing for sale or rent on the open market and which are not Affordable Housing Units
“Market Rent”	means the estimated amount for which an interest in real property should be leased on the valuation date between a willing lessor and a willing lessee on appropriate lease terms in an arm’s length transaction, after proper marketing and where the parties had each acted knowledgeably, prudently and without compulsion, as defined in the Royal Institution of Chartered Surveyors Valuation Global Standards December 2024 or any subsequent document which amends or replaces it
“Market Value”	means the market value as assessed by a Valuer of the Residential Unit (where a First Home as confirmed to the Council by the First Homes Owner) and assessed in accordance with the RICS Valuation Global Standards December 2024 (or any such replacement guidance issued by RICS) and for the avoidance of doubt the

	market value of a First Home shall not take into account the 30% (thirty percent) discount in the valuation
“Monitoring Fee”	means the sum equal to 1% of the Contribution up to a maximum of [£,000] ([] thousand pounds) to be paid to the Council for the monitoring of the obligations contained within this Deed and payable in accordance with Schedule 13
“National Rent Regime”	means the rent policy set out for Social Rent within the Rent Standard Guidance as published by the Ministry of Housing Communities and Local Government and the Regulator of Social Housing in April 2020 and updated in December 2020 and any other guidance issued by the Regulator of Social Housing or its successors in relation to this document
“NDSS”	means the Technical Housing Standards Nationally Described Space Standard published by the Department for Communities and Local Government in March 2015 and current at the date of this Deed as set out in Schedule 4 of this Deed
“Nil Subsidy”	means without the input of any other grant funding from the Council, Homes England, the Transferee’s Recycled Capital Grant Fund, the Private Finance Initiative or any other form of state aid or grant or subsidy
“Nomination Rights”	the right of the Council to nominate tenants of the Affordable Housing Units (excluding First Homes) as set out in Schedule 2 of this Deed
“Occupation” and “Occupied”	means the first occupation for the purposes permitted by the Planning Permission but not including occupation by personnel engaged in construction fitting out or decoration or occupation for marketing display or occupation for security and “Occupy” shall be construed accordingly

“Open Market Value”	means a price to be calculated in accordance with the definition of "Market Value" at Practice Statement 4 of the Royal Institution of Chartered Surveyors' Red Book 2017 or any subsequent document which amends or replaces it
“Open Space”	means those parts of the Land to be provided as open space (excluding Play Area) in perpetuity measuring no less than [TBC]m ² shown on Plan 2 with the precise areas extent and boundaries of such areas to be determined by the approvals for the relevant Reserved Matters Applications and for the avoidance of doubt all such open space shall be located within the Land
“Open Space Practical Completion Certificate”	means the certificate or certificates issued (not to be unreasonably withheld) by the Service Head – Waste and Environment Services once he is satisfied that the Open Space has been laid out in accordance with the approved Landscape Plan and paragraphs 1 – 4 of Schedule 5 have been complied with
“Plan 1”	means the plan or drawing attached to this Deed and titled S106 Plan and referenced GRE01/1001 which plan is for the purposes of identification only
“Plan 2”	the plan or drawing attached to this Deed and titled GRE01/4008 and referenced which plan is for the purposes of identification only or such alternative plan as may be agreed with the Council
“Planning Application”	means the outline planning application with all matters reserved except access for residential development to provide up to 56 dwellings, public open space, and associated access, drainage and landscaping works registered by the Council and allocated reference number PL/2025/03211

"Planning Permission"	means the planning permission for the Development that may be granted pursuant to the Appeal
"Play Area"	means those parts of the Land having an area to accommodate a LEAP which for identification purposes are shown on Plan 2 attached hereto with the precise areas extent and boundaries of such areas to be determined by the approvals for the relevant Reserved Matters Applications
"Play Area Certificate"	means the certificate or certificates issued (not to be unreasonably withheld) by the Service Head – Waste and Environment Services once he is satisfied that the Play Area has been laid out in accordance with the approved Landscape Plan and paragraphs 1,2,3,4,5,6,7,8, and 9 of Schedule 5 have been complied with
"Practical Completion"	means the issue of a certificate of practical completion by the Owner's architect or in the event that the Development is constructed by a party other than the Owner the issue of a certificate of practical completion by the other party's architect
"Price Cap"	means the amount for which the First Home is sold after the application of the Discount Market Price which on its first Disposal shall not exceed [] or such other amount as may be published from time to time by the Secretary of State of Housing, Communities and Local Government
"Secondary Education Contribution"	means the sum of Two Hundred and Fifty Two Thousand Three Hundred and Forty Pounds (£252,340.00) calculated in accordance with the Secondary Education Contribution Formula towards the cost of the provision of appropriate secondary education infrastructure in Lydiard Millicent required as a result of the Development and payable in accordance with Schedule 11

“Secondary Education Contribution Formula”	Secondary Education Contribution to be paid to the Council in accordance with Schedule 11 of this Agreement means the sum calculated as follows: (1) $A - B (-30\% \text{ of } C) = D$ $D \times 0.22$ (7-11 years olds child product) = E (places needed) E x twenty-two thousand nine hundred and forty pounds (£22,940.00) (being the current secondary places cost multiplier) = F and Where: A = the total number of Residential Units (both Market Housing Units and Affordable Housing Units) approved for construction B = the number of one (1) bed Residential Units within A C = the number of Affordable Housing Units excluding those included within B D = the number of “qualifying” Residential Units E = the number of places generated by the Development F= the Secondary Education Contribution payable
“Protected Tenant”	means any person who: a) has exercised the right to acquire pursuant to the Housing Act 1996 or any statutory provision for the time being in force (or any equivalent contractual

	right) in respect of a particular Affordable Housing Unit; b) has exercised any statutory right to buy (or any equivalent contractual right) in respect of a particular Affordable Housing Unit; c) has purchased from the Transferee in accordance with the terms of the shared ownership lease all of the shares so that they own the entire Affordable Housing Unit
“PROW Contribution”	means: a) the sum of £8,000 to be paid to the Council and used by the Council towards providing an improved footbridge on footpath LMIL80; b) the sum of £7,500 to be paid to the Council and used by the Council towards providing a new hoggin path on LMIL80 between the Site boundary and the footbridge; c) the sum of £900 to be paid to the Council and used by the Council for the purposes of replacing a stile on LMIL80 with a medium mobility gate; d) the sum of £4,500 to be paid to the Council and used by the Council for the purposes of replacing 5 stiles on LMIL89 with mobility gates; e) the sum of £3,600 to be paid to the Council and used by the Council for the purposes of replacing 4 stiles on LMIL84 with medium mobility gates; and f) the sum of £2,700 to be paid to the Council and used by the Council for the purposes of replacing 3 stiles on LMIL93 and LTRE38 with medium mobility gates.

“Qualifying Person”	means an individual who meets the requirements of the Allocations Policy and who is unable to compete in the open housing market from time to time as the financial resources of his household are too low to facilitate the purchase at Open Market Value or rent of a house in the area at Market Rent and who is considered by the Council to be a person whom it is proper to be allocated accommodation in an Affordable Housing Unit
“Receiver”	means any receiver (including an administrative receiver) appointed by any mortgagee or chargee or any other person appointed under any security documentation to enable such mortgagee or chargee to realise its security or any administrator (howsoever appointed) including a housing administrator.
“Registered Provider”	means a registered provider as defined by Section 80 of the Housing and Regeneration Act 2008 from the Council’s list of preferred development partners or as otherwise agreed in writing by the Council such approval not to be unreasonably withheld or delayed.
“Regulator of Social Housing”	means the Regulator of Social Housing as referred to in s80A Housing and Regeneration Act 2008
“Remedial Notice”	means the notice or notices issued by Service Head – Highways Operations requiring the Owner to carry out any works that he considers (at his absolute reasonable discretion) to be necessary for the Open Space and/or Play Area to be provided in accordance with the approved details including (without limitation) re-planting of unhealthy dead diseased or dying plants and trees and a timescale within which those works are to be completed

“Reserved Matters Application”	means the reserved matters application submitted for the Development pursuant to the Planning Permission
“Resident Management Charge”	means the perpetual yearly variable estate management charge to be imposed on each Residential Unit to cover the annual costs of the Management Company complying with the obligations of the Management Scheme in accordance with Schedule 5 of this Deed. With regards to the management charge on the Affordable Rented Units the Owner and the Registered Provider or Transferee shall reach an agreement on a reasonable figure to be imposed on each Affordable Rented Unit
“Residential Unit(s)”	means all residential units forming part of the Development including Market Housing Units and Affordable Housing Units
“SDLT”	means Stamp Duty Land Tax as defined by the Finance Act 2003 or any tax replacing it or like effect
“Secretary of State”	means the Secretary of State for Department of Housing, Communities and Local Government (or such other person or organisation who has the jurisdiction from time to time to determine the Appeal) including the Inspector who is appointed to act on their behalf
“Service Head – Highways Operations ”	means the head of the service with responsibility for adoption of open spaces play areas and amenities or such replacement head of service as determined by the Council or his appointed representative for the time being of the Council
“Shared Ownership Housing”	means the Affordable Housing to be managed by a Transferee and to be disposed of in accordance with the Allocations Policy to a Qualifying Person on a shared ownership lease which includes Homes England’s Fundamental Clauses

“Shared Ownership Unit(s)”	means the Affordable Housing Unit(s) that are only available to be used and Occupied exclusively as Shared Ownership Housing
“Section 73 Permission”	means a planning permission granted by the Council pursuant to an application made under Section 73 of the Act or Section 73A of the Act or any similar provision in the Act in respect of the Planning Permission
“Social Rented Housing”	means housing owned and managed by a Transferee for which guidelines target rents are determined through the National Rent Regime.
“Sports Pitch Contribution”	means the sum of £15,456 to be paid to the Council and used by the Council towards the upgrade of Gerard Buxton Sports Ground playing pitches and/ ancillary facilities or pitch provision within the vicinity of the Land and payable in accordance with Schedule 9
“Standards”	means the size standards promoted by Homes England as at the date of this Deed being at least 85% NDSS
“Strategic Access Management and Monitoring (SAMM)”	means the Strategic Access Management and Monitoring framework for mitigating the impact of increased residential development on sensitive sites
“SAMM Contribution”	means the sum of £18,578 (£331.75 per dwelling) Index Linked payable to the Council as a financial contribution towards the maintenance, improvement, management, access management and monitoring of the European Site to mitigate the recreational impact of the Development on the European Site in accordance with the North Meadow and Clattinger Farm (SAC) Mitigation Strategy and payable in accordance with Schedule 14
“Subsidy”	means any grant funding from the Council Homes England the Transferee's Recycled Capital Grant Fund the Private Finance Initiative or other form of state aid or grant subsidy
“Transferee”	Means either the Registered Provider the Council in its capacity as local housing authority (at the Council's absolute discretion) and/or a third party which meets the

	requirements of the Council to own and manage Affordable Housing Units such approval not to be unreasonably withheld or delayed.
“Travel Plan Monitoring Fee”	means the sum of [TBC] to be used for the purposes of monitoring the residential travel plan relating to the Development and payable in accordance with Schedule 8
“Valuer”	means a Member or Fellow of the Royal Institution of Chartered Surveyors being a Registered Valuer appointed by the First Homes Owner and acting in an independent capacity
“Waste and Recycling Contribution”	means the sum of one hundred and fifteen pounds (£115.00) per Residential Unit as a contribution towards the provision of waste and recycling equipment for the Residential Units and payable in accordance with Schedule 7
“Working Day(s)”	days on which clearing banks in the City of London are open to the public and for the avoidance of doubt such days shall not include any Saturday or Sunday New Year’s Day Good Friday Easter Monday May Day Christmas Day and Boxing Day

2. Construction of this Deed

- 2.1. Words importing the masculine include the feminine and neuter gender and vice versa
- 2.2. Words importing the singular include the plural and vice versa
- 2.3. Words importing persons include companies corporations and vice versa and all such words shall be construed interchangeable in that manner

- 2.4. Wherever there is more than one person named as a party all their obligations can be enforced against all of them jointly and against each individually
- 2.5. Insofar as different parts of or interests in the Land are owned by different persons each person covenants with the Council and with one another to co-operate insofar as they are able to ensure that the covenants herein on behalf of “the Owner” are fulfilled as expeditiously as possible
- 2.6. The headings throughout this Deed are for convenience only and shall not be taken into account in the construction and interpretation of this Deed
- 2.7. Any reference to a clause paragraph schedule or plan is to one in to or attached to this Deed and any reference to this Deed includes any schedule, plan, annexure or other attachment to this Deed
- 2.8. In the absence of contrary provision any reference to a Council document to be completed which is annexed or referred to in this Deed shall be the Council document which is current and in force at the date of its completion
- 2.9. In the absence of contrary provision any reference to a statute or statutory instrument includes any statute or statutory instrument amending consolidating or replacing them respectively from time to time and for the time being in force and reference to a statute includes any statutory instrument direction or specification made or issued under the statute or deriving validity from it
- 2.10. References to any party to this Deed shall include the successors in title to that party and to any deriving title through or under that party and successors to any statutory functions of the Council
- 2.11. Covenants to do or not to do an action shall include respectively a covenant to permit or not to permit that action to be done
- 2.12. Any number of Market Housing Units or Residential Units which are set in this Deed by reference to a percentage shall be rounded up or down to the nearest whole number of units

3. Statutory provisions

- 3.1. This Deed is made pursuant to the following:
Section 106 of the Act
Section 111 of the Local Government Act 1972
Section 93 Local Government Act 2003
Section 1 Localism Act 2011
and all other enabling powers
and has been entered into by the Council pursuant to those powers
- 3.2. The covenants restrictions and requirements created by this Deed are planning obligations for the purposes of Section 106 of the Act to the intent that it shall bind the parties and their respective successors in title to each and every part of the Land and are enforceable by the Council as local planning authority
- 3.3. If in determining the Appeal the Secretary of State or the Inspector expressly states in the Decision Letter that any planning obligation contained in this Deed:
- 3.3.1. is not a material planning consideration; or;
- 3.3.2. can be given no weight in determining the Appeal; or
- 3.3.3. does not constitute a reason for granting the Planning Permission in accordance with Regulation 122 of the CIL Regulations
- then such planning obligation shall not be enforceable pursuant to this Deed and shall cease to have effect within this Deed save as set out in the Decision Letter

4. Commencement

- 4.1. This Deed is conditional upon:
- 4.1.1 the grant of the Planning Permission; and
- 4.1.2 the Commencement of Development
- save for Clauses 3.3 and 7.8 and 7 which shall come into effect immediately upon completion of this Deed and save for all those other provisions in Clauses and those provisions in the Schedules which specifically require compliance prior to the Commencement of Development which shall come into force on the grant of the Planning Permission
- 4.2 The Owner shall notify the Council within 21 days of the intended date of Commencement of Development and the date of Occupation of the first

Residential Unit within the Development and the date of Occupation of 50% of the Market Housing Units and the date of Occupation of 90% of the Residential Units and the Owner agrees that no time shall run to the detriment of the Council if and so long as the Owner has failed to serve notice

- 4.3 If the Owner has not provided the information referred to in clause 4.2 above within 20 Working Days of its becoming available the Council shall have the right to obtain this information by other reasonable means and to charge the Owner its reasonable and proper costs in obtaining this information subject to a maximum of one thousand pounds (£1,000) per time PROVIDED THAT the information is in fact obtained as aforesaid and reasonable evidence of this is provided by the Council to the Owner

5. The Owner Covenants

The Owner will observe and perform the obligations on its part set out in this Deed and in Schedules

6. The Council's Covenants

The Council covenants with the Owner as set out in this Deed and as set out in Schedule 13

7. General

The parties agree that:

- 7.1. Nothing in this Deed constitutes an obligation to grant planning permission or any other approval consent or permission required from the Council in the exercise of any other statutory function and nothing in this Deed constitutes and such approval, consent or permission.
- 7.2. This Deed does not and is not intended to confer a benefit on a third party within the meaning of the Contracts (Rights of Third Parties) Act 1999 (other than any replacement body of the Council)
- 7.3. No person shall be liable for any breach of any of the planning obligations or other provisions of this Deed after it shall have parted with its entire interest in the Land or that part of the Land in relation to which such breach occurs but without

prejudice to liability for any subsisting breach arising prior to parting with such interest

- 7.4. Subject to clause 7.3 no person shall be liable for any breach of a covenant restriction or obligation contained in this Deed in relation to a part of the Land in which it does not have a freehold or leasehold interest.
- 7.5. Insofar as any clause or clauses or any part thereof of this Deed are found (for whatever reason) to be invalid illegal or unenforceable then such invalidity illegality or unenforceability shall not affect the validity or enforceability of the remaining provisions of this Deed
- 7.6. If before Commencement of Development the Planning Permission:
- a) expires within the meaning of Sections 91 92 or 93 of the Act; or
 - b) is revoked, quashed or modified without the consent of the Owner;
- this Deed shall cease to have effect
- 7.7. In the event the Council grants a subsequent Section 73 Permission or if a Section 73 Permission is granted following an appeal under Section 78 of the Act, any such Section 73 Permission shall be deemed to be granted subject to the covenants and provisions of this Deed and to apply in equal terms to it save that where the Council in its determination of the application for a Section 73 Permission requires consequential amendments to this Deed to reflect the impact of the application for a Section 73 Permission in such circumstances a separate deed pursuant to section 106 or s.106A of the Act will be required to secure relevant planning obligations relating to the Section 73 Permission
- 7.8. The Developer shall pay to the Council its proper and reasonable legal costs incurred in negotiating preparing and entering into this Deed upon completion of this Deed
- 7.9. This Deed shall be registerable as a local land charge by the Council
- 7.10. Where the agreement approval consent or expression of satisfaction is required by the Owner from the Council under the terms of this Deed such agreement approval or consent or expression of satisfaction shall not be unreasonably withheld or delayed and any such agreement consent approval or expression of

satisfaction shall be given in writing on behalf of the Council by the Engineer or Director as appropriate

- 7.11. Nothing in this Deed shall prohibit or limit the right to develop any part of the Land in accordance with a planning permission (other than the Planning Permission) granted (whether or not on appeal) after the date of this Deed
- 7.12. Nothing contained or implied in this Deed shall prejudice affect fetter or restrict the rights powers duties and obligations of the Council in the exercise of its functions as local planning authority or any other statutory function rights duties powers and obligations under all public and private statutes byelaws and regulations
- 7.13. This Deed is governed by and interpreted in accordance with the law of England and the parties submit to the non-exclusive jurisdiction of the Courts of England and Wales.
- 7.14. This Deed shall not bind any statutory undertakers in respect of land held for their operational purposes

8. Notices

Any notice or other communication given or made under this Deed shall be in writing and (unless otherwise herein provided) shall be deemed to be sufficiently served if sent by pre-paid first class post or other next working day delivery service to the address of the party specified in this Deed or to such other address (in substitution thereof) as may be notified in writing by that party from time to time for this purpose and in the case of the Council shall be addressed to the Head of Legal Services and quote reference Iken 147090 and copied to the Section 106 and Community Infrastructure Levy Officer

9. Waiver

No waiver (whether expressed or implied) by the Council of any breach or default in performing or observing any of the covenants terms or conditions of this Deed shall constitute a continuing waiver and no such waiver shall prevent the Council from enforcing any of the relevant terms or conditions or for acting upon any subsequent breach or default

10. Change in Ownership

The Owner agrees with the Council to give the Council written notice of any change in ownership of any of its interests in the Land within 5 Working Days of such change occurring before all the obligations under this Deed have been discharged. Such notice to give details of the transferee's name and registered office (if a company or usual address if not) together with the area of the Land or unit of occupation transferred by reference to a plan PROVIDED THAT this clause shall not apply to the disposal of an individual Residential Unit

11. Indexation

All financial contributions payable to the Council under this Deed shall be Index Linked from the date of this Deed to the date of payment

12. Interest

If any payment due under this Deed is paid late Interest will be payable from the date payment is due to the date of actual payment compounded annually.

13. Developer's Consent

The Developer acknowledges and declares that this Deed has been entered into by the Owner with its consent and that the Land shall be bound by the obligations contained and as set out in this Deed and that any interest the Developer has in the Land shall be subject to this Deed PROVIDED THAT the Developer shall otherwise have no liability under this Deed (apart from Clause 7.8) unless it takes possession of or acquires the freehold interest in the Land or part of it in which case it too will be bound by the obligations as a person deriving title from the Owner

14. VAT

14.1. All consideration given in accordance with the terms of this Deed shall be exclusive of any value added tax properly payable in respect thereof.

14.2. If at any time VAT becomes chargeable in respect of any supply made in accordance with the terms of this Deed then to the extent that VAT had not previously been charged in respect of that supply the person making the supply

shall have the right to issue a VAT invoice to the person to whom the supply was made and the VAT shall be paid accordingly

15. Dispute Resolution

- 15.1. Any dispute arising out of the provisions of this Deed shall be referred to a person having appropriate qualifications and experience in such matters ("the Expert") for the determination of that dispute PROVIDED THAT the provisions of this Clause 15 shall be without prejudice to the right of any party to seek the resolution of any matter relating to the Deed to the Courts and/or in accordance with Section 106(6) of the Act and the referral of any matter to the Expert shall not prejudice prevent or delay the recourse of any party to the Courts or to the provisions of Section 106(6) of the Act for the resolution of any matter arising from the Deed
- 15.2. The Expert shall be appointed jointly by the relevant parties to the dispute ("the Relevant Parties") or in default of agreement by a person nominated by the President for the time being of the Royal Institution of Chartered Surveyors on the application of any of the parties
- 15.3. The decision of the Expert shall be final and binding upon the Relevant Parties and the following provisions shall apply:
- 15.3.1 the charges and expenses of the Expert shall be borne equally between the Relevant Parties unless the Expert shall otherwise direct
- 15.3.2 the Expert shall give the Relevant Parties an opportunity to make representations and counter representations to him before making his decision
- 15.3.3 the Expert shall be entitled to obtain opinions from others if he so wishes
- 15.3.4 the Expert shall make his decision within the range of any representations made by the Relevant Parties themselves
- 15.3.5 the Expert shall comply with any time limit or other directions agreed by the Relevant Parties on or before his appointment
- 15.4 Where there is a dispute as to the amount of any contribution payable to the Council the Owner shall pay its estimate of such contribution to the Council at the time specified in this Deed and shall pay any difference between that figure and the amount determined by the Expert within 28 days of the Expert's decision together with Interest thereon calculated from the date the payment was required until the date it is made

16. Indemnity

16.1. The Owner hereby undertakes and agrees with the Council that in the event of any claim or claims being made against the Council for any one or more of the following payments:

- a) Compensation (including any claim arising under the Land Compensation Acts)
- b) Damages
- c) Costs
- d) Charges
- e) any other payment

such claim arising in connection with or incidental to or in consequence of any failure on the part of the Owner to comply with its obligations under this Deed the Owner will hold the Council fully indemnified from and against each and every said claim PROVIDED THAT the Council shall:

16.1.1 notify the Owner of receipt of any claim;

16.1.2 keep the Owner fully informed of any negotiations/proceedings relating to any claim, afford the Owner the right to make representations in relation to any claim and consider and take into account all representations made by the Owner;

16.1.3 not settle any claim without the consent of the Owner; and

16.1.4 not settle any claim on terms different to those that it would have accepted if this indemnity had not been given

16.2. The Owner shall not be liable under this clause to indemnify the Council in respect of any claim only insofar as and to the extent that the said claim is found to have resulted from the negligent act or omission of the Council or its servants or agents save that for the purpose of this clause the Owner or persons acting on behalf of the Owner shall not be regarded as servants or agents of the Council

17. Delivery

The provisions of this Deed (other than this clause which shall be of immediate effect) shall be of no effect until this Deed has been dated.

This document has been executed as a deed and is delivered and takes effect on the date stated at the beginning of it.

SCHEDULE 1 – Affordable Housing

Affordable Housing

Obligations

1. The Owner covenants with the Council as below save that:

1.1 paragraphs 20 and 21 apply as set out therein but and for the avoidance of doubt where a First Home is owned by a First Homes Owner they shall apply to that First Homes Owner only in respect of the First Home owned by that First Homes Owner

General

The Owner shall:

- 1 provide the Affordable Housing Units in accordance with the Affordable Housing Plan and the Affordable Housing Mix unless otherwise agreed in writing with the Council;
- 2 not submit any Reserved Matters Application without simultaneously submitting the Affordable Housing Plan and details of the Affordable Housing Mix to the Council (a copy of which shall be provided at the same time by the Owner to the Head of Housing) for the Affordable Housing Units contained within the relevant Reserved Matters Application and not to Commence Development of any such area until the Affordable Housing Plan and the Affordable Housing Mix relating to that area have been approved by the Council;
- 3 provide:
 - 3.1 40% (22) of the Residential Units as Affordable Housing at Nil Subsidy of which:
 - 3.2 60% (13) of the Affordable Housing Units shall be Affordable Rented Units and 40% (9) of the Affordable Housing Units shall be Affordable Home Ownership that shall comprise of [TBC %] Shared Ownership Units and [TBC %] First Homes unless otherwise agreed in writing with the Council;
 - 3.3 10% of the Affordable Housing Units as Adapted Units unless otherwise agreed in writing with the Council.

Design of Affordable Housing Units

- 4 Construct:

- 4.1 all of the Affordable Housing Units to the Standards except the First Homes which shall be constructed to no less than the standard applied to the Market Housing Units and;
- 4.2 the Adapted Units to the Adapted Units Standards

unless otherwise agreed in writing with the Council

Affordable Housing Contract

- 5. not Commence the Development until the Owner and the Transferee have entered into the Affordable Housing Contract unless otherwise agreed in writing with the Council and to provide to the Council on demand documentary evidence of the existence of the Affordable Housing Contract

Transfer of Affordable Housing Units to Transferee

- 6. not to Occupy more than 50% of the Market Housing Units until 50% of the Affordable Housing Units (excluding the First Homes) have been completed in accordance with the Planning Permission and made available for Occupation and transferred to the Transferee in accordance with paragraph 7 of this Schedule 1 and not to Occupy more than 80% of the Market Housing Units until all of the Affordable Housing Units (excluding the First Homes) have been completed in accordance with the Planning Permission and made available for Occupation and transferred to the Transferee in accordance with paragraph 7 of this Schedule 1 and to provide the Council on demand documentary evidence of the existence of the transfer(s) of the Affordable Housing Units (excluding the First Homes)
- 7. transfer the completed Affordable Housing Units not including the First Homes to the Transferee for the Affordable Housing Consideration and such transfer shall include a restriction that in the event that any of the Affordable Housing Units are sold the proceeds of sale shall be recycled into the provision of further Affordable Housing Units in Wiltshire

Affordable Housing Transfer Terms

- 8. ensure that each transfer of an Affordable Housing Unit (excluding the First Homes) shall:

- 8.1. be with full title guarantee of either a freehold interest or a leasehold estate for a minimum of 125 years;
- 8.2. provide, without additional cost to the Transferee, vehicular access and foul and surface water sewers and water, gas, electricity and telecommunications service systems for the Affordable Housing Unit linking in each case to the estate roads and service systems to be constructed and laid as part of the remainder of the Development and connected to highways and sewers that serve the area

Allocations Policy/Nominations Rights - Rented and Shared Ownership

9. procure that on transfer of the Affordable Housing Units (excluding First Homes) to the Transferee the Transferee will operate in accordance with:
 - 9.1 the Allocations Policy and the Nomination Rights in respect of the Affordable Housing Units (excluding First Homes) unless otherwise agreed in writing with the Council

Homes England's Target Rent

10. ensure that the:
 - 10.1. equity share of the Shared Ownership Units which is retained by the Transferee is only let at a rent that is no more than 2.75% per annum of the value of the share retained by the Transferee or in line with Homes England guidelines applicable at the time of sale of the Shared Ownership Units;
 - 10.2. Affordable Rented Units are let at a rent of no more than 80% of local Market Rent (including service charges where applicable at the time of letting which may be increased by no more than the Consumer Price Index plus 1% annually or such other amount as prescribed by Homes England or the Regulator of Social Housing)

Distribution and Design of Affordable Housing Units

11. not Commence the Development until the Owner has agreed with the Council the distribution of the Affordable Housing Units across the Development
12. ensure that the Affordable Housing Units are materially indistinguishable (in terms of outlook design and appearance) from the Market Housing Units of similar size

(other than to accommodate any differences required as a result of paragraph 4 of this Schedule)

13. The internal specification of the First Homes shall not by reason of their being First Homes be inferior to the internal specification of the equivalent Market Housing Units but, subject to that requirement, variations to the internal specifications of the First Homes shall be permitted
14. shall ensure that the Affordable Housing Units are integrated with the Market Housing Units in clusters of no more than fifteen (15) Affordable Housing Units unless otherwise agreed in writing with the Council

Use of Affordable Housing Units

15. Subject to the terms of this Deed to ensure that the Affordable Housing Units (excluding the First Homes) are at all times owned and managed by the Transferee and that the Affordable Housing Units are used and Occupied in accordance with Schedule 3 Affordable Housing Mix as:
 - a. the Affordable Rented Units let by way of tenancy agreements in line with the Regulator of Social Housing's regulatory standards or such other form of tenancy agreement as shall be agreed in writing with the Council; and
 - b. Shared Ownership Units which are owned and occupied in accordance with a shared ownership lease that includes the Homes England's Fundamental Clauses or such other tenancy agreement or shared ownership lease as shall be agreed in writing with the Council and for the avoidance of doubt the operation of this paragraph does not prevent staircasing to 100%
16. subject to the terms of this Deed not to cause, allow or permit to use the Affordable Housing Units from the date of Practical Completion other than for Affordable Housing

Qualifying Persons - rented and shared ownership

17. ensure unless otherwise agreed in writing with the Council that the Affordable Housing Units save for First Homes are occupied and let to a person(s) who satisfies the following conditions:

- a. is a Qualifying Person whom it is proper for the Transferee to house in accordance with its rules; and
- b. has a local connection as set out in the Allocations Policy

Mortgagee Provisions – rented and shared ownership

18. The Affordable Housing provisions of this Deed and the Nomination Rights contained in Schedule 2 shall not be binding on a Chargee or any persons or bodies deriving title through such Chargee PROVIDED THAT:

18.1 such Chargee shall first give written notice to the Council of its intention to dispose of the Affordable Housing Units (excluding First Homes) and shall have used reasonable endeavours over a period of three (3) months from the date of the written notice to complete a disposal of the Affordable Housing Units (excluding First Homes) to another Transferee for a consideration of not less than the amount due and outstanding under the terms of the relevant security documentation including all accrued principal monies, interest and costs and expenses; and

18.2 if such disposal has not completed within the three (3) month period the Chargee shall be entitled to dispose of the relevant Affordable Housing Units free from the Affordable Housing provisions in this Deed which provisions shall determine absolutely

19 This Deed shall not be binding on or enforceable against any Protected Tenant or any mortgagee or chargee of the Protected Tenant or any person deriving title from the Protected Tenant or any successor in title thereto and their respective mortgagees and chargees

First Homes – Delivery Mechanism

20.

20.1 The First Homes shall be marketed for sale and shall only be sold (whether on a first or any subsequent sale) as First Homes to a person or person(s) meeting:

20.1.1 the Eligibility Criteria (National); and

20.1.2 the Eligibility Criteria (Local)

20.2 If after a First Home has been actively marketed for three (3) months (such period to expire no earlier than three (3) months prior to Practical Completion) it has not been possible to find a willing purchaser who meets the Eligibility Criteria (Local) (if any), paragraph 20.1.2 shall cease to apply.

20.3 Subject to paragraphs 20.6 to 20.10, no First Home shall be Disposed of (whether on a first or any subsequent sale) unless not less than 50% of the purchase price is funded by a first mortgage or other home purchase plan with a First Homes Mortgagee

20.4 No First Home shall be Disposed of (whether on a first or any subsequent sale) unless and until:

20.4.1 The Council has been provided with evidence by the Owner that:

20.4.1.1 the intended purchaser meets the Eligibility Criteria (National) and unless paragraph 20.2 applies meets the Eligibility Criteria (Local) (if any)

20.4.1.2 the Residential Unit is being Disposed of as a First Home at the Discount Market Price and

20.4.1.3 the transfer of the First Home includes:

a) a definition of the "Council" which shall be Wiltshire Council

b) a definition of "First Homes Provisions" in the following terms:

"means the provisions set out in clause 1 and Schedule 1 of the S106 Agreement a copy of which is attached hereto as the Annexure."

c) A definition of "S106 Agreement" means the agreement made pursuant to Section 106 of the Town and Country Planning Act 1990 dated [TBC 2026] made between (1) the Council (2) Nicola Jane Gray, Lisabeth Penelope Glass and Simon Charles Moody and (3) Greatworth Property Managers Limited

d) a provision that the First Home is sold subject to and with the benefit of the First Homes

Provisions and the transferee acknowledges that it may not transfer or otherwise Dispose of the First Home or any part of it other than in accordance with the First Homes Provisions

- e) a copy of the First Homes Provisions in an Annexure

20.4.2 The Council has issued the Compliance Certificate which the Council hereby covenants that it shall issue within twenty-eight (28) days of being provided with evidence sufficient to satisfy it that the requirements of paragraphs 20.3 and 20.4.1 have been met

20.5 On the first Disposal of each and every First Home to apply to the Chief Land Registrar pursuant to Rule 91 of and Schedule 4 to the Land Registration Rules 2003 for the entry on the register of the title of that First Home of the following restriction:

"No disposition of the registered estate (other than a charge) by the proprietor of the registered estate or by the proprietor of any registered charge, not being a charge registered before the entry of this restriction, is to be registered without a certificate signed by [Local Authority] of [address] or their conveyancer that the provisions of clause XX (the First Homes provision) of the Transfer dated [Date] referred to in the Charges Register have been complied with or that they do not apply to the disposition"

20.6 The owner of a First Home (which for the purposes of this clause shall include the Owner and any First Homes Owner) may apply to the Council to Dispose of it other than as a First Home on the grounds that either:

20.6.1 the Residential Unit has been actively marketed as a First Home for six (6) months in accordance with paragraphs 20.1 and 20.2 (and in the case of a first Disposal the six (6) months shall be calculated from a date no earlier than six (6) months prior to Practical Completion) and all reasonable endeavours have been made to Dispose of the Residential Unit as a First Home but it has not been possible to Dispose of that Residential Unit as a First Home in accordance with paragraphs 20.3 and 20.4.1; or

20.6.2 requiring the First Homes Owner to undertake active marketing for the period specified in paragraph 20.6.1 before being able to Dispose of the Residential Unit other than as a First Home would be likely to cause the First Homes Owner undue hardship

20.7 Upon receipt of an application served in accordance with paragraph 20.6 the Council shall have the right (but shall not be required) to direct that the relevant Residential Unit is disposed of to it at the Discount Market Price

20.8 If the Council is satisfied that either of the grounds in paragraph 20.6 above have been made out it shall confirm in writing within twenty-eight (28) days of receipt of the written request made in accordance with paragraph 20.6 that the relevant Residential Unit may be Disposed of:

20.8.1 to the Council at the Discount Market Price; or

20.8.2 (if the Council confirms that it does not wish to acquire the relevant Residential Unit) other than as a First Home

and on the issue of that written confirmation the obligations in this Deed which apply to First Homes shall cease to bind and shall no longer affect that Residential Unit apart from paragraph 20.10 which shall cease to apply on receipt of payment by the Council where the relevant Residential Unit is disposed of other than as a First Home

20.9 If the Council does not wish to acquire the relevant Residential Unit itself and is not satisfied that either of the grounds in paragraph 20.6 above have been made out then it shall within twenty eight (28) days of receipt of the written request made in accordance with paragraph 20.6 serve notice on the owner setting out the further steps it requires the owner to take to secure the Disposal of a Residential Unit as a First Home and the timescale (which shall be no longer than six (6) months). If at the end of that period the owner has been unable to Dispose of the Residential Unit as a First Home he may serve notice on the Council in accordance with paragraph 20.6 following which the Council must within twenty-eight (28) days issue confirmation in writing that the Residential Unit may be Disposed of other than as a First Home

20.10 Where a Residential Unit is Disposed of other than as a First Home or to the Council at the Discount Market Price in accordance with paragraphs 20.8 or 20.9 above the Owner of the First Home shall pay to the Council forthwith upon receipt of the proceeds of sale the Additional First Homes Contribution

- 20.11 Upon receipt of the Additional First Homes Contribution the Council shall:
- 20.11.1 as soon as reasonably practicable, provide a completed application to enable the removal of the restriction on the title set out in paragraph 20.5 where such restriction has previously been registered against the relevant title and shall be entitled to recover its costs in respect of such application up to a maximum of £100.00
 - 20.11.2 apply all monies received towards enabling the provision of Affordable Housing
- 20.12 Any person who purchases a First Home free of the restrictions in this Schedule pursuant to the provisions in paragraphs 20.9 and 20.10 shall not be liable to pay the Additional First Homes Contribution to the Council.

First Homes – Use

21. Each First Home shall be used only as the main residence of the First Homes Owner and shall not be let, sub-let or otherwise Disposed of other than in accordance with the terms of this Deed PROVIDED THAT letting or sub-letting shall be permitted in accordance with paragraphs 21.1 – 21.4 below.
- 21.1 A First Homes Owner may let or sub-let their First Home for a fixed term of no more than two (2) years, provided that the First Homes Owner notifies the Council in writing before the First Home is Occupied by the prospective tenant or sub-tenant. A First Homes Owner may let or sub-let their First Home pursuant to this paragraph more than once during that First Homes Owner's period of ownership, but the aggregate of such lettings or sub-lettings during a First Homes Owner's period of ownership may not exceed two (2) years.
 - 21.2 A First Homes Owner may let or sub-let their First Home for any period provided that the First Homes Owner notifies the Council and the Council consents in writing to the proposed letting or sub-letting. The Council covenants not to unreasonably withhold or delay giving such consent and not to withhold such consent in any of circumstances (a) – (f) below:

- a) the First Homes Owner is required to live in accommodation other than their First Home for the duration of the letting or sub-letting for the purposes of employment;
 - b) the First Homes Owner is an active Armed Services Member and is to be deployed elsewhere for the for the duration of the letting or sub-letting;
 - c) the First Homes Owner reasonably requires to live elsewhere for the duration of the letting or sub-letting in order to escape a risk of harm;
 - d) the First Homes Owner reasonably requires to live elsewhere for the duration of the letting or sub-letting as a result of relationship breakdown;
 - e) the First Homes Owner reasonably requires to live elsewhere for the duration of the letting or sub-letting as a result of redundancy; and
 - f) the First Homes Owner reasonably requires to live elsewhere for the duration of the letting or sub-letting in order to provide care or assistance to any person.
- 21.3 A letting or sub-letting permitted pursuant to paragraph 21.1 or 21.2 must be by way of a written lease or sub-lease (as the case may be) of the whole of the First Home on terms which expressly prohibit any further sub-letting.
- 21.4 Nothing in this paragraph 21 prevents a First Homes Owner from renting a room within their First Home or from renting their First Home as temporary sleeping accommodation provided that the First Home remains at all times the First Home Owner's main residence.

Mortgagee Provisions – First Homes

22. The obligations paragraphs [1, 2, 4, 5, 13, 14, 21 and 22 of this Deed in relation to First Homes shall not apply to any First Homes Mortgagee or any receiver (including an administrative receiver appointed by such First Homes Mortgagee or any other person appointed under any security documentation to enable such First Homes Mortgagee to realise its security or any administrator (howsoever appointed (each a First Homes Receiver)) of any individual First Home or any persons or bodies deriving title through such First Homes Mortgagee or First Homes Receiver PROVIDED THAT:

- 22.1 such First Homes Mortgagee or First Homes Receiver shall first give written notice to the Council of its intention to Dispose of the relevant First Home; and
- 22.2 once notice of intention to Dispose of the relevant First Home has been given by the First Homes Mortgagee or First Homes Receiver to the Council the First Homes Mortgagee or First Homes Receiver shall be free to sell that First Home at its full Market Value and subject only to paragraph 22.3
- 22.3 following the Disposal of the relevant First Home the First Homes Mortgagee or First Homes Receiver shall following the deduction of the amount due and outstanding under the relevant security documentation including all accrued principal monies, interest and reasonable costs and expenses pay to the Council the Additional First Homes Contribution
- 22.4 following receipt of notification of the Disposal of the relevant First Home the Council shall:
 - 22.4.1 forthwith issue a completed application to the purchaser of that Residential Unit to enable the removal of the restriction on the title set out in paragraph 21.5; and
 - 22.4.2 apply all such monies received towards enabling the provision of Affordable Housing

SCHEDULE 2: NOMINATION RIGHTS

1. Pursuant to paragraph 9 of Schedule 1, as between the Transferee and the Council the following provisions shall govern the nominations/allocations of Occupation of the Affordable Housing Units (excluding First Homes) in line with the Allocations Policy and the nominations procedures for each type of tenure;
2. The Transferee shall notify the Council in writing from time to time of any Affordable Housing Unit that shall be vacant and available for Occupation;
3. The Transferee will liaise with the Council as necessary with regard to local housing need generally and the list of Qualifying Persons;
4. The Council and the Transferee shall have the following nomination rights in respect of the Affordable Housing Units save for First Homes:

Nominations

The initial allocation of each dwelling:	the Council 100%
Thereafter:	the Council 75%
	the Transferee 25%

SCHEDULE 3 – AFFORDABLE HOUSING MIX

An indicative mix only – details will need to be reviewed/confirmed at time of any Reserved Matters Planning Application to ensure still in line with the current demonstrable need:

Affordable Rented 60% (13 units)

30% x 1 bed 2 person house-style 2 storey maisonettes (4 units)

15% x 2 bed 4 person bungalows* (2 units)

30% x 2 bed 4 person houses (4 units)

25% x 3 bed 6 person houses (3 units)

Shared Ownership [tbc % (units)]

[% x bed person houses (units)]

[% x bed person houses (units)]

First Homes [tbc % (units)]

[% x bed person flats (units)]

[% x bed person flats (units)]

[% x bed person houses (units)]

* Mix to include 2 x 2 bed 4 person bungalow built to Part M4(2) of the Building Regulations 2010 (Part M) Accessible and Adaptable Dwellings (as at the date of this Deed / the time of the relevant reserved matters approval). The Adapted Units to be provided with a level access shower suitable for wheelchair users

Unless otherwise agreed in writing by the council, including through the approval of reserved matters

SCHEDULE 4: NDSS and 85% NDSS

Number of bedrooms	Number of bed spaces	NDSS			Minimum 85% NDSS		
		1 storey (sqm)	2 storey (sqm)	3 storey (sqm)	1 storey (sqm)	2 storey (sqm)	3 storey (sqm)
Studio	1p	39 (37)*			34 (32)*		
1b	2p	50	58		43(F)	50	
2b	3p	61	70		52	60	
	4p	70	79		60(B)	68(H)	
3b	4p	74	84	90	63	72	77
	5p	86	93	99	74	80	85
	6p	95	102	108	81	87	92
4b	5p	90	97	103	77	83	88
	6p	99	106	112	85	91	96
	7p	108	115	121	92	98	103
	8p	117	124	130	100	106	111
5b	6p	103	110	116	88	94	99
	7p	112	119	125	96	102	107
	8p	121	128	134	103	109	114
6b	7p	116	123	129	99	105	110
	8p	125	132	138	107	113	118

*Where a one person flat has a shower room rather than a bathroom the floorspace may be reduced from 39 sqm to 37 sqm (NDSS) or from 34 sqm to 32 sqm (85% NDSS).

(F=Flat) (B=Bungalow) (H=House)

SCHEDULE 5 – OPEN SPACE AND/OR PLAY AREA (MANAGEMENT COMPANY)

The Owner shall:-

1. Submit the Landscape Plan to the Service Head – Highway Operations for approval in writing prior to the Commencement of Development and not Commence Development until the Landscape Plan has been approved in writing by the Service Head – Highways Operations (such approval not to be unreasonably withheld or delayed) and thereafter shall lay out the Open Space and Play Area in accordance with the approved Landscape Plan
 - 1.1 Submit the Management Scheme to the Service Head Highways Operations–for approval in writing prior to the Occupation of the Development.
2. notify the Council in writing within seven (7) Working Days of completion of the laying out of the Open Space and/or Play Area of the details of their designated contact for queries regarding the Open Space and Play Area and request an inspection by the Service Head – Highway Operations
3. not allow more than 70% of the Residential Units to be Occupied until:
 - 3.1 the Open Space Practical Completion Certificate and Play Area Certificate has been issued;
 - 3.2 the Play Area is designed provided laid out and equipped in accordance with the Landscape Plan; and
 - 3.3 the Open Space and the Play Area have been made available for public use;
4. After the construction and laying out of the Open Space and as soon as the planting season permits to plant in the Open Space plants and trees in accordance with the approved Landscape Plan
5. Not adjust the actual area of Open Space and the Play Area so as to include and/or exclude land that abuts the boundary of the curtilages of individual Residential Units or adopted or adoptable highway UNLESS such adjustment has been agreed in writing with the Service Head – Highways Operations

6. Not to use or allow the Open Space and/or Play Area to be used for any other purpose other than as Open Space and Play Area for the use by and for the enjoyment of the public in perpetuity
7. Pay the Council's reasonable and proper costs in taking any action to remedy the failure to comply with the Remedial Notice within 21 Working Days of the Service Head – Highways Operations serving notice of the amount due.
8. To insure and maintain or procure the maintenance of the Open Space and Play Area in accordance with the approved Management Scheme to the satisfaction of the Service Head – Highways Operations until completion of its transfer to the Management Company and to comply with any Remedial Notice issued by the Service Head –Highways Operations within 28 Working Days
9. Not to allow more than 90% of the Residential Units to be Occupied until the Open Space and/or Play Area has been transferred to the Management Company and the Open Space and/or Play Area shall thereafter be maintained in perpetuity in accordance with the approved Management Scheme (unless otherwise agreed in writing with the Council).
10. To enter into negotiations with the Registered Provider or Transferee and agree a reasonable figure for the Resident Management Charge to be levied on occupants of the Affordable Rented Units

Management Company Provisions

11. Not to use or Occupy or cause or suffer or permit the use or Occupation of any of the Residential Units until such time as the Owner has at its own expense:
 - 11.1 set up and registered the Management Company as a private limited company incorporated and registered in England at Companies House (if applicable).
 - 11.2 ensured that the Management Company has at least one Director and one Company Secretary that are eligible to be appointed and (if required) removed and replaced by the Members of the Management Company;
 - 11.3 procured that the Management Company appoints a named manager ("the Managing Agent") responsible for liaising with the Council and owners and occupiers of the Residential Units.

11.4 procured through the Management Company documentation (as set out in paragraph xx below) that the Management Company will hold at least one (1) residents meeting per year.

11.5 Procure that the Management Company is responsible for the upkeep and on-going maintenance of Open Space and/or Play Area in accordance with the approved Landscape Plan and the obligations under this Agreement.

Management Company Documents

12. Not to use or Occupy or cause or suffer or permit the use or Occupation of any of the Residential Units until such time as the Owner has provided the Council with the following information and documents relating to the Management Company:

12.1 a copy of the company Certificate of Incorporation and Articles of Memorandum;

12.2 a copy of its Rules (including the holding of at least one (1) residents meeting per year and the giving of a minimum of seven (7) days written notice of each meeting to the Service Head – Highways Operations and all Company Members and any other interested parties and to provide suitable facilities for the meetings of the Management Company) and Regulations and operational manuals;

12.3 any other relevant documentation relating to the Open Space and/or the Play Area;

12.4 details of the names and addresses of all Directors, Members and the Company Secretary;

.

Operation of the Management Company

13 The Owners hereby covenants to;

13.1 ensure that the Registered Provider is a Member of the Management Company;

13.2 that the Managing Agent will ensure that their contact details including his name address and telephone number are regularly updated and distributed to the owners and occupiers of all of the Residential Units

13.3 ensure that the Resident Management Charge is secured on the first transfer or disposal of any Residential Units and that covenants are contained on the

transfer to procure that on any subsequent transfer or disposal the Resident Management Charge is secured in favour of the Management Company

13.4 ensure that in the event that the Owner disposes of its interest in the site as a Management Company and transfers its said interest to a new management company formed of all the Residential Unit Owners the Management Company will ensure that upon the transfer of any Residential Units that all freehold and registrable leasehold owners of the Residential Units are Members of the Management Company and eligible to vote at any Annual General and Special Company Meetings

SCHEDULE 6 - LANDSCAPE PLAN

1. Owner's landscape proposals document;
2. Wiltshire Council's Standard Specification for adoption of Open Space;
3. Plans;
4. Wiltshire Council's play equipment specification in accordance with the National Playing Fields Association's standards and European Standards BS EN 1176 and BS EN 1177

SCHEDULE 7 – WASTE AND RECYCLING

1. The Owner covenants with the Council that it shall:
 - 1.1 Pay to the Council the Waste and Recycling Contribution prior to Commencement of Development
 - 1.2 Not to Commence Development without paying to the Council the Waste and Recycling Contribution and payment has been acknowledged in writing by the Council
 - 1.3. Prior to Commencement of Development to provide details of their designated contact for liaison regarding the waste and recycling and to provide update of their designated contact following any change of personnel

SCHEDULE 8 – TRAVEL PLAN MONITORING FEE

The Owner covenants with the Council

1. to pay to the Council the Travel Plan Monitoring Fee prior to the Occupation of Development
2. not to Occupy the Development until the Travel Plan Monitoring Fee has been paid to the Council

SCHEDULE 9 – SPORTS PITCH CONTRIBUTION

1.The Owner covenants with the Council:

- 1.1 to pay to the Council the Sports Pitch Contribution prior to the Commencement of Development
- 1.2 not to Commence Development until the Sports Pitch Contribution has been paid to the Council

SCHEDULE 10 - EARLY YEARS CONTRIBUTION

1. The Owner covenants with the Council to pay to the Council in its capacity as local education authority the Early Years Contribution as follows:
 - 1.1 upon the approval of the final Reserved Matters Application containing the Residential Units the Early Years Contribution shall be recalculated based on the actual number of Residential Units permitted
 - 1.2 to pay to the Council the Early Years Contribution prior to the Commencement of Development
 - 1.3 not to Commence Development until the Early Years Contribution has been paid to the Council

SCHEDULE 11 – SECONDARY EDUCATION CONTRIBUTION

1. The Owner covenants with the Council to pay to the Council in its capacity as local education authority the Secondary Education Contribution as follows:
 - 1.1 upon the approval of the final Reserved Matters Application containing the Residential Units the Secondary Education Contribution shall be recalculated based on the actual number of Residential Units permitted
 - 1.2 to pay to the Council the Secondary Education Contribution prior to the Commencement of Development
 - 1.3 not to Commence Development until the Secondary Education Contribution has been paid to the Council

SCHEDULE 12 - PROW CONTRIBUTION & HIGHWAYS CONTRIBUTION

1. The Owner covenants with the Council:
 - 1.1 to pay to the Council the PROW Contribution and the Highways Contribution on or prior to Commencement of Development
 - 1.2 not Commence Development until the PROW Contribution and Highways Contribution have been paid to the Council

SCHEDULE 13 - MONITORING FEE

1. The Owner covenants with the Council:
 - 1.1 to pay to the Council Monitoring Fee prior to Commencement of Development
 - 1.2 not to Commence Development until the Monitoring Fee has been paid to the Council

SCHEDULE 14 – SAMM CONTRIBUTION

1. The Owner shall pay the SAMM Contribution to the Council within 60 days of the Commencement of Development
2. After 60 days following Commencement the Owner shall not further undertake any works or permit any works to be undertaken in respect of the Development unless and until the SAMM Contribution has been paid

SCHEDULE 14 - COVENANTS BY THE COUNCIL

Repayment of Contributions

The Council covenants with the Owner:

1. To use all sums received from the Owner under the terms of this Deed for the purposes specified in this Deed for which they are to be paid
2. To pay to the paying party such amount of any Contribution made by the Owner to the Council under this Deed which has not been expended or committed in accordance with the provisions of this Deed within ten (10) years of the date of receipt by the Council of such payment on receipt of a written request from the Owner to do so

Open Space and Play Area (Management Company)

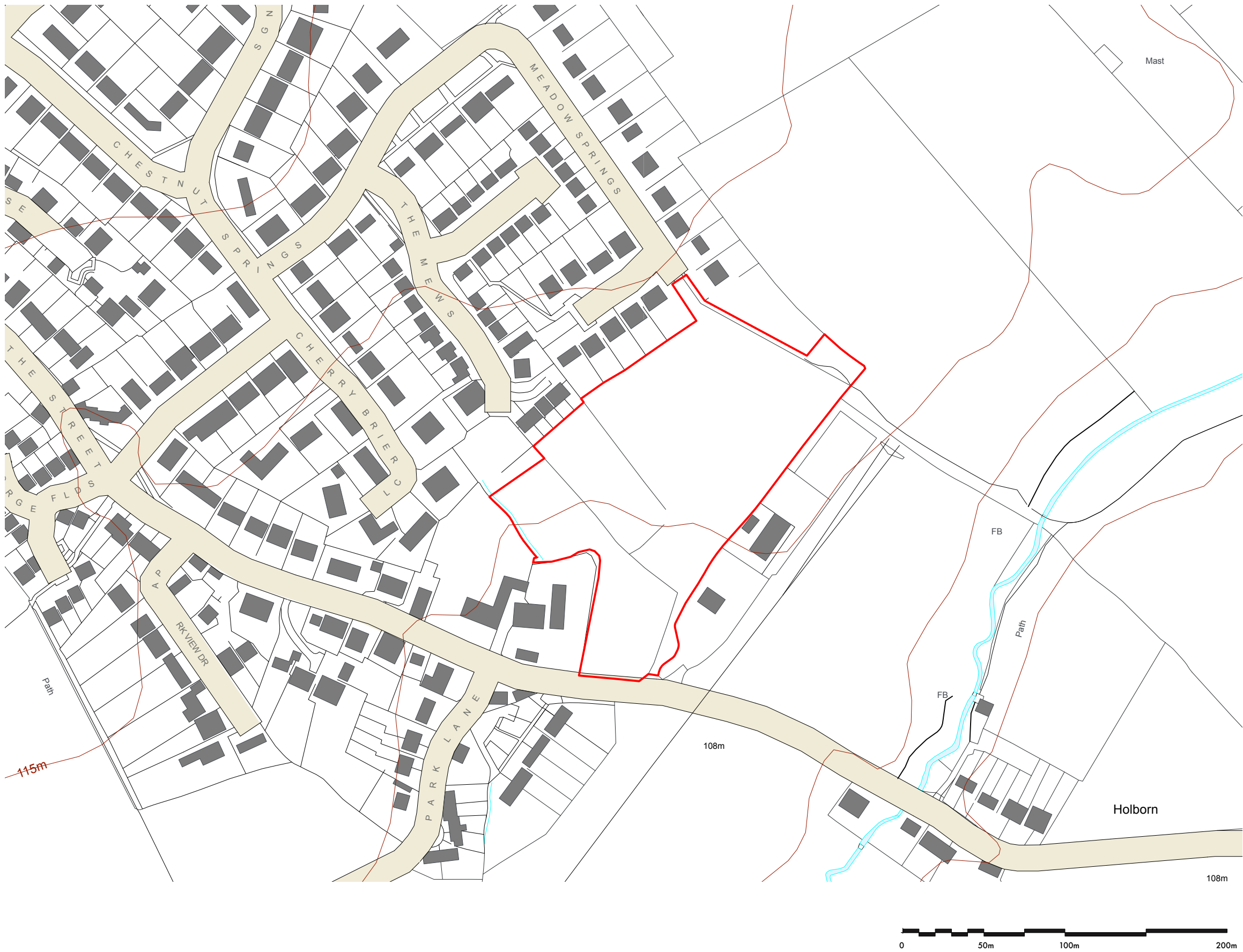
The Council covenants with the Owner to:

1. inspect the Open Space and/or Play Area within a reasonable period of having received notification from the Owner under Schedule 5 of this Deed or in the event that no such notification has been received at the Council's discretion to determine whether to issue the Open Space Practical Completion Certificate and/or the Play Area Certificate (as the case may be)
2. If appropriate following an inspection referred to under paragraph 1 above either:-
 - (a) issue the Open Space Practical Completion Certificate and/or the Play Area Certificate (as the case may be); or
 - (b) issue a Remedial Notice
3. inspect the Open Space and/or the Play Area (as appropriate) in the event that a Remedial Notice is issued
4. If a Remedial Notice is issued then the timetable for issuing the Open Space Practical Completion Certificate and the Play Area Certificate under this Deed shall

be deemed amended accordingly in order for compliance of the Remedial Notice to be achieved and further inspections are to be carried out by the Council as appropriate

5. In the event that a Remedial Notice is not complied with within a reasonable period agreed with the Council then the Open Space Practical Completion Certificate and the Play Area Certificate shall not be issued until the Remedial Notice has been complied with to the reasonable satisfaction of the Council

Annex A. Plan 1 – ref GRE01/1001



KEY

 Site boundary (2.51 HA)



client:
Greatworth Property Managers Ltd

project:
Meadow Springs, Lydiard Millicent

drawing title:
Site Location Plan

job number:	drawing number:
GRE01	1001

scale	drawn
1:2500	JA

date:	status:
November 2024	Final

peakurbandesign.co.uk

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Annex B. Plan 2 - ref GRE01/4008



KEY

Site boundary (2.51HA)

Proposed all modes access

Proposed highway links

Existing public footpath

Key building terminating vista into site

Built form (primary frontage)

Built form (secondary frontage)

Residential development

Existing boundary vegetation

Existing trees

Existing trees to be removed

Proposed planting

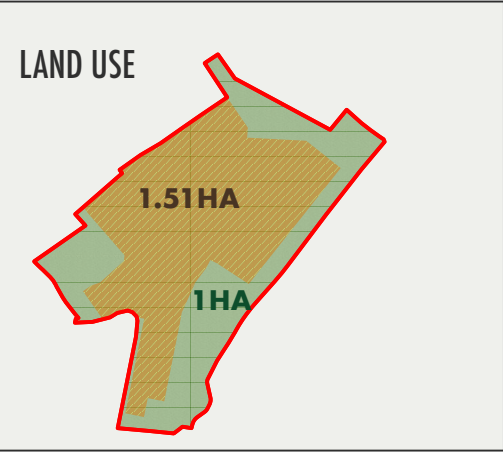
Proposed hedgerow planting

Proposed open space

Children's play

Integrated SUDS infrastructure (basin & swales)

Note
Street trees subject to adoption agreement



client:
Greatworth Property Managers Ltd

project:
Meadow Springs, Lydiard Millicent

drawing title:
Concept Masterplan

job number:	drawing number:
GRE01	4008

scale	drawn
1:1250 @ A3	JA

date:	status:
July 2025	Final

peakurbandesign.co.uk

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Annex C: Councils Standards for Open Space and Play Equipment

Annex F: Compliance Certificate

The Certificate to be given by the Council to the Chief Land Registrar on each Disposal of a Residential Unit as a First Home once satisfied that the purchaser meets the Eligibility Criteria (National) and unless paragraph [20.2] applies the Eligibility Criteria (Local):

To: The Chief Land Registrar

Property: [insert relevant First Home address]

Transfer dated:

Parties:

Pursuant to the restriction on dispositions at Entry [] in the Register of Title WT []. Wiltshire Council hereby certify that the terms of the above transfer complies with the provision of Schedule [] to the S106 Deed dated

[insert date of this deed]

Made between Wiltshire Council (1) [] (2)

Dated:

Signed:

Solicitor to Wiltshire Council

EXECUTED AS A DEED by
NICOLA JANE GAY

in the presence of:

EXECUTED AS A DEED by
LISABETH PENELOPE GLASS

in the presence of:

EXECUTED AS A DEED by
SIMON CHARLES MOODY

in the presence of:

EXECUTED AS A DEED by **GREATWORTH PROPERTY**
MANGERS LIMITED acting by a **DIRECTOR**

Director

In the presence of:

Witness Signature)

Witness Name)

Witness Address)

Witness Occupation)

Executed as a deed by affixing the
common seal of **WILTSHIRE COUNCIL**
in the presence of:

Authorised signatory

**APPEAL ON BEHALF OF GREATWORTH PROPERTY
MANAGERS LIMITED AGAINST THE REFUSAL OF
PLANNING APPLICATION REFERENCE PL/2025/03211
BY WILTSHIRE COUNCIL FOR:**

***Outline planning application with all matters
reserved except access for residential development
to provide up to 56 dwellings, public open space, and
associated access, drainage and landscaping works***

Land off Meadow Springs, Lydiard Millicent

STATEMENT OF CASE

May 2026

grassroots
PLANNING

grassroots PLANNING

Bristol North Baths

Gloucester Road

Bristol

BS7 8BN

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REPORT CONTROL

Project:	Lydiard Millicent
Report Type:	Statement of Case
Client:	Greatworth Property Managers Ltd
Our Reference:	847/A3/AW
Date:	May 2026
Version:	V1

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Grass Roots Planning Ltd

1.0 INTRODUCTION

- 1.1 On behalf of our client, Greatworth Property Managers Ltd, Grass Roots Planning has been instructed to prepare and submit an appeal against the refusal of planning application ref. PL/2025/03211 by the Local Planning Authority (LPA), Wiltshire Council (WC), for the erection of up to 56 dwellings, provision of public open space, and associated access, drainage and landscaping works with all matters reserved except access ('the appeal proposals') on Land off Meadow Springs, Lydiard Millicent ('the appeal site').
- 1.2 The application was made valid on the 28th March 2025 and refused planning permission on the 17th December 2025, details of which can be found on the Decision Notice.
- 1.3 A schedule of the plans confirming the documents submitted as part of the original application, those amended during the determination process, and which are now subject to this appeal, are provided in a separate document entitled "847 A3 List of Plans and Documents".
- 1.4 The Appellant is seeking that the appeal is dealt with by way of a Public Inquiry, given the issues that have been raised by WC, the level of public interest, the scale of the scheme and the need for cross examination of key evidence, particularly in respect to WC's housing land supply position and the interrelationship with the application of policies that have been cited that restrict the supply of housing, accessibility and sustainable transport considerations, landscape matters, and infrastructure and developer obligations. This document sets out the case for the development to be granted outline planning permission and will be supplemented by future Proofs of Evidence that will be presented at the Inquiry, to demonstrate that the appeal should be allowed.
- 1.5 We hope to agree a Statement of Common Ground (SoCG) with the LPA in due course, and a draft has been submitted with this appeal. We will endeavour to agree this formally well in advance of an Inquiry, and it will set out a full description of the site, the planning policy context and the issues that are agreed between the parties, which will not be subject to any substantive debate as part of the Inquiry.
- 1.6 This Statement of Case is structured as follows:
 - Section 2.0: Background to the Appeal
 - Section 3.0: The Case for the Appellant
 - Section 4.0: Conclusions

2.0 BACKGROUND TO THE APPEAL

- 2.1 Apart from the application subject to this appeal, the site has not previously been subject to any relevant planning applications. The development proposals were, however, subject to public consultation, which was undertaken between the 22nd January 2025 and the 12th February 2025. Full details of the consultation undertaken was summarised in the Statement of Community Involvement that supported the planning application.
- 2.2 The proposed development was refined following the public consultation responses and on receipt of more detailed analysis from the consultant team. While the planning application was made in outline with detailed consent only being sought for the main point of access onto the adjacent public highway, Meadow Springs, the application submission was supported by a Concept Masterplan (Ref: GRE01_4004), which while illustrative in nature, shows one way in which the site could be developed to deliver the maximum quantum of development that is being applied for. For ease of reference, an extract of that Masterplan is shown below.



Figure 1. Extract of Concept Masterplan (Ref: GRE01_4004)

- 2.3 During the course of the application, a small number of issues were raised, either via statutory consultees or the Planning Case Officer, that necessitated small changes to be made to the application.
- 2.4 One of the matters raised related to transport issues associated with pedestrian connectivity, sustainable transport, and priority at the proposed site access. A meeting was held on the 18th June 2025 with the Highways Officer, with subsequent correspondence and submissions on the 23rd June 2025 and 8th July 2025. These discussions were productive, and amendments to the road alignment and priorities on Meadow Springs in the vicinity of the proposed site access were made (plan ref. IMA-24-053-004A) and agreed with the Highways Officer. Suggestions of where dropped kerbs and tactile paving could be introduced along the pedestrian route from the site to the existing bus stops and primary school were also made (plan ref. IMA-24-053-005B) to inform financial contributions or off-site highways works to improve connectivity and accessibility, which were also agreed with the Highways Officer. This led to the Highways Officer confirming they had no objection to the proposal on the 14th July 2025, including on sustainable transport.
- 2.5 Despite the Highways Officer raising no objection to the proposal, including in relation to sustainable transport, a note was prepared on this matter by the Applicant and submitted to the Planning Case Officer on the 17th July 2025 at their request, to assist with the Council's decision making. This demonstrated that the site is in a sustainable location.
- 2.6 Another matter that was raised related to issues associated with landscape impact. The meeting held on the 18th June 2025 also discussed these issues with the Landscape and Planning Officers. It was agreed that photomontages would be prepared by the Applicant to enable the Landscape Officer to come to an informed view on the visual impact of the proposal (in particular). The format of the photomontages and the specific points for the photographs to be taken were agreed with WC, and the photomontages were produced and submitted to WC on the 24th July 2025, which included landscape enhancements to the south east boundary of the site.
- 2.7 The Concept Masterplan was updated (plan ref. GRE01_4008) and submitted to WC on the 30th July 2025 to incorporate the enhancements to the south east boundary, which bolstered the tree and hedgerow provision. It also addressed other minor comments from Officers, which included the removal of the separate green buffer along the north west boundary, and clarifications on the provision of swales within the site and the hedgerow along the south west boundary.
- 2.8 The County Archaeologist in their response dated the 2nd May 2025 considered there was not sufficient information to adequately assess the archaeological potential of the application

site, and requested that previous findings be tested through an archaeological trial trench evaluation. A Written Scheme of Investigation for an Archaeological Field Evaluation was prepared and submitted to WC on the 8th July 2025, and this was agreed by the County Archaeologist on the 18th July 2025.

- 2.9 On the 20th May 2025, the Ecology Officer at WC recognised in a comment on the application that ecological surveys were on-going and that a final Ecological Impact Assessment (EclA) would be provided by the Applicant, so advised that they would issue their consultation response once the information was available. On the 30th July 2025, an updated EclA was submitted to WC. This captured the large majority of ecological surveys, presented any potential impacts of the development and necessary mitigation, and set out the proposed enhancements. Updated comments were received from the Ecology Officer dated the 17th September 2025 requesting further information including results of the final bat and dormice surveys, updated Biodiversity Net Gain (BNG) metric, and a suitably detailed Ecological Parameters Plan (EPP). A response to the updated comments was submitted to WC on the 24th September 2025 along with an updated EclA to address the Ecology Officer's comments. Notwithstanding, further comments were received from the Ecology Officer dated the 13th October 2025, requesting further BNG information and maintaining the request for an EPP. An updated BNG report with the required conditions assessments, and an Ecology and Landscape Parameters (ELPP) Plan were subsequently submitted to WC on the 24th October 2025. The ELPP outlined the key landscape and ecological enhancement areas, habitats to be retained, enhanced and created, sensitive lighting areas / darkened corridors, landscape and ecological buffers, and landscape and infill planting as requested. The Ecology Officer confirmed on the 29th October 2025 that they had no objection to the proposals, subject to conditions.
- 2.10 Notwithstanding, a meeting was held with Officers from WC on the 11th September 2025 where they confirmed that the Council was not willing to support the application on spatial strategy, sustainable location and landscape grounds. As a result, application ref. PL/2025/03211 was refused outline planning permission on the 17th December 2025 for the following reasons for refusal (RFR):

1. Conflict with Spatial Strategy and Unsustainable Development

The proposed development lies outside any defined settlement boundary and is located within the open countryside. The site is not allocated for development in any adopted Site Allocations Development Plan Document or made Neighbourhood Plan.

The quantum of housing and location of the proposal are incompatible with the spatial strategy set out in WCS Core Policies 1, 2 and 19, which prioritise the protection of

village character and identity. The development also conflicts with Policy LM3 of the Lydiard Millicent Neighbourhood Plan ('made' May 2021), which supports only infill development in built areas.

The future occupiers of the proposed development would by virtue of its location, rely heavily on private vehicles for most daily needs, contrary to Core Policies 60 and 61, which seek to reduce car dependency and promote sustainable transport. The proposal therefore fails to meet the strategic objectives for sustainable development.

The development is inconsistent with paragraphs 110, 115 and 117 of the NPPF (2024), which require significant development to be focused in locations which are, or can be made sustainable, through limiting the need to travel and/or offering a genuine choice of transport modes, especially non-motorised options.

The proposal is therefore contrary to Core Policies 1, 2, 19, 57, 60 and 61 of the Wiltshire Core Strategy (adopted Jan 2015), Policy LM3 of the Lydiard Millicent Neighbourhood Plan 2018-2036 ('made' May 2021), and paragraphs 110, 115 and 117 of the NPPF (2024).

Notwithstanding the shortage of housing supply across the County and at a time when strategic plan policies including CP1 and CP2 cannot be afforded full weight, material weight can still be afforded when justified. In this case, the substantive reliance the housing scheme would place upon private motor vehicles, leads the Council to the conclusion that the proposal would not be a sustainable form of development, and this would materially counter the benefits when assessed against the policies in the Framework taken as a whole having regard to key policies directing development to sustainable locations.

2. Conflict with Spatial Strategy, Landscape Character, Settlement Identity and Forest Plan

The proposal would result in a substantial and wholly inappropriate extension of the village into a rural buffer, substantively eroding the rural character and significantly compromising a strategically important landscape gap. The proposed development would be contrary to WCS CP19 and CP51 which prioritise the protection of village identity, particularly in areas adjoining Swindon Borough.

The site is a designated local gap between Lydiard Millicent and Swindon and is identified and protected by the made Neighbourhood Plan and the development of this

site for the quantum of housing proposed, would be contrary to policy LM3 and WCS CP19 para 5.102 and CP51 para 6.85.

The proposed development would also compromise the delivery of the Great Western Community Forest as set out in the Forest Plan 2002-2027 which seeks to 'preserve and enhance' the separate identity of surrounding villages and the increasingly 'sensitive gaps'. The development would conflict with the aims of the Forest Plan as a consideration under NPPF para 152, as well as WCS CP19 para 5.102, WCS CP51 and WCS CP52.

The northern part of the site is noted as 'woodland' under the National Forest Inventory definition and the NPPF para 187 (b), supported by CP51(i) is clear that planning decisions should recognise the intrinsic benefits of trees and woodland in the natural environment.

The proposal would cause demonstrable harm to the landscape and visual amenity, and would erode the tranquillity of, and experience of using the public right of way crossing the site, which would be in conflict with WCS Core Policies 19, 51 and 52.

The proposal would result in a permanent and irreversible change to what is a locally valued landscape and immediate local character. The proposal would substantially diminish the separation that exists from the Lydiard Millicent settlement limits and the municipal boundary of Swindon at its narrowest point.

The development is therefore found to be contrary to Core Policies 19, 51 and 52 of the adopted Wiltshire Core Strategy, as well as Policy LM3 of the Lydiard Millicent Neighbourhood Plan (NP), and the principles of sustainable development as set out in the NPPF, along with para 152, 187a and 187b which seek to protect Forest Plans, 'valued' landscapes and the intrinsic character and beauty of the countryside.

Notwithstanding the shortage of housing supply across the County, the aforesaid adverse impacts of the proposal through the substantive erosion of the valued landscape gap (which has a significant value that was recognised at the Neighbourhood Plan examination) and the consequential harm the development proposal would have on the village settlement identity (that is protected both in planning policy and by the community Forest Plan) would significantly and demonstrably outweigh the benefits of the proposed residential development, when assessed against the policies of the NPPF as a whole having particular regard to securing well designed places in sustainable locations.

3. Archaeology Matters Not Resolved

The applicant has relied upon the results of a previously undertaken geophysical survey but has not tested its accuracy by archaeological trial trench evaluation, which is considered necessary. This is a substantive failing of the application and is a substantive reason for refusal on its own.

The Council at the time of determining this application has concluded that there is insufficient information to demonstrate that there would be no archaeological harm or loss of underground heritage assets caused by the proposed development and as such, the proposal is fundamentally in conflict with WCS CP58 of the WCS and Section 16 of the NPPF.

4. S106/ planning obligations

The applicant has failed to provide and/or secure the adequate provision for the necessary on-site and, off-site infrastructure and developer obligations to make the application proposal acceptable in planning terms. The application is therefore contrary to WCS CP3 of the adopted Wiltshire Core Strategy, and the National Planning Policy Framework, specifically with regard to the central social and environment sustainable development objectives.

2.11 Based on the given reasons, it is apparent that the key issues the appeal and our current Statement of Case must consider relate to the principle of development in the context of the Council's spatial strategy and 5-year housing land supply position, the implications of historic housing delivery and currently identified housing needs, whether the development is in a sustainable location, whether the development would result in unacceptable impacts on the landscape, whether the development would result in unacceptable archaeological harm or loss of underground heritage assets, and whether S106 obligations and contributions can be secured to deliver policy compliant levels of affordable housing, at least 10% Biodiversity Net Gain, commensurate infrastructure, and mitigate the impact of the development on the North Meadow and Clattinger Farm SAC.

2.12 Through the Archaeological Evaluation that has been carried out with the associated report produced, approved by the Wiltshire Council County Archaeologist on the 3rd March 2026 and submitted with this appeal, and upon the signing of a Legal Agreement, it is anticipated that RFRs 3 and 4 will be addressed, which is expected to be agreed with the LPA through the SoCG.

2.13 Additionally, the LPA has not raised significant concerns in respect of the following matters, which are also set out in the draft SoCG, and we hope that WC will confirm agreement to this in due course:

- Design;
- Highways;
- Trees;
- Residential Amenity;
- Heritage (Built Form);
- Ecology and Biodiversity Net Gain;
- Environmental;
- Flood Risk and Drainage; and
- Loss of agricultural land.

2.14 Notwithstanding the above, for completeness, the Appellant's evidence will briefly outline and consider the non-disputed matters against the Development Plan policies and other material considerations (including any issues raised by third parties). It is envisaged that these matters can be dealt with by written submissions, or if any particular issues emerge during the process, via roundtable discussion.

2.15 If the LPA or third parties raise issues with regards to any matters not currently considered to be in dispute, then the Appellant's evidence will need to be reviewed accordingly. The Appellants reserve the right to present evidence on any such matters should they arise at the Inquiry.

2.16 Overall, the primary focus of this case will relate to the principle of development and landscape impacts. These key issues will be discussed throughout this Statement of Case, and forthcoming Proofs of Evidence.

2.17 We anticipate that these issues will need to be addressed through cross-examination as they are complex matters that need to be fully examined and tested.

Expert Witnesses

2.18 At this stage, it is anticipated that evidence will be limited to the following:

- Planning and Sustainability Evidence: Grass Roots Planning / IMA Transport Planning
- Housing Land Supply Evidence: Grass Roots Planning
- Landscape Evidence: Tyler Grange
- S106 Matters: Grass Roots Planning / Loxleys

2.19 However, other expert witnesses will be called if necessary.

3.0 THE CASE OF THE APPELLANT

3.1 Having reviewed the decision notice for this application, we consider that the four key issues underpinning the Council's reason for refusal are as follows:

- a) Whether the principle of development is acceptable having regard to Core Policies 1, 2, 19, 57, 60 and 61 of the Wiltshire Core Strategy, Policy LM3 of the Lydiard Millicent Neighbourhood Plan, and Paragraphs 110, 115 and 117 of the NPPF, and other material considerations;
- b) Whether unacceptable landscape impacts will occur to the character of the area, local landscape gap, village settlement identity, and landscape and visual amenity as a result of the development;
- c) Has sufficient information now been provided to demonstrate there would be no archaeological harm or loss of underground heritage assets caused by the proposed development;
- d) Whether the appropriate on and off-site infrastructure, and planning obligations can be secured.

a) Principle of Development and Site Sustainability

3.2 It is envisaged that the LPA will agree as part of the SoCG that the starting point for the consideration of planning applications is the adopted Development Plan for the area, which in this instance is the Wiltshire Council Core Strategy (January 2015) and the Lydiard Millicent Neighbourhood Plan (May 2021). It should also be agreed that the National Planning Policy Framework (the Framework) is a significant material consideration.

3.3 It will hopefully be common ground that the Council cannot demonstrate a 5-year Housing Land Supply (5YHLS). The extent of the shortfall in this regard will be identified by the Appellant, and even based on the Council's own agreed position on the matter, it will be made clear that the deficit is significant and the Council has no credible plan to address this issue.

3.4 It should also be common ground that given the Wiltshire Core Strategy is over five years old, the Local Housing Need (LHN) for the LPA area is based on the Standard Methodology (SM). The revisions to the Framework and Planning Practice Guidance (PPG) in 2024 changed the SM from being based on future household projections to being based on the amount of existing housing stock in the LPA area. The revisions also changed the adjustment factor.

- 3.5 This means that while the number of homes required under the previous LHN was 1,917 (dpa), the new standard method derived requirement is 3,525 dpa (an increase of +84%). The Spatial Strategy, including the settlement boundaries, that was established to deal with a much lower annual housing requirement should not be considered up to date or fit for purpose.
- 3.6 The Appellant's evidence will also highlight the immediate housing needs of the area, and how there is currently no credible plan to meet these.
- 3.7 In this context, evidence will be presented to show the Council are unable to demonstrate a 5YHLS by a significant margin and housing requirements have significantly increased since the Core Strategy was adopted in 2015. As such, sites that are not currently identified in the Development Plan must be released urgently to meet these increased needs. In light of this, the tilted balance is engaged, and the proposal should only be refused if the adverse effects of doing so significantly and demonstrably outweigh the benefits of the proposal, which it will be evidenced is clearly not the case.
- 3.8 RFR 1 relates to the principle of development and outlines that the site lies outside any defined settlement boundary and is located within the open countryside, which is set out in the Core Strategy and referred to in Core Policy 1 and 2, where it is outlined that development will be limited to infill within the existing built area that is needed to help meet the housing needs of settlements. Otherwise, development is restricted to a limited range of development that includes rural exception sites, specialist accommodation provision and supporting rural life.
- 3.9 The Appellant will demonstrate that the Council's approach taken to the consideration of the principle of development is entirely misconstrued in the context of the Council's inability to deliver a sufficient housing supply. We will also highlight that the plan as a whole is long overdue a review, and there is currently no prospect that the draft Local Plan that was submitted to PINs in 2024 will be found sound and a new Local Plan will need to be prepared under the current plan-making system – this is further evidence that the policies on which the Council rely are not fit for purpose, and the weight to be applied to them needs to be given reduced weight in decision making.
- 3.10 In fact, the Appellant will demonstrate that the adopted spatial strategy that Core Policies 1, 2 and 19 define, support the principle of the development of the appeal site, as it will assist in meeting the minimum housing requirements of the area and the significant benefits of the scheme outweigh any harms identified in any event.

- 3.11 The evidence will then go on to outline the need for both open market and affordable housing in this area, and demonstrate the social, environmental and economic benefits of the appeal proposals. It will also demonstrate that there are no adverse impacts that would outweigh the benefits, when assessed against the policies in the NPPF taken as a whole, and there is no significant conflict with the adopted Development Plan for the area when the five-year housing land supply position is taken into account.
- 3.12 The Appellant will also demonstrate that the site is in an accessible and sustainable location, and the proposals represent a sustainable development, as agreed by the Highways Officer, and required by Core Policies 57 (in so far as meeting the requirements of Core Policy 61), 60 and 61 and Paragraphs 110, 115 and 117 of the Framework. The evidence will demonstrate that the site, local facilities and services are accessible by non-car modes and within recognised distances, and there is a genuine and safe choice of transport modes, including public transport.
- 3.13 We will also highlight that specific measures were identified and agreed with the Highways Officer through the consideration of the planning application to improve pedestrian accessibility between the appeal site and facilities within Lydiard Millicent, including the school and existing bus stops, and encourage the use of non-car modes. These include a contribution towards the introduction of dropped kerbs at specific crossing points on recognised desire lines (as set out on plan ref. IMA-24-053-005 Rev.B), and a further amount to allow for further upgrades for pedestrian use around the settlement to make the routes more attractive and safer.
- 3.14 We will also show that further contributions are being made for improvements and upgrades to the local Public Rights of Way network, providing enhanced connectivity, and highlight that a Travel Plan will be secured to encourage the use of non-car modes of travel.
- 3.15 Our evidence will explain that these measures have been well thought out, there are no constraints to their delivery, and they will ensure that suitable links are put in place to ensure that the appeal site is accessible and attractive to non-car modes. It will also set out how the above will be secured via conditions and/or a S106 Agreement.
- 3.16 Where appropriate, reference will be made to other relevant decisions and appeals where these matters have been considered in detail.

b) Landscape Impacts

- 3.17 It will be accepted that there will be some landscape harm arising from the development relating to the change of the site's character from predominately farmland to a housing

development. Such harms are unavoidable when considering the development of greenfield land to provide the housing that is clearly needed at local, district and national levels, and we will demonstrate that the use of greenfield land to accommodate such development is unavoidable if the area's Local Housing Needs are to be met. Harms need to be considered in that context.

- 3.18 The Appellant will demonstrate that the development of the site would not be an inappropriate extension to the village, and the village identity will be maintained. The landscape evidence will also show that the proposal will not be inappropriate within the landscape setting in which it sits, having regard to the site, the immediate surrounding area, and the wider area's specific landscape character and the views attainable of it. In fact, the evidence will demonstrate that there will only be limited glimpses of the development from identified and agreed views, with existing built form in the back-drop and on the skyline, and how landscaping can successfully integrate the development into its surroundings, provide an attractive development in landscape terms and deliver a defensible boundary along the south eastern boundary of the site.
- 3.19 While the Appellant will be accepting that there will be some very localised landscape harm arising from the development relating to the change in the site's character, as set out above, we will demonstrate that the proposals are acceptable development in the identified Local Gap and the open character of the Gap will not be harmed, and a large swathe of open countryside will be maintained between Lydiard Millicent and Swindon. Furthermore, the landscape evidence will demonstrate that the landscape does not meet the threshold to be considered a 'valued landscape' under Paragraph 180a of the NPPF.
- 3.20 The landscape evidence will show that the delivery of the Great Western Community Forest will not be compromised by the development proposals and not conflict with the Forest Plan (2002-2027). The evidence will also highlight how the proposals will incorporate a much-improved landscape strategy within the scheme design compared with the existing situation on-site, including the planting of trees in both an orchard and throughout the development, which will far exceed the number currently on the site and will be much more appropriate in the local context.
- 3.21 As set out above, the Appellant will demonstrate that the proposals will be sufficiently well screened, and there will only be limited glimpses of the development from identified and agreed views, which are situated on the immediate Public Right of Way network. It will also show that while the site's character will alter, there are existing urban influences on the experience of using the Public Right of Way that crosses the northern part of the site, and it will be nestled into an area of public open space and enhanced vegetation as part of the proposals.

- 3.22 Where appropriate, reference will be made to other relevant decisions and appeals where these matters have been considered in detail.

c) Archaeology

- 3.23 The County Archaeologist objected to the planning application as they considered that there was not sufficient information to adequately assess the archaeological potential of the application site. The Archaeologist considered that the results of the previous geophysical survey submitted with the planning application should be tested through an archaeological trial trench evaluation.
- 3.24 A Written Scheme of Investigation (WSI) for an Archaeological Field Evaluation was prepared and submitted to the County Archaeologist on the 8th July 2025, which was approved by the Archaeologist on the 18th July 2025.
- 3.25 The trial trench evaluation was subsequently carried out on the 2nd and 3rd February 2026, and an Archaeological Evaluation report was prepared and submitted to the County Archaeologist on the 26th February 2026. This report demonstrates that all 15 trenches were excavated in accordance with the approved WSI, and the results confirm the absence of archaeological features, deposits or finds of significance. The only remains encountered relate to modern agricultural activity and later 20th-century ground disturbance associated with the former filter beds. The site is, therefore, considered to have negligible archaeological potential.
- 3.26 The County Archaeological confirmed on the 3rd March 2026 that the evaluation report is approved, and the archaeological potential of the site has now been sufficiently characterised and no further archaeological work is required.
- 3.27 The Appellant has submitted the Archaeological Evaluation Report with this appeal, and it is envisaged that this will be agreed with the LPA as part of the SoCG and that RfR 3 will be addressed. If it is not, we will submit a short Proof of Evidence prepared by our heritage consultant explaining why it addresses the issues raised.

d) On and Off-Site Infrastructure, Planning Obligations and Contributions

- 3.28 RFR 4 highlights that there is policy conflict arising from the absence of a S106 Agreement to secure the appropriate on and off-site infrastructure and developer obligations to make the application proposal acceptable. Notwithstanding, an informative on the Decision Notice states:

“Reason for refusal 4 relates to the failure of the applicant to enter into a legal agreement with the Council to secure all the necessary developer obligations the development would require, to include affordable housing and financial contributions. In the event of an appeal, it may be possible to address this through a suitably worded Planning Obligation.”

- 3.29 The Appellant has submitted a draft S106 agreement as part of the appeal process in order to secure the necessary contributions and obligations including the provision of affordable housing and Biodiversity Net Gain, and recreation, open space and leisure, education, highways, public rights of way, waste and recycling and North Meadow and Clattinger Farm SAC mitigation contributions.
- 3.30 As a result, it is expected that upon the signing of a S106 Agreement, this RfR will be addressed, and this will be confirmed through the SoCG. If it is not, the evidence on the subject will be submitted in the planning Proof of Evidence.

Other Matters

- 3.31 We are not aware of any other issues or concerns that would justify a RfR; and as noted, it is anticipated that the Archaeological Evaluation report submitted through this appeal will be agreed through the SoCG. For completeness, however, our evidence will also briefly cover the following to demonstrate that no adverse impacts will arise in connection with the development:

- Design;
- Highways;
- Trees;
- Residential Amenity;
- Heritage (Built Form);
- Ecology and Biodiversity Net Gain;
- Environmental;
- Flood Risk and Drainage; and
- Loss of agricultural land.

Additional Information

- 3.32 As explained earlier, an Archaeological Evaluation report has been submitted with this appeal, with a view to narrowing the issues between the parties. Updated Verified View Photomontages to include winter photography have also been submitted for completeness.

- 3.33 As noted within the SoCG, should there be any issues raised in relation to the additional information submitted through this appeal that cannot be resolved in advance of the Case Management Conference (CMC) / Inquiry then separate SoCG's may be prepared on these technical issues. If any time is required at the Inquiry to discuss these matters, it is anticipated that this can be dealt with through a roundtable discussion rather than under cross examination.

Compliance with the Development Plan

- 3.34 Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 require that planning applications must be determined in accordance with the Development Plan, unless other material considerations indicate otherwise.
- 3.35 We will demonstrate that when read as a whole, the proposals are considered to be in accordance with the Development Plan, particularly when recent case law is taken into account, which allows that when judging compliance with the Development Plan taken as a whole for the purposes of S.38(6), regard can be had to whether or not policies which are alleged to be breached (as here) are out of date.

Planning Balance

- 3.36 Notwithstanding the conclusions reached in respect of compliance with the Development Plan, the acceptability of the application under appeal will be considered by conducting a planning balance exercise weighing up the various social, economic and environmental benefits against any potential adverse effects, which may be associated with the scheme. Our formal planning evidence will highlight how the tilted balance is engaged (and the reasons for this), as well as demonstrating that there are considered to be no significant harms that would weigh demonstrably over the numerous potential benefits; and as such, the balance should be weighted towards granting planning permission.
- 3.37 We will also, however, set out the results of a normal / flat planning balance highlighting how the numerous significant benefits associated with this proposal would also clearly outweigh any minor adverse effects under a flat balance consideration.
- 3.38 In summary, the table below outlines the key benefits of the scheme and the weight that the Appellant considers should be attributed to each, which will be set out in detail through our planning Proof of Evidence (including the reasoning behind the weight considered appropriate to be apportioned to each in the planning balance).

Benefit	Sustainability Role	Weight
Provision of affordable housing in an area with an acute need	Economic/ Social	Very Substantial
Provision of market housing and housing land to address current significant deficit in housing supply that affects the area	Economic/ Social	Substantial
Provision of open space, a new orchard area and children's play area accessible to the wider community	Social/ Environmental	Moderate
Biodiversity Net Gain in excess of Government's 10% target	Environmental	Moderate
Surface water drainage improvement and betterment	Environmental	Moderate
Improved local connectivity through enhanced infrastructure	Environmental/ Economic/Social	Moderate
Additional houses to support local services and facilities, including public transport provision, and improved connectivity	Social	Moderate
Providing jobs during the construction phase	Economic	Minor

- 3.39 In setting out the key benefits, we will also demonstrate that the site is sustainable and accessible to key services and facilities, and its development will meet favourably with the Council's adopted spatial strategy.
- 3.40 The benefits will be balanced against the potential adverse effects of the development, which include landscape impact and loss of agricultural land, and these will be explained in detail, including how the weight to be applied to them has been arrived at.

4.0 CONCLUSIONS AND THE PLANNING BALANCE

- 4.1 This Statement of Case sets out the case for the Appellant in respect of the refusal of an application for outline planning permission for the erection of up to 56 dwellings, including affordable housing, creation of access and other supporting infrastructure.
- 4.2 The Appellant will demonstrate that when read as a whole, the Appeal Proposals comply with the policies of the Development Plan, and any potential conflict with policies of the Development Plan are minor in nature and the significant benefits of the scheme outweigh any potential adverse effects in any event.
- 4.3 The Appellant's case will demonstrate that the appeal proposals represent sustainable development in a location supported by planning policy in respect of the spatial strategy. As such, the proposals should have been allowed by the LPA, and we submit that planning permission should therefore be granted on appeal.
- 4.4 If any new issues arise or further information arises in respect to either the LPA or third parties' positions, the Appellant reserves the right to address those matters within their evidence.



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25.156j - Financial Accounts Members APPROVED an expenditure of up to £500.00 (ex. VAT) for the Clerk to purchase a new office computer along with any associated new equipment required. UPDATE: Laptop purchased, awaiting set up.
26.28h – Financial Accounts Members APPROVED an expenditure of £86.55 (ex. VAT) to purchase 5no. Councillor name badges, including print set up and P&P. UPDATE: Order placed, delivery expected by end of May. FURTHER UPDATE: Badges delivered, recommendation to CLOSE this item.
26.36 – Electrical Works at JCH Members APPROVED expenditures of: a. £423.00 (ex. VAT) for an EICR to be produced. b. £734.87 (ex. VAT) for the replacement of the fan and controller unit. c. £355.31 (ex. VAT) to replace 2no. car park flood lights and PIR sensors. d. £144.25 (ex. VAT) to replace the kitchen light fitting and sensor. UPDATE: All works took place on 19 June. Recommendation to CLOSE this item.
26.43 - Financial Accounts Members APPROVED an expenditure of £370.00 (ex. VAT) to renew the Handyman's ROSPA routine playground inspection certificate. UPDATE: Course booked for September, recommendation to CLOSE this item.
26.53i - Financial Accounts Members AUTHORISED an investment of £30,000 (thirty thousand pounds) from the Unity Trust account into the Public Sector Deposit Fund. MEETING UPDATE: As at 25 June, the balance of the Unity Trust account is at £38k with June salaries yet to be debited, and as such if £30k were reinvested, an immediate withdrawal would need to be made. Therefore, the Clerk will revert the investment to the original £20k.
26.56 - Communications - Common Platt Verge Councillor Trowbridge offered some topsoil to make good the verge works. The Clerk will arrange with Councillor Trowbridge and the Handyman. UPDATE: Will be arranged once other demands on Handyman's time permit.
26.63 - Council and Community Representatives - LHFIG Priority 1 (The Butts) The school must have a valid travel plan to be eligible for a number of Wiltshire Council schemes that could alleviate some of the issues around Church Place / The Butts. It is understood that the Headmaster has met with key individuals at the academy trust to progress this, the Clerk will confirm the current status before the Chairman and Wiltshire Councillor Andrew Matthews correspond with him directly. UPDATE: Awaiting response from Headmaster.
26.63 - Council and Community Representatives - Speed Indication Devices The Clerk will contact the local Neighbourhood Policing Team to request mobile speed monitoring in locations and at times highlighted to be the most problematic in current data. UPDATE: Awaiting response from Cllrs re: times and locations to be requested but will be discussed in July meeting.

Briefing Note

No. 26-07

Service: Planning
Further Enquiries to: Nic Thomas, Director - Planning, Economy and Climate
Email: nic.thomas@wiltshire.gov.uk
Date Prepared: 5 June 2026

FIVE-YEAR HOUSING LAND SUPPLY

AND

UPDATED GYPSIES AND TRAVELLERS' ACCOMMODATION ASSESSMENT

Summary

This briefing note reports on the annual update to Wiltshire's five-year housing land supply, and an update on the latest need assessment for Gypsies and Travellers.

For five-year housing land supply, the updated position is a **2.8 years** supply using a base date of **1 April 2025**. It is an improvement on the 1 April 2024 position, which was 2.42 years. The updated position will inform decision-taking of planning applications and appeals for proposals for housing, but as it is still below 5 years the presumption in favour of sustainable development (or 'tilted balance') will continue to apply (see section 5). The five-year land supply is discussed further in sections 1 - 6 below.

The updated need assessment reflects recent changes in national policy to the definition of Gypsies and Travellers, which means that there is an increase in levels of need for pitches in the future. This is discussed in sections 7-10 below.

The Government requires that an adequate supply of land for housing and for Traveller accommodation is provided and uses five-year land supply as a measure for this. Supply can be replenished with new planning permissions and site allocations brought forward through the development plan to ensure that requirements in the future can be met. Where there is an insufficient land supply both for housing, or Travellers' accommodation over the next five years (for example, through allocated sites not being brought forward promptly or sufficient sites being permitted), the council can be exposed to unplanned, 'speculative' planning applications to help improve the land supply (see sections 5, 6, 9 and 10).

This briefing note provides information on the Government measures for assessing land supply for both housing and Gypsies and Travellers' accommodation, and what the implications are for decision-taking on planning applications.

FIVE-YEAR HOUSING LAND SUPPLY

1. Introduction

- 1.1 Government policy, as set out in the National Planning Policy Framework (NPPF), includes two measures that are designed to drive the delivery of housing:
- (i) the five-year housing land supply measures the level of 'supply' that can be expected to come forward over a five-year period of time i.e. the number of homes that it is anticipated **will be** built (see sections 2 and 3 below);
 - (ii) the Housing Delivery Test measures the number of homes that **have been** built over a set period (see section 4 below).
- 1.2 Both measures have established methodologies and assess the expected delivery of homes, and homes that have been delivered respectively, against the housing requirement for a local authority area. Many local authorities find themselves in the same position as Wiltshire, given the increases to housing required by the Government and national policy.

2. What is the five-year housing land supply?

- 2.1 The latest NPPF (December 2024) sets out how the five-year housing land supply operates. The housing requirement used in the five-year housing land supply calculation is the local housing need which is set using the Government's standard methodology¹. This is calculated using data on existing housing stock and housing affordability in the local authority area. It has set inputs and is recalculated every year based on the latest data which is applicable at the base date of 1 April 2025.
- 2.2 The annual update for Wiltshire has now been completed and the results of the assessment, using a base date of 1 April 2025 is set out in the 2025 Housing Land Supply Statement (HLSS). This will be available shortly on the council website via this [link](#). Key points:
- The council cannot demonstrate the requisite five-year housing land supply. The current position indicates there is a **2.8 years'** supply.
 - The deliverable supply has increased from the previous position (2.42 years) due to a number of factors, including a slight reduction in the local housing need figure, an increase in the number of new housing planning permissions being granted, greater prospects of delivery at major strategic sites, and a limited number of housing completions in the past year (which means a greater number of dwellings are retained in the housing land supply).

¹ Planning Practice Guidance (MHCLG, December 2024) - <https://www.gov.uk/guidance/housing-and-economic-development-needs-assessments>

3. How is the housing land supply calculated?

- 3.1 Housing land supply is calculated using a base date from which calculations are made to ensure a consistent position is established. An explanation is provided below:

Calculation at base date of 1 April 2025:

Elements of calculation	Value
(A) Local Housing Need as at 1 April 2025 (homes per annum)	3,488
(B) Local Housing Need over 5 years (2025-2030) = (A) x 5	17,438
(C) Add buffer (established from Housing Delivery Test results) to arrive at five-year housing requirement = (B) + 5%	18,310
(D) Deliverable housing land supply	10,268
(E) Calculate number of years housing land supply = (D) / (C) x 5	2.8

What can be included in the deliverable housing land supply?

- Sites with full planning permission at the base date. For small sites (less than 10 homes), a delivery rate is applied based on historic rates of lapsed permissions and delivery timescales. For large sites (10 or more homes) the delivery timescales and how many homes can be delivered in five years need to be taken into account, reflecting that some sites will not deliver in their entirety, or at all, in the five-year period.
- Sites with outline planning permission, a resolution to grant planning permission, or non-permitted sites which are allocated in the development plan² at the base date. Again, delivery timescales and homes that can be delivered within five years are taken into account. As these sites are less advanced through the planning process, the NPPF requires us to show clear evidence to demonstrate that sites at this stage are deliverable over the five-year period being assessed. This means that for large sites, which take time to deliver, we may only be able to include the early phases of development in the five-year housing land supply.
- A windfall allowance to include delivery from homes on new 'windfall' sites (sites that are not allocated in the development plan and do not have planning permission at the base date) over the five-year period from 1 April 2025 to 31 March 2030.

² Wiltshire Core Strategy, Chippenham Site Allocations Plan, Wiltshire Housing Site Allocations Plan, and allocations in Neighbourhood Plans which do not yet have planning permission.

4. What is the Housing Delivery Test (HDT)?

- 4.1 This measures net homes delivery (i.e. net homes built) in a local authority area, against the homes required (set by the local housing need) over the preceding three years. It uses local authority completions statistics and planning data to carry out the calculation.
- 4.2 The results are published for each local authority area by the Secretary of State annually, see [Housing Delivery Test \(www.gov.uk\)](https://www.gov.uk/government/publications/housing-delivery-test). The most up to date result, at the time of writing, is the 2023 results. These show that Wiltshire has performed well against the HDT and scored 135% against in the latest results. This means that only a 5% buffer needs to be added to the housing requirement in the calculation (5% is the usual buffer which all local authorities must apply as a minimum.)³ Where authorities score below 85% in the test then a 20% buffer will apply.

5. What are the implications of not having a five-year housing land supply?

- 5.1 The implications of not having an adequate housing land supply for decision-taking have been set out in previous briefing notes, for example in [No. 24-18](#) (September 2024) and [No. 24-20](#) (December 2024). These explain that the presumption in favour of sustainable development (often referred to as the 'tilted balance') applies when determining planning applications. This reflects the Government's approach to ensure that sufficient land is being released to meet its aspirations for housing growth as set out in paragraph 11(d) of the NPPF.

6. What can we do to improve the housing land supply?

- 6.1 Where applications are being considered for sites at settlements (including those outside the defined settlement boundaries), there may be the opportunity to improve housing supply by favourably considering housing development proposals, even where there may be some conflict with the development plan policies.
- 6.2 Since the base date of 1 April 2025, consents have continued to be granted permission on suitable sites (including just over 1,000 dwellings on large sites). While these do not currently contribute to the housing land supply because they were permitted after the base date of 1 April 2025, they will help to increase the housing land supply in the future. New permissions help replenish the housing land supply as it is reduced due to housing completions, planning permissions lapsing, and unexpected delays in delivery on large strategic sites, which are more complex to deliver.
- 6.3 Work will now start on the preparation of the next housing land supply position, which will have a 1 April 2026 base date. These statements take time to prepare, particularly for

³ Where delivery falls below the housing requirement over the three year period the local authority can be penalised, requiring it to (a) produce an Action Plan to set out steps to address the under-delivery, (b) apply a 20% buffer on the housing requirement in the calculation, and (c) the presumption in favour of sustainable development applying for housing proposals (irrespective of the five-year housing land supply position). Which of these penalties are applied will depend on the degree of under-delivery as set out in the HDT results.

authorities the size of Wiltshire, and typically take around nine months from the base date to publication.

UPDATED NEED ASSESSMENT FOR GYPSIES AND TRAVELLERS

7. Introduction

- 7.1 The Government's planning policy for Travellers is set out in the Planning Policy for Traveller Sites (PPTS), which was published in December 2024. This requires that local authorities use a robust evidence base to establish accommodation needs to inform the preparation of local plans and make planning decisions. The council has recently updated its need assessment in the [Gypsy and Traveller Accommodation Assessment \(GTAA\)](#), completed in March 2026.
- 7.2 For the purpose of determining planning applications, the targets for provision of Traveller accommodation are set out in the GTAA (March 2026). Accommodation is known as a 'pitch' for a Gypsy or Traveller, and a 'plot' for travelling showpeople. The terminology differentiates between residential pitches for "Gypsies and Travellers" and mixed-use plots for "travelling showpeople", which may / will need to incorporate space or be split to allow for the storage of show equipment.

8. What is the five-year land supply for Gypsies and Travellers?

- 8.1 As with housing (sections 2 and 3 above) the Government also requires that local authorities identify, and update annually, a five-year supply of specific deliverable sites against the local targets for pitches and plots.
- 8.2 The approach to five-year land supply for Gypsies and Travellers is similar to housing land supply with regard to assessing the deliverable supply against the housing need or requirement to be met in the forthcoming five-year period. However, it differs from the housing land supply as there is no Housing Delivery Test to assess past completions, and no buffer to be added to the requirement in the five-year calculation.
- 8.3 The current five-year land supply position, using a 2026 base date, is shown in the table below:

Elements of calculation	Gypsy and Traveller Pitches	Travelling Showpeople Plots
(A) 2026-31 Accommodation Need	205	11
(B) Completions	0	0
(C) Deliverable land supply (planning permissions)	41	0
(D) Calculate number of years supply $C / (A-B) \times 5$	1.0	0.0

- 8.4 At present the deliverable supply is wholly made up of planning permissions granted up to the base date of 1 April 2026, and includes 31 pitches granted permission since 1 April 2025. There are currently no site allocations for Gypsies and Travellers accommodation in the development plan.

9. What are the implications of not having a five-year land supply for Gypsies and Travellers?

- 9.1 As with housing land supply, where a five-year supply of pitches for Gypsy and Traveller accommodation cannot be demonstrated, the presumption in favour of sustainable development (often referred to as the 'tilted balance') applies when determining planning applications. This is set out in paragraph 28 of the PPTS which indicates that the provisions in paragraph 11(d) of the NPPF apply (see section 5).

This reflects the Government's approach to ensure that sufficient land is being released to meet its need for all members of the community, including Gypsies and Travellers.

For Wiltshire, as the supply for pitches or plots is well below five years (1 years land supply), the 'tilted balance' is engaged. For further advice please refer to the briefing notes on general housing supply and the application of the 'tilted balance' (see section 5 above), as the same considerations apply.

10. What can we do to improve the land supply for Gypsies and Travellers?

- 10.1 Core Policy 47 of the Wiltshire Core Strategy alongside national planning policies including the PPTS will inform the determination of planning applications for traveller sites to help meet identified need. The council has a track record of approving proposals for new traveller sites either by way of delegated officer decision or at Strategic Planning Committee. Officers will continue to advise, in their reports, how to apply planning policy requirements under the 'tilted balance'. Approving sustainable development forms an important plank of improving supply. This does not mean all proposals are acceptable, but that careful consideration needs to be given to the merits of sites put forward.
- 10.2 There are different ways to meet the accommodation needs in the updated GTAA and it is not anticipated that all of these will be on new sites. These are:
- **Intensification of existing sites:** some sites where there is a need for accommodation have potential to include additional pitches while maintaining reasonable living standards, this can involve reducing the size of existing pitches to make space for additional pitches to be added to the overall site or redesign of sites to accommodate additional pitches.
 - **Meeting need on existing pitches:** the GTAA has identified need from single adults and teenagers as they reach adulthood. There may be the opportunity for their need to be met through allowing additional touring caravans on existing pitches (a pitch is typically made up of a static home, touring caravan and dayroom), rather than a new pitch.
 - **New sites:** considering proposals for new sites in sustainable locations according to national policy set out in the PPTS.

- 10.3 In the past, officers have provided informal pre-planning advice at no cost to travellers because the community has poorer knowledge of the planning system. This can involve site visits, written correspondence and telephone conversations to discuss a possible proposal or site informally; and obtaining informal advice from internal specialists i.e. highways. This may assist in bringing sites forward that have potential and can be approved, improving the quality of proposals and planning applications.

INFORMATION NEWSLETTER

COMMON PLATT, LYDIARD MILLICENT / PURTON PROPOSED KERB BUILDOUT & PEDESTRIAN CROSSING POINT

Background

Following the completion of the Ridgeway Farm development, Common Platt has experienced an increase in both the volume and speed of traffic. In response to concerns regarding pedestrian safety, particularly between *The Willows* and *Little Ground*, Lydiard Millicent Parish Council submitted a highway improvement request to the Royal Wootton Bassett and Cricklade Local Highway & Footpath Improvement Group (LHFIG).

The LHFIG supported the request and agreed to develop proposals, with funding sought through Wiltshire Council's substantive scheme initiative.

What are the proposed improvements & how are they being funded?

The scheme includes the construction of a new kerb build-out designed to improve pedestrian safety and reduce vehicle speeds along Common Platt. Traffic flow will be managed through a priority working system, requiring westbound vehicles to give way to eastbound traffic. A new section of footpath will also be provided, enabling pedestrians from *The Willows* to safely access the build-out and designated crossing point.

Additional improvements will include:

- Installation of new **solar-powered lighting**
- New **traffic signs**
- Updated and improved **road markings**

This project is funded through the Royal Wootton Bassett and Cricklade LHFIG, following a successful bid for substantive scheme funding for the 2024/25 period. Lydiard Millicent Parish Council will also contribute towards the overall cost.

When will the work commence and how long will it take?

Construction is scheduled to commence on **Monday, 22 June 2026**, and is expected to take up to **15 working days**. For safety reasons, Common Platt will be temporarily closed to through traffic for the full duration of the works (24 hours a day). A clearly signed local diversion route will be in place.

A temporary diversion route for pedestrians will also be provided.

Wiltshire Council would like to take this opportunity to thank you for your patience and co-operation whilst the work is being carried out.

Where can I find further information?

During normal working hours

Contact: Martin Rose on 0300 456 0100 or email integrated.transport@wiltshire.gov.uk

Wiltshire Council Customer Care on: **0300 456 0100**. Outside of normal working hours, **Emergencies Only Please** - refer to the site information boards.

Dear Electoral Review Committee Members,

I am writing as the divisional member for Royal Wootton Bassett East in reference to the proposal affecting Lydiard Millicent Parish and Purton Parish as part of the current electoral review.

Having considered the proposal in detail, spoken with residents, and discussed the matter with Lydiard Millicent Parish Council on numerous occasions, I believe the best solution available that achieves the objectives of the review whilst preserving existing parish boundaries is to retain the current parish boundary between Lydiard Millicent and Purton and reject the proposal to transfer Linden Way and the surrounding roads into Purton Parish.

The residents affected are an established part of the Lydiard Millicent community. They are represented by Lydiard Millicent Parish Council, make use of parish facilities and services, and have strong links with the wider parish. The evidence presented to the Committee demonstrates that there is significant local opposition to the proposed transfer and little evidence that such a change would improve community governance.

Lydiard Millicent Parish Council works hard on behalf of all residents, including those living in the area proposed for transfer. Removing these properties from the parish would weaken established community ties and create unnecessary disruption for residents who clearly identify as part of Lydiard Millicent.

I recognise the need to address the electoral arrangements relating to the Purton Unitary division and the number of electors. However, I believe this can be achieved without altering parish boundaries. A more appropriate solution would be to ward Mouldon view and Ridgeway farm as part of Purton Parish and to move this new ward in to RWB East Unitary division as suggested in the proposal. This would allow Ridgeway Farm and Mouldon View to remain within Purton Parish whilst creating a coherent Unitary Division comprising Ridgeway Farm, Mouldon View, Lydiard Millicent, Lydiard Tregoze and the Woodshaw estate in Royal Wootton Bassett. Such an arrangement would meet the objectives of electoral equality and effective representation without disrupting long-established parish boundaries.

There are also practical financial implications arising from the current proposal. Residents transferred into Purton Parish would become subject to a higher parish precept, whilst the loss of those properties from Lydiard Millicent would reduce the parish's tax base. This could ultimately result in either reduced services or increased costs for the remaining residents of Lydiard Millicent. Whilst financial considerations should not be the sole determinant of boundary changes, they are a relevant consequence that should not be overlooked.

I therefore respectfully ask the Committee to reconsider the current proposal and instead support an approach that retains the existing parish boundaries whilst addressing electoral arrangements through warding and polling district changes.

Thank you for your consideration.

Kind Regards

Andrew

Cllr Andrew Matthews
Royal Wootton Bassett East Division
Chair Royal Wootton Bassett and Cricklade Area Board and Armed Forces Champion

Dear Sir / Madam

I am writing to you to let you know that Wiltshire Council have taken the decision pursuant to Section 38A(4) of the Planning & Compulsory Purchase Act, 2004, to make the Modified Purton Parish Neighbourhood Plan. The Modified Purton Parish Neighbourhood Plan now forms part of the Wiltshire Council Development Plan and the policies in the Neighbourhood Plan will be given full weight when assessing planning applications that affect land in the Purton Neighbourhood Area.

Attached are copies of the Modified Purton Parish Neighbourhood Plan and Wiltshire Council's Decision Statement (following referendum), both of which are also available to download from Wiltshire Council's Neighbourhood Planning webpages: <https://www.wiltshire.gov.uk/planning-neighbourhood-made-plans>

There is a 6-week period within which legal challenges may be made against the decision to 'make' the Neighbourhood Plan.

If you require any further information, please do not hesitate to e-mail neighbourhoodplanning@wiltshire.gov.uk or call Neighbourhood Planning on 01225 713591.

Neighbourhood Planning
Planning





Modified Purton Parish Neighbourhood Plan

2025 – 2040

Made June 2026

Contents

1. Introduction to the Modified Purton Parish Neighbourhood Plan	4
2. What are Neighbourhood Plans?	6
3. A Description of the Parish of Purton	7
4. Strategic Policy Context	16
5. The Plan Objectives & Policies	20
6. Implementation	37
Policies Map & Inset	38
Appendix A	40

List of Policies

General

Policy PUR1: Purton Settlement Boundary	20
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Employment

Policy PUR2: Local Employment	21
-------------------------------	----

Transport

Policy PUR3: Lower Square, Purton	22
Policy PUR4: Active Travel	23

Environment

Policy PUR5: Purton Village Green Infrastructure Network	25
Policy PUR6: Sensitive Views	27
Policy PUR7: Local Gaps	27
Policy PUR8: Flooding	28
Policy PUR9: Design Principles	29
Policy PUR10: North Meadow & Clattinger Farm Special Area of Conservation	31

Facilities

Policy PUR11: Pavenhill Shopping Parade	32
Policy PUR12: Facilities for the Elderly	33
Policy PUR13: Allotments	33
Policy PUR14: Community, Play and Recreation Facilities	34

Housing

Policy PUR15: New Housing Land	35
Policy PUR16: Housing Mix	36

List Of Abbreviations & Acronyms

CIL	Community Infrastructure Levy
GP	General Practitioner
HNA	Housing Needs Assessment
HRA	Habitats Regulations Assessment
NA	Designated Purton Neighbourhood Area
NPPF	National Planning Policy Framework (December 2024)
PPNP1	Made Purton Neighbourhood Plan 2017-2026
PPNP2	Modified Purton Parish Neighbourhood Plan 2025-2040
PPC	Purton Parish Council
SAMM	Strategic Access Management & Monitoring
SANG	Suitable Alternative Natural Greenspace
SEA	Strategic Environmental Assessment
SSSI	Site of Special Scientific Interest
WC	Wiltshire Council
WCS	Wiltshire Core Strategy
WLP	Emerging Wiltshire Local Plan 2020-2038

1. Introduction to the Modified Purton Parish Neighbourhood Plan

1.1 Purton Parish Council (PPC) has reviewed the made Purton Neighbourhood Plan (PPNP1) which covers the period 2017 to 2026. It is proposing a series of modifications to create a new Neighbourhood Plan (PPNP2) for the period from 2025 to 2040.

Modification Statement

The Modified Purton Parish Neighbourhood Plan (PPNP2) covers a new plan period 2025 to 2040 and contains a combination of primarily modified policies from the made Plan (PPNP1) together with a small number of replacement or new policies. It is therefore regarded as a 'modification proposal' in line with Regulation 15(1)(f) of the Neighbourhood Planning (General) Regulations 2012 (as amended).

PPNP1 Policy No.	PPNP2 Policy No.
1	PUR2 (modifies)
2	PUR3 (retitles and modifies)
3	PUR4 (replaces)
4	PUR5 (replaces)
5	PUR6 (retitles and modifies)
6	PUR7 (retitles and modifies)
7	PUR8 (modifies)
8	PUR11 (retitles and modifies)
9	PUR12 (modifies)
10	Deleted
11	PUR13 (modifies)
12	PUR14 (retitles and modifies)
13	PUR9 (retitles and modifies part and PUR16 replaces part)
14	Deleted
-	PUR1 (new)
-	PUR10 (new)
-	PUR15 (modifies part of 13)
-	PUR16 (new)

1.2 In progressing the PPNP2, PPC recognises and shares the views and sentiments of local people, that the following are important to protect and enhance:

- Purton's distinctive and beautiful, rural, historic, village character, it's conservation area, and historic buildings.
- Local green spaces for outdoor play and recreation, as well as Purton's indoor recreation facilities.
- Biodiversity, key sites and habitats, such as local SSSIs and their zones of influence.
- Footpaths, connections and cycle paths, as green, healthy, and accessible routes.

- Purton's identity and feel as a village, by ensuring that any additional housing, serves only to meet the level of local need identified.



1.3 It also recognises and shares the views, feedback, and evidence, demonstrating that the following are important to either provide or to resolve:

- Infrastructure and facilities to provide better school and GP access; and community facilities.
- Gaps in needed housing types and tenures, such as affordable housing, accessible housing, and retirement living accommodation; as well as accommodation which will support those who work from home; as well as the needs of its Gypsy and Traveller community.
- Homes in the village for those with local connection and who are needed to work for the NHS.

1.4 As such, PPNP2 aims to raise the voices of local people through its objectives and policies, to ensure such needs are met as far as is practicably possible.

1.5 It should also be noted that, there are wants and needs of residents, which fall out of scope of Neighbourhood Planning, such as parking issues within the existing residential areas, although these are not ignored by PPC with regards to new development, nor any future opportunities which may be presented.

1.6 Further, that there are policies which are best represented in other higher level documents to which this plan must adhere, such as the Wiltshire Core Strategy or the future Gypsy & Traveller Development Plan, which are therefore not articulated within this document.

1.7 Finally, that the process as PPC would have intended, has been repeatedly and significantly challenged, by a number of extraordinary circumstances beyond PPC's control, which have limited the process and which it hopes, that residents will consider. These include the global pandemic of 2020/21, changes to the National Planning Policy Framework (NPPF) and of course, the tragic loss of Cllr Ray Thomas who was central to both PPNP1 and its review and to whom this Revision is dedicated.

2. What are Neighbourhood Plans?

2.1 Neighbourhood Plans can give communities the opportunity to shape their environment and have more influence over planning decisions which affect them. They are developed by the community, and provided they achieve necessary legislative milestones, they become part of the 'development plan' for their area. They are then used by the Local Planning Authority in determining planning applications.

2.2 Neighbourhood Plans must have regard to the National Planning Policy Framework (NPPF), the most up to date version of which is from December 2024. This sets out the structure for the planning of sustainable development. They must also contribute to the achievement of sustainable development and be prepared to reflect strategic policies in the adopted development plan, in this case the Wiltshire Core Strategy (WCS). The WCS is the strategic plan for Wiltshire and provides both generic and place-based policies to guide development but Neighbourhood Plans can take account of the reasoning and evidence of emerging strategic policy, i.e. the Emerging Wiltshire Local Plan 2023 (Wiltshire Council) (WLP).

2.3 Finally, Neighbourhood Plans must follow the Neighbourhood Planning (General) Regulations 2012 (as amended) in their preparation and consultation and, must meet the requirements of various EU Directives transcribed into UK law, most notably on environmental and habitats assessment.

2.4 The PPNP2 takes forward much of the made PPNP1 of 2018 but now responds to the new national and local context by setting out some additional specific, place-based detail to show the type of development that local people need and also shows the appropriate locations for this.



3. A Description of the Parish of Purton

3.1 The designated Purton Neighbourhood Area is shown on Map 1 below:

Character & Location

3.2 The Parish of Purton is predominately rural in character and is situated midway between the market towns of Royal Wootton Bassett to the south and Cricklade to the north. It adjoins the Borough of Swindon to the east, which together with Royal Wootton Bassett, provides the main centres of employment, retail, and leisure within the sub region around Swindon.

3.3 The parish has two villages, the main village of Purton and the smaller village of Purton Stoke together with a number of other hamlets such as Hayes Knoll and The Fox and other dwellings that owe their existence to the strong agricultural heritage of the Parish. Recently, significant development has been undertaken at Ridgeway Farm and Moulden View, which offer two further suburban settlements within the Parish, but closer to Swindon.

Population & Growth

3.4 The population of the parish has grown steadily during the years; the earliest available figures record a population of 1,714 in 1831. Between 1831 and the last Neighbourhood Plan, it had grown on average by 5% every decade, and by the last census in 2021, the PPNP2 Housing Needs Assessment (HNA) recorded that there were, '6,850 individuals in this study area, indicating an increase of 2,579 people (+60.4%) since the 2011 Census.'

3.5 The HNA also records how this growth is reflected in the number of homes built in the Parish as follows:

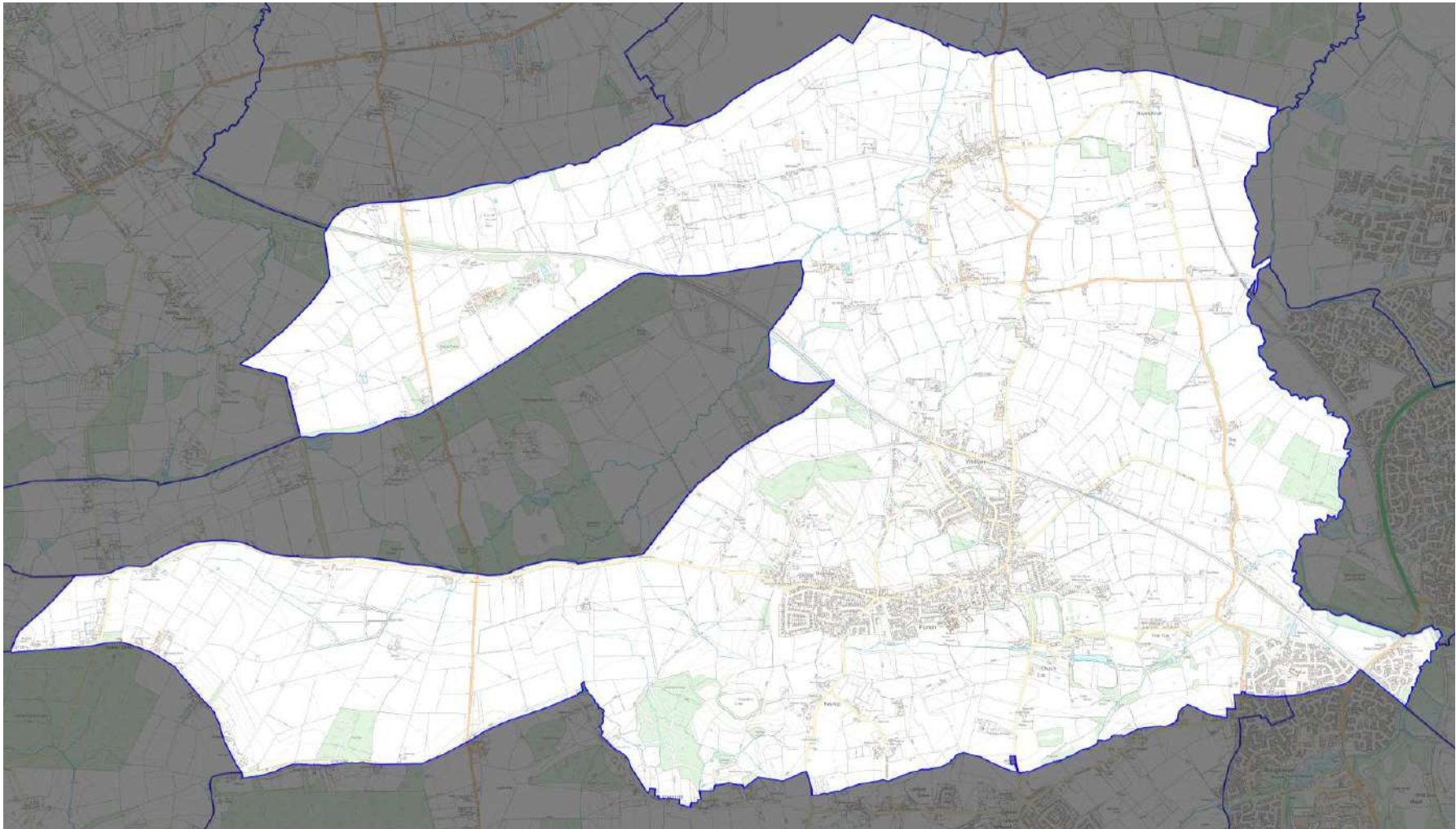
"There has been significant development in Purton in recent years. Wiltshire Council has provided data showing that 999 new homes have been built in the NA between 2011/12 and 2022/23. 110 of these were delivered in Purton settlement. As of April 2024, outstanding commitments (dwellings on sites with planning permission) totalled 103 dwellings in the NA as a whole, with 97 of these expected to be delivered in Purton settlement". (§1.6, p6). Since 31 March 2024, additional planning permissions for another 146 dwellings have been granted¹.

3.6 And further, the HNA outlines how the population is expected to grow in terms of the oldest and youngest households, over the next decade:

"Population growth can be expected to be driven by the oldest households, with households with a household reference aged 65 and over projected to increase by 20.1% between 2021 and 2030, indicative of an aging population. There is also projected to be an increase in the youngest households, but a decline in the proportion of households with a household reference person aged 25 to 34".(§1.28, p9)

¹ see PL/2022/00093, PL/2022/00395, PL/2024/10112, PL/2024/01523, PL/2024/07309, PL/2021/06918 at <https://development.wiltshire.gov.uk/pr/s/>

Map 1 – The designated Purton Neighbourhood Area



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Architecture & Homes

3.7 From a small Saxon village, the village of Purton has grown steadily during the years into a linear settlement along the old road between the market towns of Cricklade and Royal Wootton Bassett.

3.8 The village is made up of a mixture of old and modern dwellings. There are the older cottages built of local stone, Victorian terrace houses built with bricks from the local brickworks, now closed, and more modern homes with smaller gardens in keeping with urban design. Recent developments mainly comprise higher-priced larger detached houses not suitable for meeting the needs of those requiring affordable housing, houses for first-time buyers, smaller properties for those who wish to downsize, or properties suited to older persons, including bungalows.

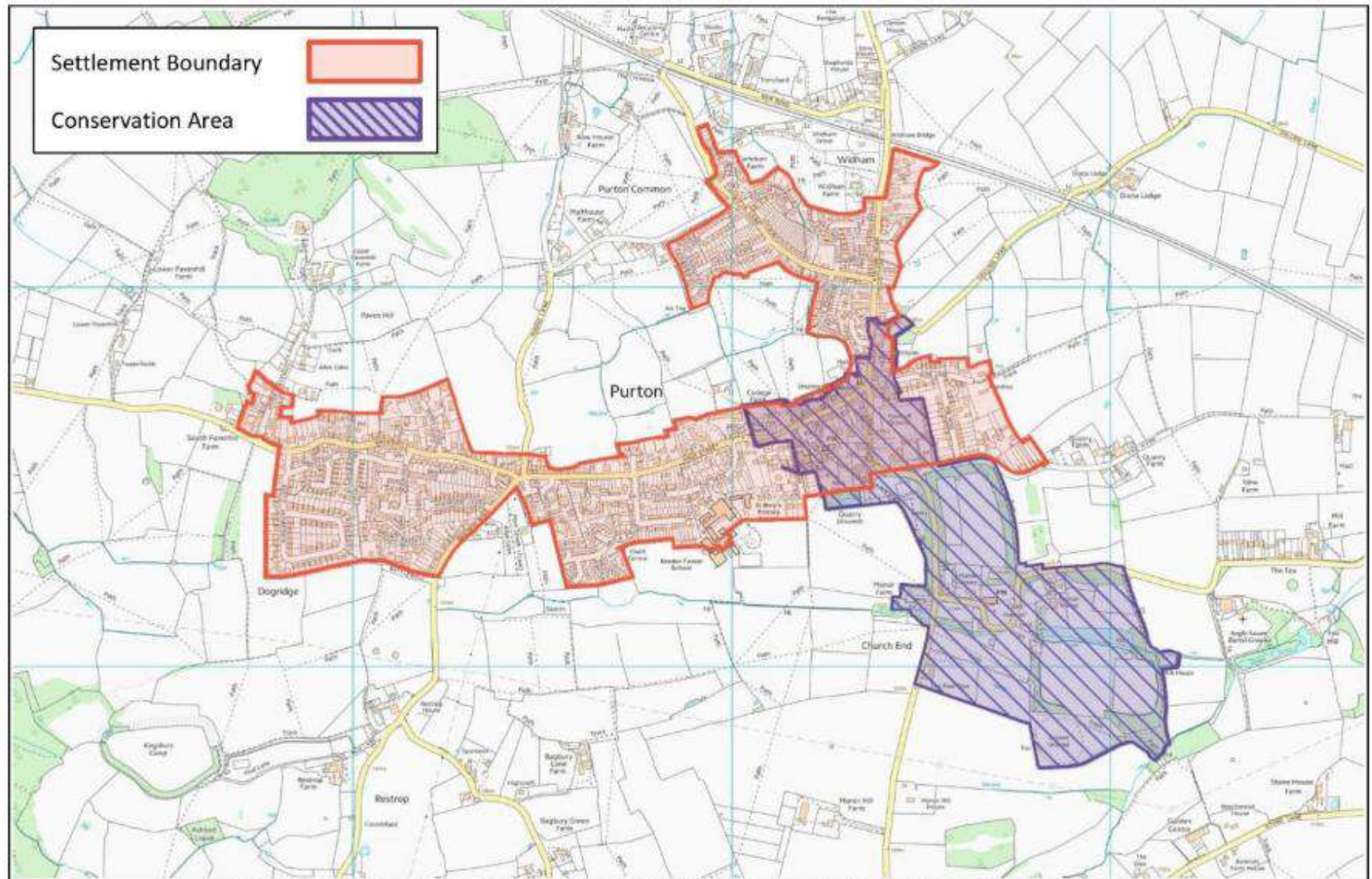
3.9 Of note, is that despite the substantial growth over the last Neighbourhood period, the HNA highlights that the dwelling mix better reflects 2011 needs, rather than those of the future:

“Between 2011 and 2021 the number of households living in all dwelling sizes increased, although there were only small changes in the size mix over the decade. The proportion of households living in 1-bedroom dwellings decreased and the proportion of households living in 2 and 3-bedroom dwellings remained broadly stable, whilst the proportion of households living in larger 4+ dwellings increased. This suggests that development over the decade has been broadly in line with the 2011 size mix, although with fewer 1-bedroom dwellings and more larger dwellings delivered.” (§1.23, p9)

Conservation Area

3.10 The village has a designated Conservation Area which covers the more historical centre of the village and extends south including the Manor House, Purton House, St Mary’s Church, the Pear Tree, the Dingle, and the Cricket Ground.

Map 2 – Current Purton Settlement Boundary and Purton Conservation Area



Date Created: 8-2-2016 | Map Centre (Easting/Northing): 408887 / 187585 | Scale: 1:13014 | © Crown copyright and database right. All rights reserved (100038603) 2016

Schools

3.11 The village has both a primary school and a secondary school. The St Mary's Primary School on College Road was replaced in 2012 with a state of the art purpose built school with a capacity of up to 420 pupils, although in August 2024 it had 362 children attending².

3.12 Bradon Forest School is on a pleasant campus adjoining St Mary's School though accessed via The Peak, which is one way and causes traffic congestion with vehicles dropping off and picking up pupils in the mornings and afternoons. Bradon Forest School opened in 1962 to cater for 390 students before becoming a fully comprehensive in 1974 and a Foundation School in 1999, with a capacity of 1000 students. It is now a successful 11 to 16 year old co-educational comprehensive and capacity in August 2024 is now for 1260 students, although currently has 916 pupils attending³. It serves not just Purton, Cricklade and the surrounding villages in North Wiltshire, but also parts of north and West Swindon as well.



Traffic

3.13 The village is affected by the impact of heavy traffic commuting to and from Swindon and through the village to bypass Swindon on the western side. The roads through the village are narrow and become heavily congested during peak times.

3.14 Concerns about the speed of traffic are also often raised with PPC, and work has been conducted over the last decade in order to reduce speed limits in certain areas. Between the 1st and 26th of August 2024, a consultation took place regarding the reduction of the Manor Hill Speed Limit to 40mph.

3.15 The village of Purton Stoke primarily is built along Stoke Common Lane from the junction with the main B4553 road Purton to Cricklade west to the River Key. Consequently it does not suffer as badly from traffic runs as its larger neighbour, Purton.

² St Mary's Church of England Primary School & Nursery, Purton - GOV.UK (get-information-schools.service.gov.uk)

³ Bradon Forest School - GOV.UK (get-information-schools.service.gov.uk)

Leisure Facilities

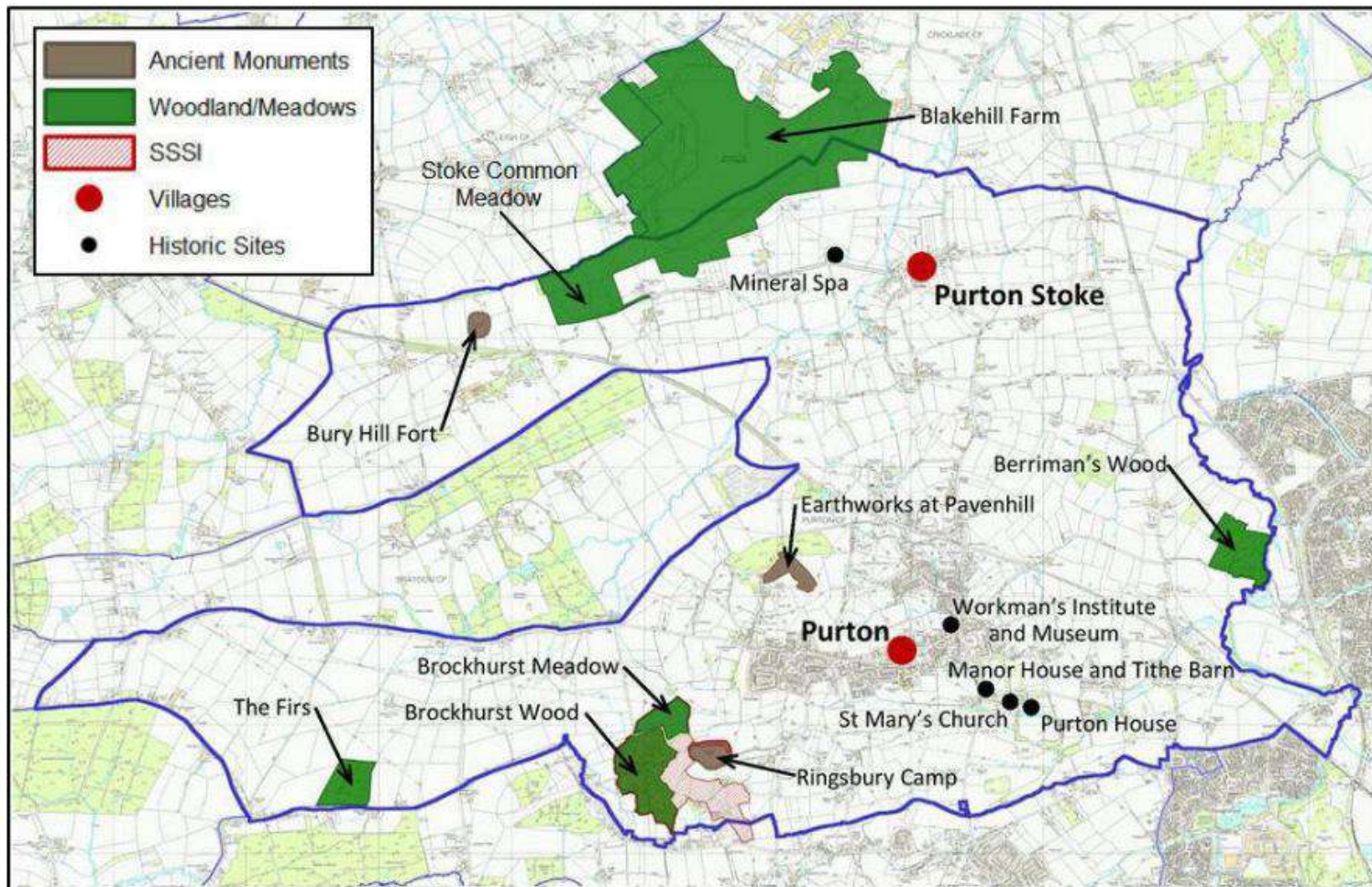
3.16 The parish has a number of important leisure facilities, play areas and open spaces in Purton, such as Cobb Hill Park, the Cricket Ground and Pavilion, the Village Hall and Millenium Garden, Purton Village Centre and the War Memorial Centre Charity.

Green & Blue Infrastructure

3.17 As a rural parish, Purton has several Local Wildlife Sites, Sites of Special Scientific Interest, and parts of Braydon Forest within the parish, notably: Restrop Farm and Brockhurst Wood and Berriman's Wood; Red Lodge Pond; The Firs; and Stoke Common Meadows. It is also within the zones of influence for the North Meadow and Clattinger Farm SACs.

3.18 Previously it also included Brockhurst Meadow and Blakehill Farm, which are now owned by the Wiltshire Wildlife Trust. Blakehill Farm was opened to the public in 2005. The Cricklade Country Way, including the restoration of the North Wiltshire canal and the existing Swindon and Cricklade Heritage Railway, runs along eastern side of the parish between Swindon and Cricklade. The Country Way is a partnership project working to provide green leisure space and heritage transport connections between Swindon and the Cotswold Water Park.

Map 3 – Valued Wildlife, Nature Conservation, SSSI and Heritage Sites



Date Created: 8-2-2016 | Map Centre (Easting/Northing) 407218 / 189187 Scale 1:40241 | © Contains Ordnance Survey Data : Crown copyright and database right 2016

Heritage Sites & Assets

3.19 There are also several important heritage sites and heritage assets within the Parish:

- Ringsbury Camp is an Iron Age hill fort, thought to date from approximately 50 BC, located to the south west of the main village;
- Bury Hill Camp listed monument, Iron Age hill fort;
- College Farmhouse dates from around seventeenth century and was originally home to the Hyde family. Edward Hyde became the Earl of Clarendon and was a highly significant figure during the 17th century and was the grandfather to two Queens of the United Kingdom. It became College Farm House in 1736 when it was acquired by Worcester College, Oxford;
- The Tithe Barn and farm buildings built 15th -16th century, now outbuildings and two dwellings;
- Manor House is an imposing building in a picturesque setting, built late 16th century, originally belonged to Malmesbury Abbey until the Dissolution, it then passed through Bennet and Jay families until rebuilt by Lord Chandos in late 16th century;
- The Library/Workmen's Institute stand on the site of a 16th century school, the three-storey building, built late 19th century for James Sadler, occupies a central point in Purton;
- St Mary's Church was built 13th - 14th century, stands on the site of an earlier church dating to at least the 12th century;
- Purton House dates from around 1840 and replaced an existing building;
- The Swindon and Cricklade Railway;
- Restrop House was built about 1600 probably by Edmund Diggs on the site of a former house, later was known as Frampton's Great House and was in 1912 bought by Lieut. Col. Canning.

Housing Need

3.20 The PPNP2 Housing Needs Assessment (HNA) has recorded the addition of, '999 *new homes have ... built in the NA between 2011/12 and 2022/23*'. This report (published separately in the PPNP2 evidence base) has also provided greater depth and clarity, to the amount and types of housing needed in Purton Parish. These needs are summarised below.

Affordability

- Affordability remained a challenge for all but above average earners.
- There was an identified need for c.100 affordable rented homes over the PPNP2 period and 32 families are already known to be on the Wiltshire Council waiting list.
- As a result, it is recommended that 65% of affordable dwellings within new development need to be affordable rented and 35% affordable owned, both of which it indicated, may be more viable on larger developments.

Older People & Those with Accessibility Needs

- Based on these rates, applied to the projected growth in the older population, it is estimated that in 2030 there would be a need for 12 residential care beds and 9 nursing care beds in Purton to meet the needs of this increase in older population.

Housing Mix

- Whilst housing numbers have increased, the mix has not changed since 2011, leaving gaps in the provision of smaller sized homes.

Environment

3.21 The environment of Purton Parish is distinct, in three key ways:

- proximity to Local Wildlife Sites and Sites of Special Scientific Interest;
- much valued, historic, rural, green, open character;
- a distinct and separate identity, of villages and hamlets, which local people feel requires protection from coalescence from Swindon.

3.22 To protect this environment an SEA and an HRA have been completed showing the nature of assets in and around the Parish and how they must be protected from harm.



4. Strategic Policy Context

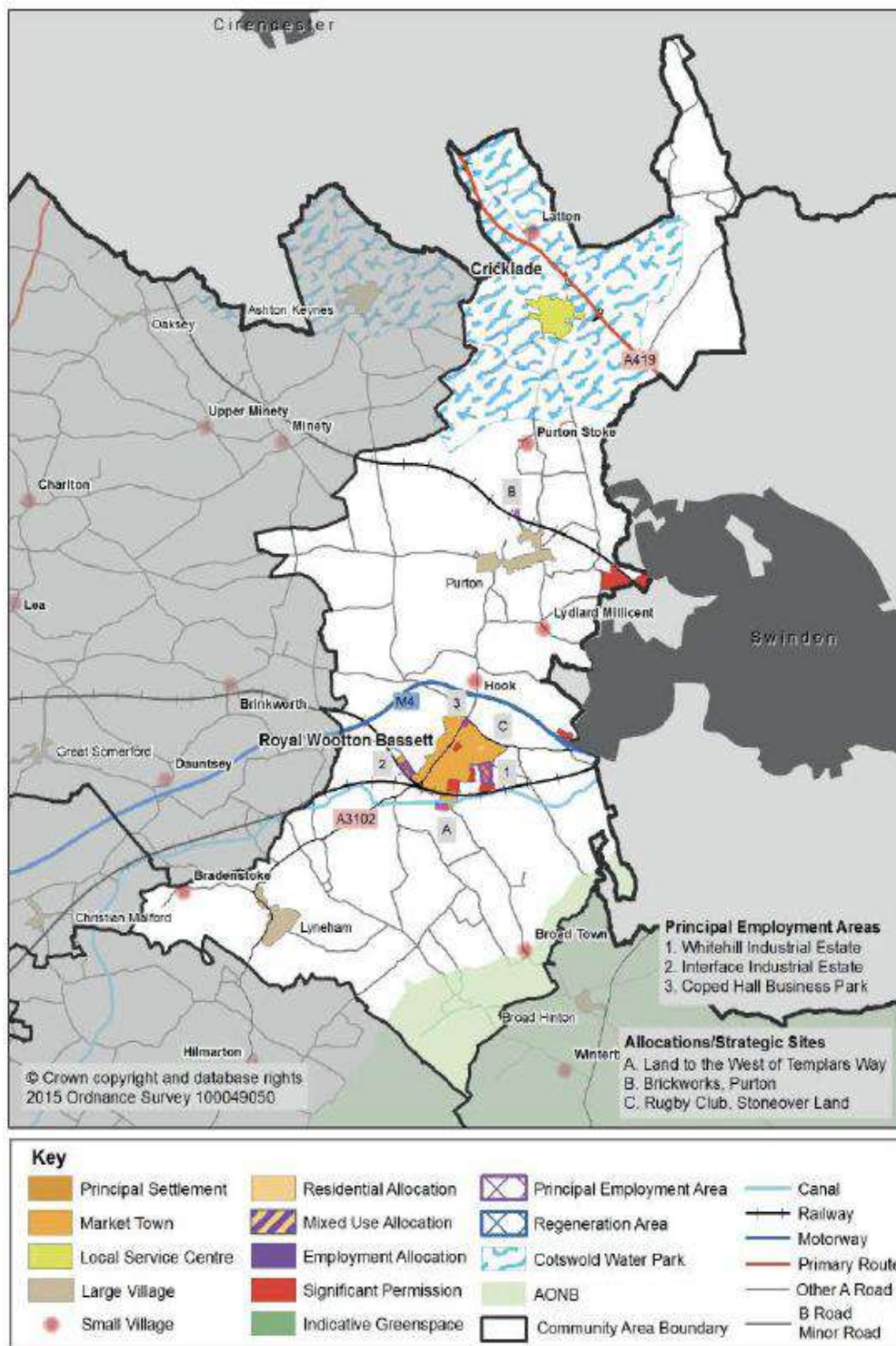
4.1 All policies included in the PPNP2 have been framed to be in general conformity with the strategic policies of the development plan, i.e. the adopted Wiltshire Core Strategy (WCS) of 2015, and to have regard to the provisions of the National Planning Policy Framework of December 2024. A fuller explanation is provided in the separate Basic Conditions Statement.

The Adopted Wiltshire Core Strategy

4.2 Policy 1 of the WCS classifies Purton village as a Large Village and Purton Stoke as a Small Village where in both cases development is “limited to that needed to help meet the housing needs of settlements and to improve employment opportunities, services, and facilities”. The Policies Map defines a settlement boundary for Purton.

4.3 In the WCS the Parish lies in the ‘Royal Wootton Bassett and Cricklade Community Area’ (see Map 4) and Policy 19 reflects a strategy for that area where “housing growth in the main settlements will help improve their vitality and create a critical mass to deliver improvements in infrastructure”. But the only specific reference to the village or Parish in the strategy or policy is the allocation of 1Ha of remaining land at the Brickworks for employment purposes (shown as BD1 on the Policies Map). Otherwise, the Parish falls within the 40% affordable housing zone for Core Policy 43 and Core Policy 58 on heritage identifies the Purton Conservation Area on the Policies Map.

Map 4 – Wiltshire Core Strategy (Fig 5.13 Royal Wootton Bassett and Cricklade Community Area)



The Emerging Wiltshire Local Plan 2023

4.4 The WCS will be time expired in 2026 and its policies pre-date a number of changes to national policy, both made and emerging. Wiltshire Council has therefore embarked on a new emerging WLP to cover the period to 2038, which was submitted for examination in November 2024. Although it will not be examined against this new plan, PPNP2 has been prepared to take into account its reasoning and evidence.

4.5 The emerging WLP continues to classify the two Parish villages in the same way, the Parish now lies in the 'Swindon Housing Market Area' (see Map 5 below). Further, its Policy 1 on settlement strategy now makes a distinction between the large and small villages, with development at Purton "limited to that needed to help meet the housing needs of (the settlement) and to improve employment opportunities, services and facilities" and at Purton Stoke "limited to respond to local needs and to contribute to (its) vitality". Policy 2 provides greater detail thus:

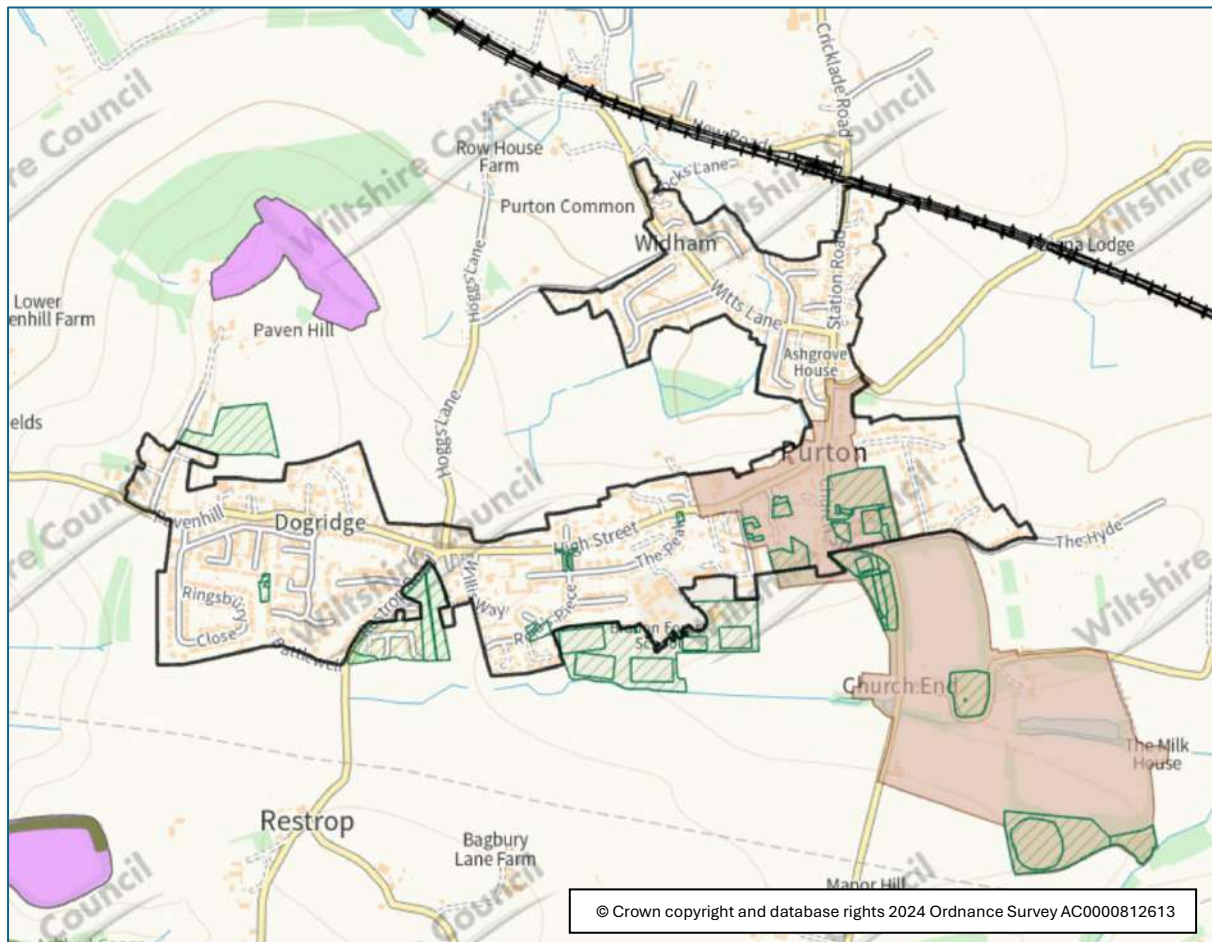
"(At Large Villages), development will be supported that helps sustain the vitality of these communities where it is consistent with the scale, form and role of the settlement and does not detract from its character or appearance. Neighbourhood plans will provide a main means to help carry out this role. Housing, employment and services and facilities are supported within defined Settlement Boundaries. Sites for housing adjoining settlement boundaries will only be acceptable where identified by neighbourhood plans, subsequent site allocation development plans or as rural housing exception site or first home exceptions site".

"At Small Villages infill development for housing, employment or services and facilities within the existing built area will be supported where it respects existing character and form of the settlement, does not elongate the village or consolidate an existing sporadic loose knit area of development related to the settlement. Other proposals for development adjacent to the built area of Small Villages, as determined by the local planning authority, will be supported where they are for rural housing exception sites or first homes exception sites, or provide for local employment, services and facilities; provided that the development respects the existing character and form of the settlement and its setting".

4.6 The proposed strategy for the Swindon Housing Market Area (in the county) focuses housing and employment growth on Royal Wootton Bassett and Marlborough and its only reference to Purton village (as part of the 'Swindon Rural Area') is to propose a residual housing target (as at 1 April 2022) of zero. Although no housing growth is planned or required to 2040 it observes that for any growth that does happen at Purton it is "expected to be delivered towards the end of the Local Plan period, due to identified NHS capacity constraints in the shorter term" (see Table 4.12 on p157).

4.7 Its Policy 3 does not identify any part of the Parish as a broad location for future growth and its Policy 65 does not identify any Principal Employment Areas in the Parish, though it does seek to protect established employment land from unnecessary loss.

Map 5 – Emerging Wiltshire Local Plan (Reg 19, 2023): Policies Map extract



4.8 The Map shows the settlement boundary at Purton village (Policy 1, the black line), as well as the Conservation Area (Policy 99, in brown fill), a number of open spaces (Policy 84, in green hatching), scheduled monuments (also Policy 99, in pink fill) and the railway line (Policy 75, as a wider black line).

4.9 In overall terms, the emerging WLP does not significantly change the spatial nature of strategic policy relating to Purton Parish. More generally the emerging WLP notes “The council supports the preparation of neighbourhood plans in the rural area. Amongst other things, they provide the opportunity for local communities to address local housing needs and provide for new homes that can best help to sustain the vitality of their village” (§4.263).

5. The Objectives & Policies of the Plan

5.1 The main objectives of PPNP2 are:

- To protect the distinct character and identity of the historic rural settlements of both Purton Village and Purton Stoke together with the hamlets of the Fox and Hayes Knoll within the plan area;
- To protect the beauty and intrinsic value of the surrounding countryside and resist the gradual and persistent erosion between the settlements and with the urban area of Swindon with development being managed and located to avoid coalescence; and
- To protect the health, safety and wellbeing of these rural communities whilst maintaining the quality of life.

5.2 Within the following five policy sections - Employment, Transport, Environment, Facilities, and Housing – more detailed objectives are defined from the issues identified during consultations.

5.3 The policies have been given a specific PPNP2 coding and title and are presented in bold blue text, with some brief additional supporting text to explain their rationale and how they should be interpreted in decision making. The Policies Map & Inset at the end of the Plan show the land to which specific policies apply within the Parish.

5.4 Care has been taken to avoid unnecessary repetition of adopted Wiltshire Core Strategy (WCS) core policies or of national planning policy. Every policy has been drafted to assume that decisions on planning applications will be made by considering all the relevant policies of the WCS and PPNP2 that form the ‘development plan’ and of other material considerations like the National Planning Policy Framework.

5.5 There has therefore been no need to cross reference policies within and across the different policy documents. Similarly, every policy assumes that WC’s normal validation requirements of information needed to accompany planning applications will apply. There is therefore no need for PPNP2 policies require that same information, e.g. transport assessment, flood risk assessment.

Policy PUR1: Purton Settlement Boundary

An updated Settlement Boundary is defined for Purton – see Policies’ Map. Within the Settlement Boundary there is a presumption in favour of sustainable development. Development will not be permitted outside the Settlement Boundary unless it is in a location and of a use, type and scale that is supported by development plan policies on additional employment land, tourism, rural exception housing, specialist housing accommodation or supporting rural life.

5.6 Policy PUR1 takes forward the longstanding Settlement Boundary defined by Wiltshire Council to direct development to the most sustainable locations, most recently set out in Core Policy 2 of the WCS. It is noted that the equivalent Policy 2 of the emerging WLP carries that policy forward in much the same way. The boundary has been updated to include the built-out housing sites off Restrop Road and Willis Way.

5.7 Outside of the Settlement Boundary, the Neighbourhood Plan is consistent with the Wiltshire Core Strategy protection of the countryside and the smaller villages and hamlets from harmful, unsustainable development. For that part of the Parish that includes the expansion of West Swindon at Ridgeway Farm, this Plan leaves it to future strategic policy to determine any settlement boundary.

EMPLOYMENT

Objectives

1. To provide new employment opportunities within the communities, whilst carefully considering heritage assets.
2. To encourage and support home working.
3. To reduce out-commuting to larger settlements outside of the parish.

Policy PUR2: Local Employment

Proposals for employment development on land at Mopes Lane and at Penn Farm Industrial Site, as shown on the Policies Map, will be supported, provided:

- a) The employment uses comprise Classes E(g), B2 and/or B8 only and expressly not uses falling within Classes E(a), E(b) or E(c);**
- b) The land and buildings in an established Class E, B2 or B8 use are retained in those uses as part of the proposals and are not changed to a use falling outside those uses;**
- c) The landscape schemes contain effective planted buffers to minimise the effect of new buildings on the open character of the countryside around the sites;**
- c) The proposals can satisfactorily manage the risk of surface water flooding on or adjoining the land;**
- d) In respect of the land at Mopes Lane, the scheme must demonstrate how it will conserve and enhance the setting of the 33 New Road Heritage Asset;**
- e) In respect of the land at Penn Farm Industrial Site, the scheme must demonstrate that any adverse impact on nearby residential property is acceptable or can be mitigated, and that the traffic impact of the development will not cause increased highway safety issues and/or impact on the residential amenity of residents including properties on New Road; and**
- f) For any major employment development proposals at Penn Farm a travel plan sets out how occupiers and employees will be encouraged to walk, cycle and/or use public transport services on Station Road/Cricklade Road.**

5.8 This policy modifies the wording of Policy 1 of PPNP1 but applies to the same land. It continues to respond to the need for an industrial park for small industrial and commercial units to enable start-up and small companies to be established locally in the parish, to help maintain the vibrancy of the village and to reduce the level of out-commuting. The modified wording makes clearer the types of development appropriate on the land and refers to specific environmental constraints to be addressed in proposals.

5.9 The undeveloped land on these sites could provide opportunities for small business units and incubator units for start-up enterprises including such activities as communication technologies, knowledge based and creative industries, environment, rural enterprises,

accounting, and financial services or similar. There is a small part of each site that maybe subject to a low rather than no surface water flood risk and the Mopes Lane land lies within the setting of the Grade II listed No.33 New Road. In both cases the policy requires proposals to show they have addressed those constraints.

TRANSPORT

Objectives

1. To position development within easy walking / non car access / distance of bus stops, the schools, the health centre, a shop, and other village facilities.
2. To link all developments to the village centre with accessible footpaths, where appropriate.
3. To position new development, such that current problems with congestion, parking, and road safety, are not exacerbated and, if possible, reduced.
4. To ensure potential traffic/transport implications from new developments are identified before construction begins by means of TRN and TIAs and steps taken to mitigate negative impacts, through improvements to roads, footpaths, and traffic management.

Policy PUR3: Lower Square, Purton

Development proposals should address their impact on existing congestion at Lower Square, Purton which is already harmful to the local transport network. Where some harm is unavoidable, proposals will demonstrate how they will offset any adverse impacts at the construction and operational phases, which may include proportionate financial contributions toward agreed mitigation measures. Development proposals should demonstrate an awareness of and a commitment to the requirements of local active travel.

5.10 This policy retitles and modifies the wording of Policy 2 of PPNP1 but applies to the same location in Purton village. It is a response to local concerns regarding the growing impact of traffic through Purton village and on the surrounding rural roads through the parish resulting from development, both within Purton Village and neighbouring parishes, and particularly arising from the growth in and around Swindon. Nowhere are these effects more acute than at Lower Square, one of the key junctions in the village but also the location for some of its commercial and community uses, although consideration must be given to Upper Square and the main thoroughfares through and out of the village.

5.11 Traffic related to the two schools is a significant contributor to the problem and a feasibility study into this issue would be supported. Consideration to the roads use for HGVs, Coaches, and farm traffic should be given, as well as to frequent flooding in the Church Street Area. Pedestrian safety must be planned for in the event of further Development in the area. Impacts on the Conservation area and local residents must be addressed. The Parish Council has a policy to allocate CIL resources to a feasibility study, to determine how to make more effective use of the land for parking and to improve traffic flow and the safety of both road users and pedestrians.

Policy PUR4: Active Travel

Development proposals must retain and, where relevant to their nature, scale, and location and wherever possible, enhance the pedestrian and/or cyclist safety and attractiveness of the existing defined active travel routes and public right of ways (PROW) in the Parish.

Proposals that require the diversion of part of a route must ensure that the diversion is the minimum necessary to achieve effective pedestrian and/or cyclist connectivity. Proposals that will create new pedestrian and cycle routes must align them with the existing network of routes. Attractiveness pertains to accessibility of all pedestrian modes, sensitive lighting schemes, refuse solutions, signage, accessibility in keeping with the surrounding environment etc. Changes made by developers to routes to/from the villages and particularly those pertaining to ‘multigenerational sites’, should be designed to accommodate pedestrians using walking aids, wheelchairs, scooters, and prams/buggies, so that any affected routes are truly accessible to all.

Proposals that may result in a material increase or significant change in the character of traffic using a rail crossing in the Parish should be refused unless, in consultation with Network Rail, it can either be demonstrated that their safety will not be compromised, or where safety is compromised, mitigation measures would be incorporated to prevent any increased safety risk.

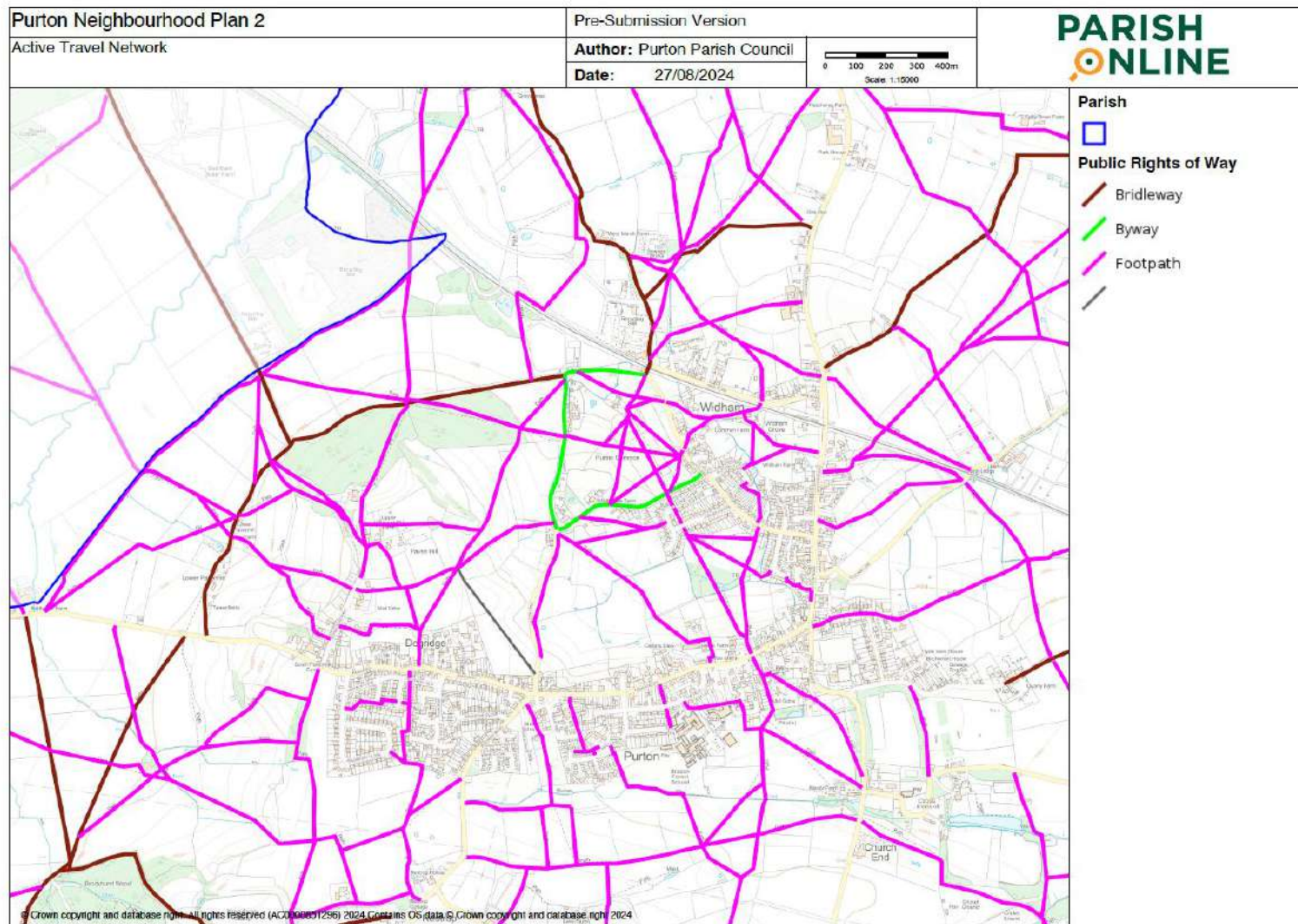
5.12 The policy replaces Policy 3 of PPNP1 by broadening its focus on footpaths to cover the wider Active Travel Network in and around the main settlements in the Parish (see Map 5). This is to ensure that new development protects the network, and wherever possible, improves its safe and convenient connectivity, for pedestrians and cyclists. It is derived from the map of Public Rights of Way, other publicly accessible footpaths and alleyways, pavements with above average footfall and routes that are (or could be made) cycle friendly.

5.13 Pedestrians using walking aids, wheelchairs, scooters, and prams/buggies, so that any changes made by developers to routes to/from the villages and particularly those pertaining to ‘multigenerational sites’, are truly accessible to all.

5.14 Although not strictly a planning matter, it is expected that developers consider how new parts of the network can be maintained, on an ongoing basis, in consultation with Purton Parish Council. There are also a number of level crossings within the plan area that could be affected by development. Network Rail has a strong policy to guide and improve its management of level crossings and would be extremely concerned if any future development impacts on the safety and operation of any of the level crossings.



Map 6 – Active Travel Network



ENVIRONMENT

Objectives

1. To protect and enhance the distinctive, historical, rural, green environment of Purton Parish, with its valued landscape setting and views.
2. To identify, protect, and implement ecological enhancements and green infrastructure wherever possible, such as part of proposed developments where commitments will be sought, with a view to working towards a genuine net gain for biodiversity.
3. To maintain, protect, and enhance; existing, green, open and recreation spaces; to enable safe places for play and recreation; and the usage of greener modes of transport, to reach them and other amenities.
4. To ensure that developers commit to ensuring that they fully investigate all types of flood risks and do not exacerbate local flooding issues.

Policy PUR5: Purton Village Green Infrastructure Network

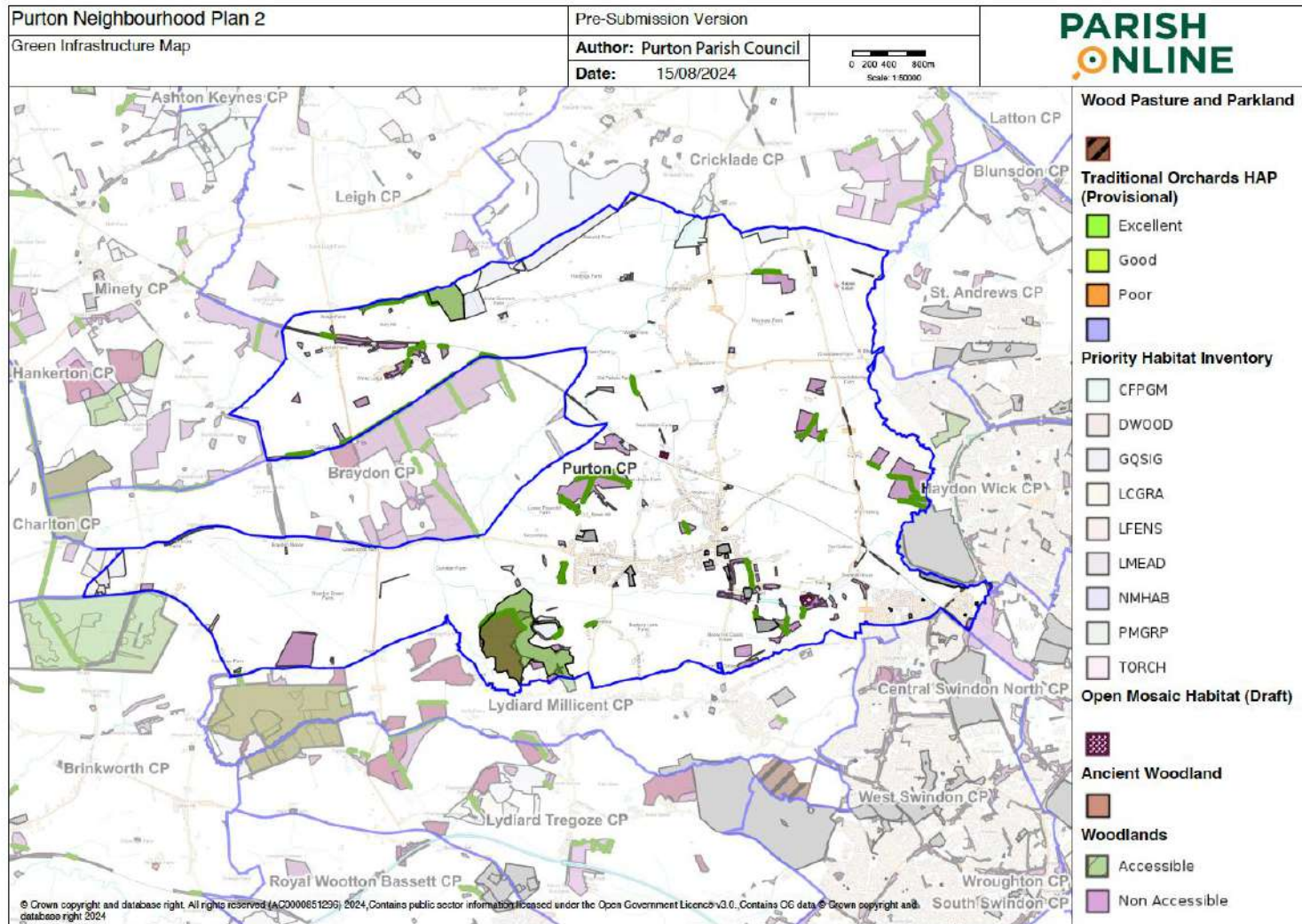
Development proposals that lie within or adjoining a green infrastructure asset in the Parish must maintain or improve the ecological value of the Network in the design of their layouts, associated infrastructure, landscaping schemes and public open space and play provisions. Where a development proposal must deliver biodiversity net gain offsite, it should seek to do so on suitable land within or adjoining the Parish wherever practical.

5.15 This policy replaces Policy 4 of PPNP1 by more fully embracing the multi-functional value of green infrastructure beyond its ecological value and to provide a preferred approach to the delivery of biodiversity net gain from development proposals.

5.16 The neighbourhood area contains a variety of green and blue infrastructure that provides an environmental support system for the community and wildlife, supports carbon cessation, and aids flood mitigation (see Map 6, P46). The Neighbourhood Plan recognises those assets within and surrounding Purton Village for their value as a Network, which comprises land with known biodiversity value, including two Sites of Special Scientific Interest (SSSIs), priority habitats, woodlands (including ancient woodland), significant existing established hedgerows and lines of trees, streams, and other fresh water bodies as well as amenity space.

5.17 The designated network relates only to the village as that is, where the focus of future land use change and development will be in the Parish. However, the wider Parish also has a rich and diverse natural, historic, and built environment which provides a significant asset to the residents of the parish. These included the ancient Hill Fort at Ringsbury and the Bury Hill Fort at Purton Stoke, the escarpment that surrounds the north and west sides of the village of Purton giving spectacular views across open countryside to and from Purton, the country conservation sites, the many listed buildings including St Marys Church, the Workmen's Institute, Manor House, Tithe Barn, College Farm and the Mineral Spa at Purton Stoke which together with other assets all combine to form the unique and distinctive rural character of the parish.

Map 7 – Green Infrastructure Map



Policy PUR6: Sensitive Views

Development proposals must not result in the loss of harmful change to a defined Sensitive View, as shown on the Policies Map, by way of the location, scale, height or design appearance (i.e. inappropriate use of colour all materials) of new development including those arising from land use changes.

5.18 This policy retitles and modifies the wording of Policy 5 of PPNP1 but applies to the same small number of the most sensitive views around Purton village. The character of a view is defined as being able to view the village in the landscape in a way that is special in defining its legibility and distinctiveness from a public vantage point. The policy does not seek to prevent development or the change in use of land in the vicinity of a view but does require that the location and scale of any new building or structure does not undermine its character.

5.19 Each view has been assessed as having the potential to undermine the appearance of the village in the surrounding landscape or vice versa. The views are defined from publicly accessible vantage points (e.g. roads, spaces, or footpaths) to specific built or natural landmarks. Views (and the Local Gaps of Policy PUR7) serve not only to maintain the rural, green feel of the Village must also be recognised with a view to the quality of life and mental health benefits that they provide.



Policy PUR7: Local Gaps

Development proposals that lie within the following defined Local Gaps, as shown on the Policies Map, must be located, and designed in such a way as to prevent the visual coalescence of the settlements with Swindon and to retain the rural quality and value of these settlements and their settings:

- a) Purton and The Fox**
- b) Purton Stoke and Hayes Knoll**

5.20 This policy retitles and modifies the wording of Policy 6 of PPNP1 but applies to the same broad locations. It seeks to maintain the separation between the expanded western edges of Swindon and the villages of Purton and Purton Stoke (together with their nearby hamlets of the Fox and Hayes Knoll) as open countryside and not to lead to coalescence, to preserve the unique character and identity of these settlements.

5.21 Although the policy does not propose any change to the locations referred to in the PPNP1 policy, it does now show the land to which the policy applies on the Policies Map. It has not been possible within the project resources to carry out any landscape character assessment to inform the policy boundaries. Instead, as the principle of maintaining the settlement identities

has been established in PPNP1, a view has been taken on what would constitute the minimum land necessary to serve this purpose, using observable physical features as policy boundaries.

5.22 The westward growth of Swindon into the Parish over the last 30 years has significantly increased the risk of Purton and Purton Stoke becoming incorporated into the town as has happened at Common Platt.

5.23 These developments which adjoin the Swindon urban area have eroded the open countryside and further development here could lead to Swindon merging with the villages of Purton and Purton Stoke and the hamlets of The Fox and Hayes Knoll with potential loss of their unique historical, cultural, and rural identities valued by the residents.

5.24 Only the minimum area of land has been identified that is considered necessary to serve this function. The policy does not prevent changes in land use or development within a Gap as a matter of principle; it only requires buildings and structures that may have an urbanising visual effect to be carefully located and designed to avoid the potential for visual coalescence.

5.25 The Local Gaps (and the Sensitive Views of Policy PUR6) serve not only to maintain the rural, green feel of the Village must also be recognised with a view to the quality of life and mental health benefits that they provide.

Policy PUR8: Flooding

Development proposals on land that is known to be subject to surface water flood risk in the vicinity of the main Swindon to Gloucester railway line must demonstrate that they have taken proportionate account of that flood risk by applying the sequential and exception tests as relevant to their use(s) and location and carry out a full hydrological assessment.

5.26 This policy retains and modifies the wording of Policy 7 of PPNP1, which draws specific attention to how the land at the bottom of Purton, on the south side of the Swindon to Gloucester Railway Line, is especially prone to surface water flooding. Although fluvial and surface water flooding are problems in various parts of the Parish, the WCS and national policy cover them.

5.27 As the village of Purton sits on an escarpment, when it rains much of the water flows down the hill and ends up on the land adjoining the railway line. This comprises Common Farm, land around Malfords, Locks Lane, part of Widham Farm south of the railway line and New Road to the north of the railway line. As this land lies on top of impermeable clay it often floods during heavy rainfall. Also due to the geology, there are some springs that can exacerbate the situation. The runoff from the area is limited by the two culverts under the railway line and, as a consequence, residents living in the area have been subjected to frequent flooding over the years.

5.28 Wiltshire Council has published a Betterment Strategy (June 2024) and they encourage applicants to consider the guidance within, for example on developing a drainage strategy.

Policy PUR9: Design Principles

Development proposals within the defined Purton settlement boundary, or that meet the exceptions for development outside the boundary, must show that they have understood and responded to the following design characteristics in the Parish as relevant to their location, nature and scale, in addition to meeting the general design provisions of the National Design Guide and of any Wiltshire Design Guide. In doing so, those proposals lying within the designated Purton Conservation Area or its setting must show how its special heritage significance will be conserved and enhanced.

In Purton Village:

- The village is a composite of distinct character areas: historic core, Widham, The Hyde, High Street, South of High Street, Dogridge and Pavenhill.

Within each character area there are consistent patterns of building forms (terraced, semi-detached, and detached), plot shapes (width, depth, and orientation), plot coverage/density, building lines and well defined boundaries.

Each character area has a sequence of street enclosure ratios (distance between building frontages to building frontage heights) that are strong in containing and releasing space to create special interest in the street scene and to warrant strong adherence in locating and design new infill and plot redevelopment schemes. In the following locations these street characteristics combine with the local topography and gentle bends in the street to give special prominence in the street scene to buildings that either punctuate or terminate a long view, warranting care to be taken in the articulation of that elevation and building form:

- at Pavenhill between Ringsbury Close and the Royal George PH
- at the junction of Pavenhill, Restrop Road and High Street (noting the detrimental effect of the out of character of the commercial precinct and giving careful consideration to its redesign)
- along High Street from College Road to the junction with Church Street/Station Road
- around the Church Street/Station Road/High Street junction
- along Witts Lane between Station Road and Witfield Close
- along College Road and Play Close from High Street
- In the estate character areas of Dogridge, South of High Street, The Hyde and Widham there are strong suburban characteristics of building, plot and layout uniformity.
- There is now a wide variety of building and boundary materials across all the character areas, though red brick and slate tile roofs are more common in Widham, South of High Street, Dogridge and Pavenhill and pale cream stone, and slate roofs in the Historic Core, High Street and The Hyde.
- There are occasional, and therefore precious, glimpse views from within the village to the surrounding countryside at Willis Way (southwards), at High Street (northwards between 33 and 34, at the Cedars and at College Farmyard), at College Road (southwards), at Reid's Piece (southwards) and at Proud Close (southwards), warranting care to be taken in the location and height of any extensions or infill schemes within those parts of the village.

In Purton Stoke:

- **Stoke Common Lane comprises a sequence of wider and narrower spaces contained by two storey buildings in groups of detached, semi-detached, and short terraced forms that mostly front onto the road in blocks with consistent building lines.**
- **The views along the straight sections and gentle curves in the road make some buildings more prominent in the streetscape in the way they punctuate or terminate the views to create a very legible place – Manor Farm and The Bell are especially important in this respect.**
- **The view from along Pond Lane to Stoke Common Lane is enhanced by being revealed and framed by Purton Stoke House and its garden setting.**

5.29 This new policy replaces that part of Policy 13 of PPNP1 related to design by identifying those design characteristics of Purton village and of Purton Stoke that are significant in defining them. It then requires proposals to show how they have taken those characteristics into account in their design alongside the general good design principles of the National Design Guide and of the Wiltshire Design Guide when adopted.

5.30 Its objective is to ensure that the quality of new development reflects the distinct character and vernacular of the Parish. It should help applicants to design proposals within the Conservation Area or its setting to understand the characteristics that contribute to its significance as a heritage asset. The principles have been derived from a simple appraisal of the character of the Parish, noting that the Purton Conservation Area does not benefit from a formal character appraisal. A design code has not been considered necessary for this purpose but may be produced to supplement PPNP2 in future.

5.31 The policy has identified specific features across different parts of the Parish – even Purton village itself is a composite of four distinct character areas. Applicants are expected to show in their proposals that they have understood and responded to these principles as relevant to the location, nature, and scale. Applicants may also wish to note the local preference highlighted in the 2022 PPNP2 survey, for homes which offer parking, open space and a sense of individual properties marked by boundaries, hedges, space, and reduced density of development.

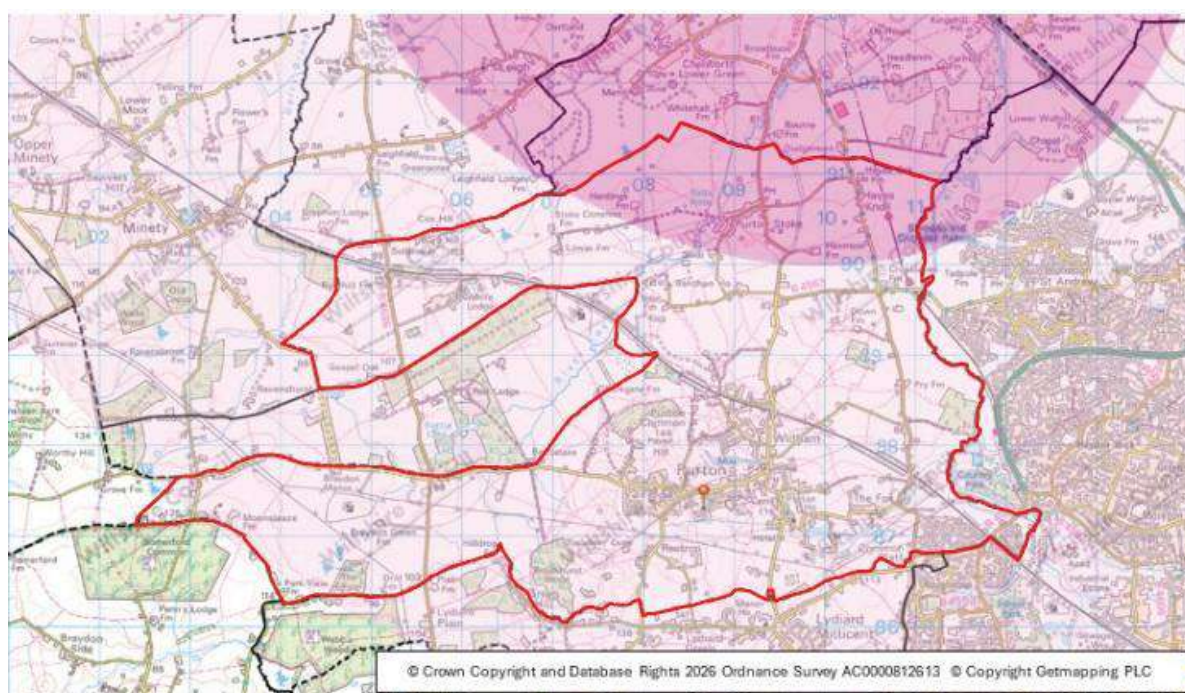
5.32 For proposals that lie beyond the Purton Settlement Boundary, and that qualify as exceptions under Policy PUR1, applicants should respond to the Wiltshire Design Guide content on rural design when adopted.



Policy PUR10: North Meadow & Clattinger Farm Special Area of Conservation

To comply with the Conservation of Habitats and Species Regulations 2017 (as amended), all residential and overnight accommodation development proposals that lie within the defined Inner and Outer Zones of the North Meadow & Clattinger Farm Special Area of Conservation Interim Recreation Mitigation Strategy (2023), as shown on the adjacent map, must accord with the provisions of the strategy, or of any superseding document, to demonstrate that the potential for any significant effects on the SAC can be avoided.

Map 8 – Zones of Influence Map



North Meadow SAC 4.2km North Meadow SAC 9.4KM Purton Parish Boundary

5.33 This new policy is required to ensure the plan meets its obligations in respect of the Conservation of Habitats and Species Regulations 2017 (as amended) as almost all of the Parish lies within the defined Outer Zone of between 4.2km and 9.4km from the North Meadow & Clattinger Farm Special Area of Conservation. There is an interim strategy in place covering the period to 2028 that postdates PPNP1 and therefore all the PPNP2 policies, and any other development proposals that come forward within that Zone must comply with its provisions.

5.34 For the avoidance of doubt, the policy applies to the policies of PPNP2 and to any other development proposals in the Parish, which must also comply as necessary with any successor strategy in the plan period. Any change to the strategy can be reflected by a future modification to this policy in a review of PPNP2.

5.35 Within the Outer zone, all new relevant development will be expected to provide mitigation at North Meadow via its agreed Strategic Access Management and Monitoring (SAMM) measures.

FACILITIES

Objectives

1. To upgrade the capacity of critical services as the Village grows in terms of Doctors, Dentists, Schools etc.
2. To protect and enhance the facilities for elderly people who wish to remain in the village.
3. To seek to improve the retail offering to enable residents to shop locally without having to commute out of the parish.
4. To provide an extension to the cemetery to meet future needs of the residents of the parish.
5. To protect play areas, allotments, and local green spaces, which are of special importance to the community and designated for their recreational value.

Policy PUR11: Pavenhill Shopping Parade

Proposals for the redevelopment of the Pavenhill Shopping Parade, as shown on the Policies Map will be supported, provided they include some smaller retail (Class E(a)) units of a scale and design appropriate to their location and setting.

Proposals that include new homes above the ground floor retail units will be supported, provided adequate provision is made for parking and deliveries, so that the amenity of nearby residential properties is not adversely affected, and that care is afforded to relevant design principles within the area.

5.36 This policy retitles and modifies the wording of Policy 8 of PPNP1 covering the same land and continues to encourage the redevelopment of this important commercial location at the western end of High Street in Purton.

5.37 Like numerous other villages, it has suffered a loss of many of its local shops to the larger towns of Royal Wootton Bassett and Swindon which, with poor public transport services, has increased the reliance of residents on the motor car to do much of their shopping. The remaining shops at Pavenhill, as well as at Lower Square, provide an important service both for convenience shopping and to the elderly and those without transport for the basic shopping.

5.38 However, the shops at Pavenhill, built in the 1960s, occupy a very prominent location at the western end of High Street and the appearance of the area would be enhanced by a redevelopment scheme that includes an effective local retail offering to maintain the vibrancy of the village. Redeveloping the site creates an opportunity to improve its functionality and its appearance and the amenity of those living close to it, and to provide new apartments on the upper floor to meet local housing needs and likely to deliver a viable overall scheme.

5.39 The policy requires some provision of smaller commercial units (using the Use Class Order 2020 definition of 280sq.m.) to encourage local businesses. Engagement with Purton Parish Council in the event of such development, would be very much welcomed.

Policy PUR12: Facilities for the Elderly

Proposals to retain and extend The Cedars, High Street, Purton, as shown on the Policies Map, for the provision of supported living accommodation for elderly people (Class C2) will be supported in principle provided:

- a) demand is evidenced,**
- b) they conserve and enhance the special significance of the Purton Conservation Area,**
- c) as the building is within the Outer Zone of the North Meadow & Clattinger Farm Special Area of Conservation Interim Recreation Mitigation Strategy (2023), they demonstrate compliance with the Habitat Regulations through compliance with Policy PUR10 and the development may be required to demonstrate a minimum of 10% Biodiversity Net Gain (BNG).**

5.40 This policy retains and modifies the wording of Policy 9 of PPNP1 but applies to the same land. It continues to support future opportunities to extend the existing care home at The Cedars in the heart of the village. As it lies within the Purton Conservation Area, a reference to that constraint has been added.

5.41 Analysis in the Purton Planning for the Future document shows that Purton parish has a higher proportion of older people compared to Wiltshire or nationally across England. There is a need to retain existing care facilities so residents, who are no longer able to live independently, can continue to live in the village and remain close to their friends and families.

5.42 Although this policy offers specific support for the Cedars, there may be other opportunities for provision/ extension of housing for the retired and elderly such as care home units, extra care provision, sheltered housing, market specialist housing, which will be judged against all other applicable development plan policies.

Policy PUR13: Allotments

Proposals to develop or change the use of the allotments at Pavenhill, Poor Street (Restrop Road) and off Church Path, as shown on the Policies Map, will be resisted, unless it can be demonstrated that:

- the proposals are unavoidable;**
- the provision for new allotments is of an equivalent gross site area and is in a suitable and convenient location, within or adjoining the Purton Settlement Boundary; and**
- the new allotments are operational before the loss of the allotments which they are to replace.**

5.43 This policy retains and modifies the wording of Policy 11 of PPNP1 but applies to the same land. It continues to protect the existing allotments in the village, which are well-used and provide a much-appreciated social focus and recreation to many in the village. This especially important for the Poor Street/Restrop Road allotments land which now lies within the revised Settlement Boundary of Policy PUR1 following the building out of housing around its edges. In addition, the Parish Council would welcome proposals to increase allotment provision in the future.

Policy PUR14: Community, Play and Recreation Facilities

Proposals that will lead to the loss of established play and recreational facilities will be resisted, unless it can be demonstrated that:

- the established facility is no longer viable, and the land is no longer suited to another play or recreation use; or**
- the loss can be compensated by the provision of a replacement facility of an equivalent scale and type in a suitable and convenient location within or adjoining the defined Purton Settlement Boundary; and**
- and the replacement facility will be operational before the loss of the established facility.**

5.44 This policy retains and modifies the wording of Policy 12 of PPNP1 and comprises the same sites with some additional play, sports, and recreational facilities that are much valued by residents, sports clubs, and community groups in the Parish. In most cases, they are very well established uses and are expected to continue to be valued and successful. This is particularly noted given wellbeing benefits and the climate change agenda. However, it is accepted that on occasions the use of a facility may decline, or its use may be better located elsewhere to meet modern needs.

5.45 For the purpose of applying this policy, the following are considered to be established play and recreational facilities:

- The War Memorial and Village Centre, Church Street, Purton (including The Village Centre changing rooms, tennis club house, kiosks, bowls pavilion
- and Millennium Hall, Church Street).
- Recreational Area, Play Close, Purton
- Play Area, Ward Close, Purton
- Venture Play Area, off Restrop View, Purton (now closed).
- Webbs Place/The Buffer, Common Platt
- Cobb Hill Park, Common Platt
- The Dingle and the Cricket Ground, off Church End, Purton
- Millennium Garden, High Street
- Cricket Ground, off Church End
- Purton Red House, Church Street.
- Village Hall on Station Road.
- Silver Threads Hall, High Street.
- The Cricket Club Pavilion, off Church End, Purton.



HOUSING

Objectives

1. To maintain the range of housing stock in Purton village by planning for developments to deliver a wide range of housing types, and tenures
2. To ensure that new affordable housing meets the local need by prioritising local connections; those on lower incomes and key workers

Policy PUR15: New Housing Land

Land is allocated for the development of new housing, as shown on the Policies Map, at Northcote, Purton, subject to the following:

- **The residential redevelopment scheme provides for approx.10 homes at an average of 30 dwellings/ hectares;**
- **The scheme design conserves and enhances the special character of the setting of the Purton Conservation Area and of nearby listed buildings; and**
- **The scheme is accessed from its frontage on the side road off High Street;**
- **Proposals suitably supporting Active Travel connectivity from other parts the village will be supported as would those attempting to positively impact on local traffic from the outset; and**
- **As the site is within the Outer Zone of the North Meadow and Clattering Farm Special Area of Conservation Interim Recreation Mitigation Strategy (2023), and the site is itself ecologically diverse, proposals must demonstrate compliance with the Habitat Regulations through compliance with Policy PUR10 and the development may be required to demonstrate a minimum of 10% Biodiversity Net Gain (BNG).**

5.46 This policy replaces that part of Policy 13 of PPNP1 that allocated land for housing development. Only one site at Northcote, which is inside the Settlement Boundary is retained from that policy. The other sites previously allocated have either been delivered or are no longer available; the site identified at Restrop Road in Policy 14 of PPNP1 has been built out and that Policy is therefore deleted.

It is understood that the Northcote site remains available and there are no factors that indicate it is no longer developable in the ways set out in PPNP1, albeit there is now clearer guidance on how successful schemes should be brought forward.

Policy PUR16: Housing Mix

Proposals for residential development of two dwellings or more should provide a mix of dwelling types and sizes, to address the nature of local needs and contribute to the objective of creating a mixed and balanced community. Updated guidance may be issued from time to time from monitoring by the Parish Council and Wiltshire Council but, at the beginning of the Plan period, it is evident that achieving a better balance means an increase in the proportion of smaller 1 – 2 bedroom dwellings and a decrease in the proportion of larger 4+ bedroom dwellings.

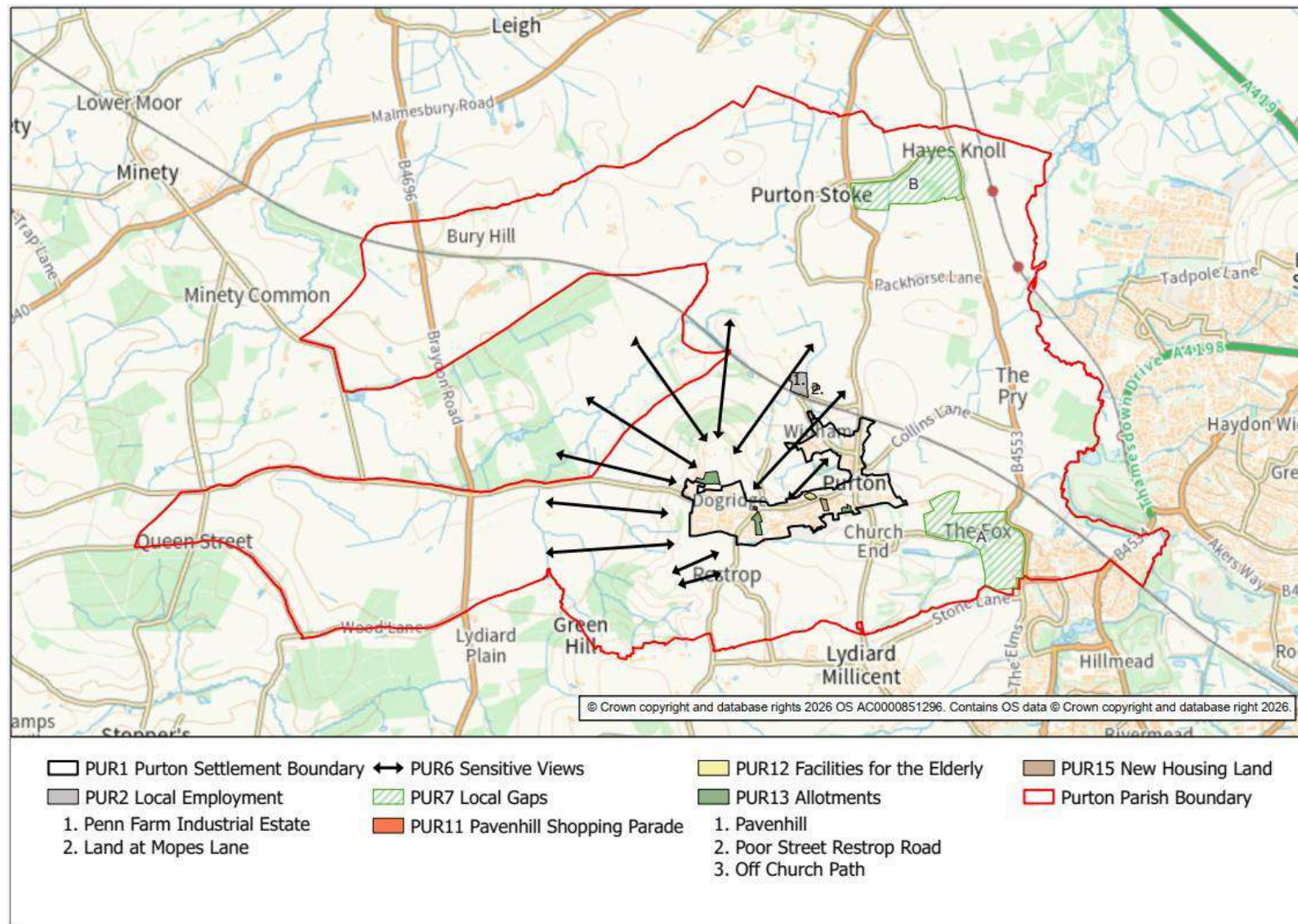
5.47 This new policy sets out a housing mix strategy informed by the data and recommendations of the Purton Housing Needs Assessment report of 2024. Having reviewed the existing housing stock of the village, it suggests that by 2030 there should be an increase in the proportion of smaller 1 - 2-bedroom dwellings and a decrease in the proportion of larger 4+ bedroom dwellings.

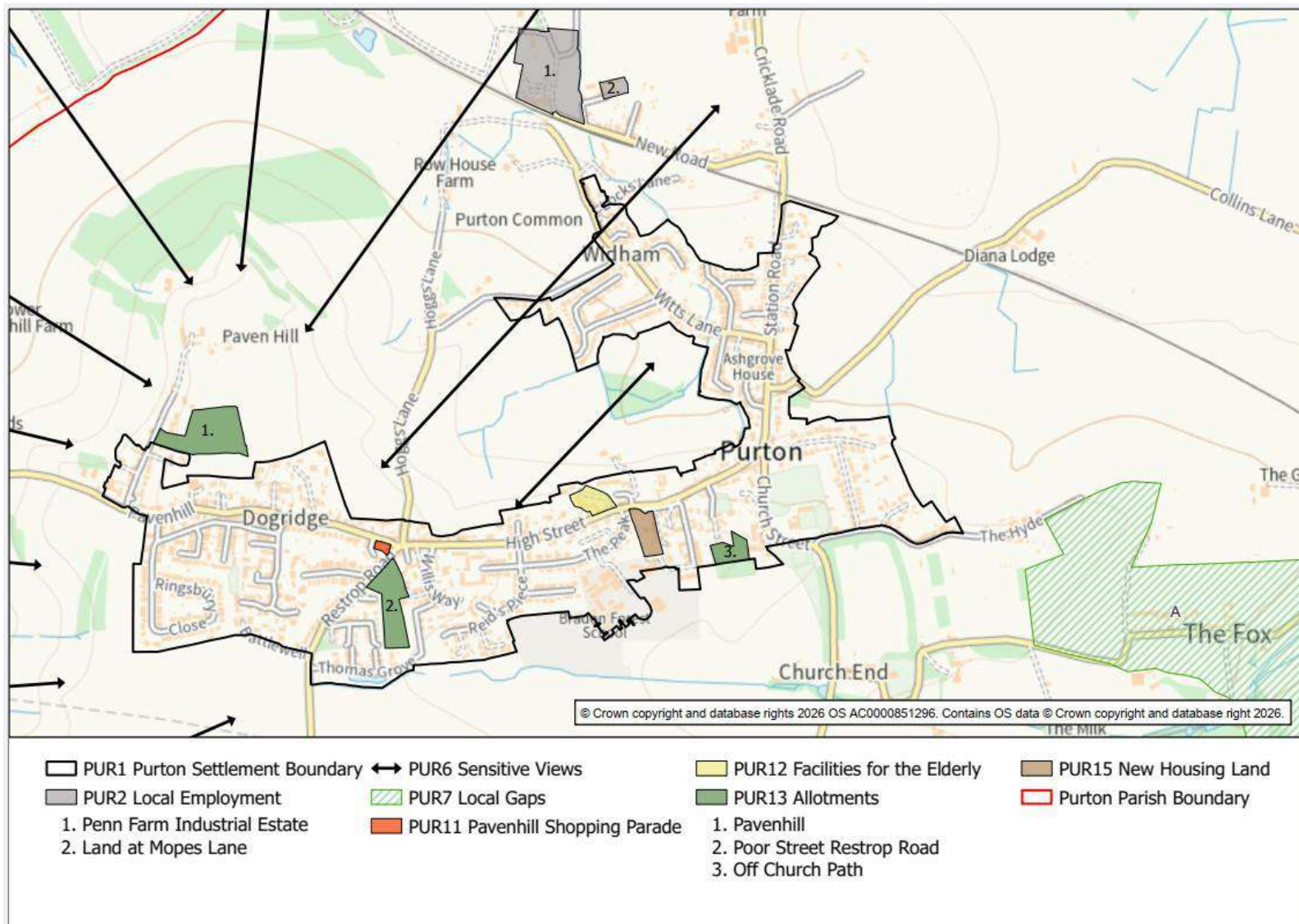
6. IMPLEMENTATION

6.1 The policies of PPNP2 will be implemented through the submission, consideration and determination of planning applications and through investments primarily via the Wiltshire Community Infrastructure Levy (CIL).

6.2 The Parish Council is a consultee on planning applications in the Parish and it will continue to comment on them and monitor the decisions made. It will especially scrutinise the way in which the PPNP2 policies are applied alongside other development plan policies and material considerations. It will also encourage applicants to engage with it at the pre-application stage, as well as during the negotiation of planning permissions and obligations, e.g. on the management of new public open spaces.

POLICIES MAP & INSET





APPENDIX A

Evidence referred to in the preparation of this plan includes, but is not limited to:

- The 2022 Neighbourhood Plan Revision [Survey Report](#)
- [Housing Needs Survey Results](#)
- [Purton Planning For The Future V6](#)
- [Guidance for Neighbourhood Planning within Wiltshire – Integrating High-Quality Design](#)
- [Levelling-up and Regeneration Bill: reforms to national planning policy](#)
- [National Planning Policy Consultation December 2022](#)
- Office for National Statistics (ONS) [Census 2021](#)
- [Purton Neighbourhood Plan 2017-2026](#), made in 2018
- [Purton Neighbourhood Plan Statement of Consultation January 2017](#)
- [Purton Planning for the Future \(December 2017\)](#)
- British History on Line: [Historic Parishes – Purton with Braydon](#)
- UK GBC, [Driving sustainability in new homes: a resource for local authorities v. 1.1: July 2018](#)
- [UK Met Office, Climate change in the UK](#)
- [BBC, What will climate change look like near me? \(12 August 2022\)](#)
- vulnerability assessment: [UKCIP ‘Adaptation Wizard’ | Guidances | Discover the key services, thematic features and tools of Climate-ADAPT Climate-ADAPT](#)
- Building Global Resilience in the Aftermath of Sustainable Development, Pagett RM (2018)
- [Wiltshire Local Plan Review November 2023 \(Wiltshire Council\)](#)
- [Purton Neighbourhood Plan Regulation 14 Statement of Consultation \(2017\)](#) (Purton Parish Council)
- [Wiltshire Strategic Housing and Economic Land Availability Assessment \(SHELAA\) August 2017 \(Wiltshire Council\)](#)
- [Wiltshire Housing Site Allocations Plan \(Pre-submission draft\) June 2017](#) (Wiltshire Council)
- [Purton Neighbourhood Plan Second Statement of Consultation \(2017\) \(Purton Parish Council\)](#)
- [Housing Land Supply Statement \(update\) published 2017 \(Wiltshire Council\)](#)
- [Environment Agency Flood Risk Maps 2016 \(Environment Agency\)](#)
- [Wiltshire 2015 SHLAA \(draft\) \(Wiltshire Council\)](#)
- [Wiltshire Core Strategy January 2015 \(Wiltshire Council\)](#)
- [Purton Parish Plan, 2014 \(Purton Parish Council – Parish Plan Group\)](#)
- Purton Flood Management Report
- [Transforming Purton Parish \(January 2013\) \(Purton Ps and Qs\)](#)
- [National Planning Policy Framework, 2012](#)
- [Saved policy NE14 Trees and Control of New Development \(North Wiltshire Local Plan 2011\)](#)

MODIFIED PURTON PARISH NEIGHBOURHOOD PLAN 2025-2040: Final Decision Statement

Date of publication: 2nd June 2026

1. Decision

- 1.1 Following an Independent Examination and a positive referendum result, Wiltshire Council has decided on 2nd June 2026 pursuant to section 38A (4) of the Planning and Compulsory Purchase Act 2004, to 'make' the Modified Purton Parish Neighbourhood Plan (the 'Plan').
- 1.2 The Modified Purton Parish Neighbourhood Plan now forms part of the Development Plan and its policies will be given full weight when assessing planning applications that affect land covered by the Plan.

2. Reasons for Decision

- 2.1 With the Examiner's recommended modifications, and additional modifications made by the Council, the Plan meets the basic conditions set out in paragraph 8(2) of the Schedule 4B of the Town and Country Planning Act 1990, is compatible with EU obligations and the Convention rights and complies with relevant provision made by or under Section 38A and Section 38B of the Planning and Compulsory Purchase Act 2004 (as amended).
- 2.2 The referendum held on 21st May 2026 met the requirements of the Localism Act 2011. It was held in the referendum area (consisting of the parish area of Purton), and posed the question "Do you want Wiltshire Council to use the Neighbourhood Plan for Purton to help it decide planning applications in the neighbourhood area?"
- 2.3 The count took place on 21st May 2026 and greater than 50% of those who voted were in favour of the Plan being used to help decide planning applications in the neighbourhood plan area. The results of the referendum were:

Response	Votes	Percent of total
YES	622	84.86%
NO	101	13.78%
Turnout	14.64%	

- 2.4 Wiltshire Council has assessed that the Plan including its preparation does not breach, and would not otherwise be incompatible, with, any EU obligation or any of the Convention Rights (within the meaning of the Human Rights Act 1998).

3. Background

- 3.1 The Modified Purton Parish Neighbourhood Plan area, situated in the northern part of Wiltshire, comprises of the parish area of Purton. The neighbourhood area was designated on 5th December 2016 as an area for the purpose of preparing a neighbourhood plan in accordance with section 61G of the Town and Country Planning Act 1990 (as amended).

- 3.2 Purton Parish Council (the 'qualifying body'), submitted the draft Modified Purton Parish Neighbourhood Plan, along with supporting documents, to Wiltshire Council on 2nd April 2025 for consultation, independent examination and remaining stages of the draft Plan's preparation in accordance with the Neighbourhood Planning (General) Regulations 2012.
- 3.3 Following submission of the draft Modified Purton Parish Neighbourhood Plan, Wiltshire Council publicised the draft Plan and supporting documents and invited representations during the consultation period 16th April 2025 to 11th June 2025.
- 3.4 In June 2025, Wiltshire Council appointed an independent examiner Andrew Matheson to examine the draft Plan and consider whether it should proceed to referendum.
- 3.5 The examiner's report was received in February 2026 and concluded that, subject to making the modifications recommended in the report, the draft Plan met the Basic Conditions and should proceed to referendum. The examiner also recommended that the Purton Neighbourhood Area (the parish area) would be an appropriate area within which to hold a referendum.
- 3.6 Following receipt of the examiner's report, in February 2026 Wiltshire Council published a Decision Statement to confirm that the Council was satisfied that the draft Modified Purton Parish Neighbourhood Plan, as modified, complies with the legal requirements and could proceed to referendum. The Council also agreed with the examiner that the Purton Neighbourhood Area (the parish area) would be an appropriate area within which to hold a referendum.
- 3.7 A referendum was held on 21st May 2026 and 84.86% of those who voted were in favour of the Plan. Paragraph 38A (4)(a) of the Planning and Compulsory Purchase Act 2004 as amended requires that the Council must make the neighbourhood plan if more than half of those voting have voted in favour of the plan. The Council are not subject to this duty if the making of the Plan would breach, or would otherwise be incompatible with, any EU obligation or any of the Convention rights (within the meaning of the Human Rights Act 1998).
- 3.8 This Decision Statement and the Modified Purton Parish Neighbourhood Plan have been published on Wiltshire Council's website along with details of where they can be inspected. This information has also been brought to the attention of people who live, work or carry out business in the neighbourhood area.

Signed:



Nic Thomas
Director of Planning, Economy & Regeneration
Wiltshire Council

Dated: 2nd June 2026

WILTSHIRE COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE COUNTY OF WILTSHIRE (VARIOUS ROADS, LYDIARD TREGOZE AND LYDIARD MILLICENT) (30MPH SPEED LIMIT) ORDER 2026

The Council of the County of Wiltshire in exercise of its powers under Section 82, 83, 84 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (hereinafter referred to as "the Act") as amended and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act hereby makes the following Order:-

1. The County of Wiltshire (Various Roads, Lydiard Tregoze and Lydiard Millicent) (30mph Speed Limit) Order 2006 is hereby revoked.
2. No person shall drive any vehicle at a speed exceeding 30 miles per hour on the lengths of road specified in the Schedule to this Order.
3. No speed limit imposed by this Order applies to vehicles falling within Regulation 3(4) of the Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011 when used in accordance with Regulation 3(5) of those Regulations.
4. This Order shall come into operation on 8th June 2026 and may be cited as The County of Wiltshire (Various Roads, Lydiard Tregoze and Lydiard Millicent) (30mph Speed Limit) Order 2026.

SCHEDULE

Lengths of Road in The Parishes of Lydiard Tregoze and Lydiard Millicent Subject to 30mph Speed Limit

<u>Road</u>	<u>Description</u>
C28 The Street, Lydiard Millicent	From its junction with the C414 to a point approximately 150 metres east of that junction
C35 Hook Street, Lydiard Tregoze	From its junction with the C414 to a point 113 metres south east of its junction with Footpath 35
C128 Flaxlands Road, Lydiard Tregoze	From its junction with the C414 to a point 150 north west of that junction

C414

From a point 70 metres north of its junction
with C28 The Street and UC 078601
Greenhill Lane, Lydiard Millicent to a point
30 metres south of its junction with
Dianmer Close, Lydiard Tregoze

Bolingbroke Close, Lydiard
Tregoze

The complete length

Dianmer Close, Lydiard Tregoze

The complete length

Drury Close, Lydiard Tregoze

The complete length

Greenhill Lane, Lydiard Millicent

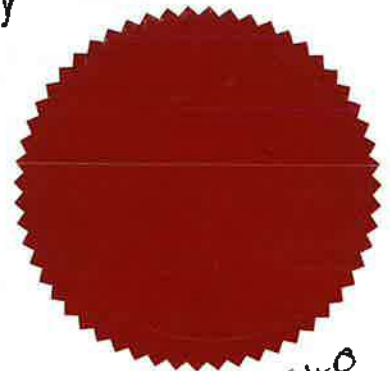
The complete length

The Meadows, Lydiard Tregoze

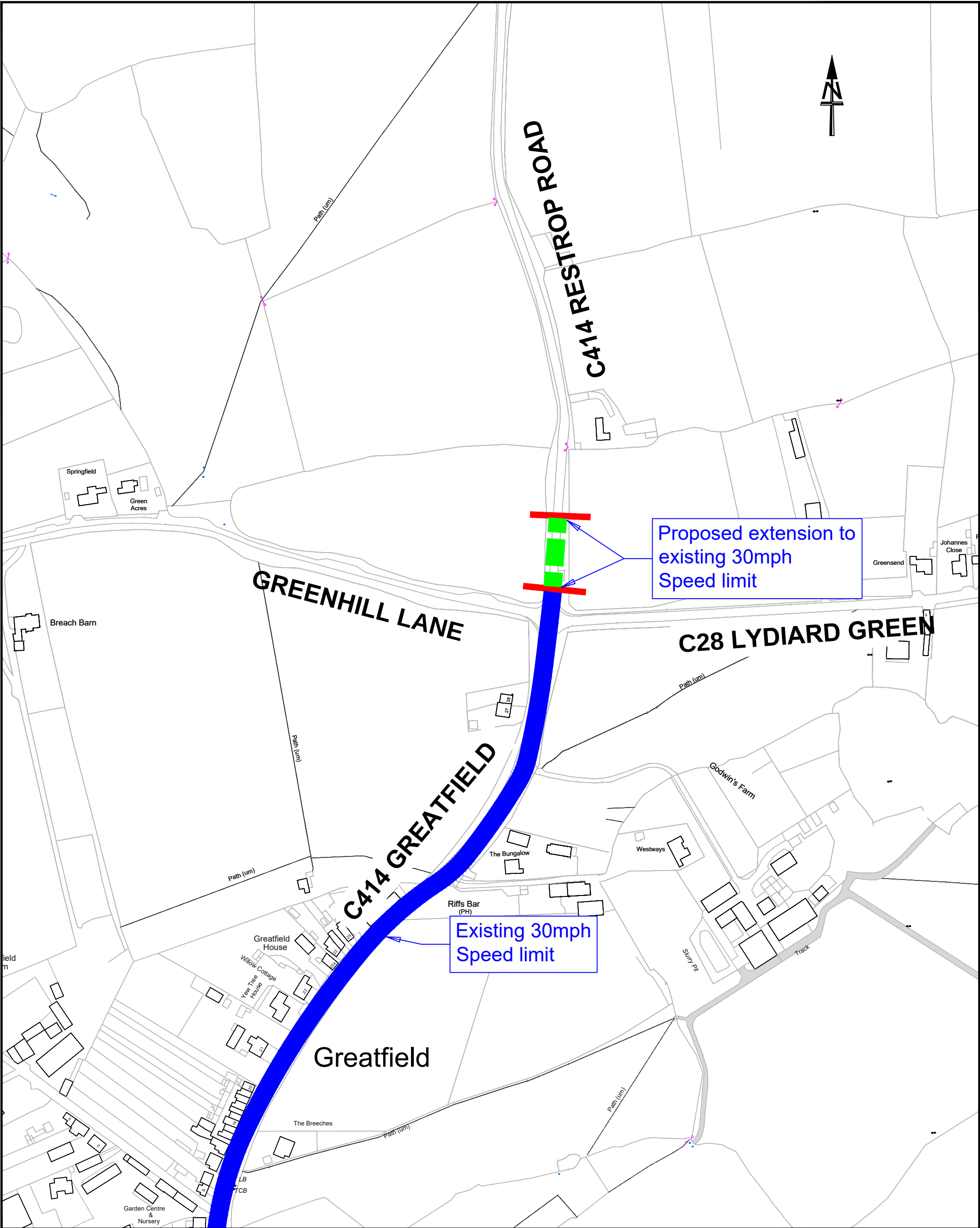
The complete length

THE COMMON SEAL of
WILTSHIRE COUNCIL was
hereunto affixed this
27th day of May 2026
in the presence of:-

Authorised Signatory
Wiltshire Council



30,540



NOTES:

EXISTING 30MPH SPEED RESTRICTION

PROPOSED EXTENSION OF 30MPH SPEED RESTRICTION

Wiltshire Council

Traffic Engineering Team

County Hall, Bythesea Road, Trowbridge
Wiltshire, BA14 8JD

Tel: 0300 4560100
Website: www.wiltshire.gov.uk

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Wiltshire Council (100049050) 2025

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REV	DATE	DRAWN	CHECK	APPRV	DESCRIPTION
DRAWING PURPOSE:					
CONSULTATION					

PROJECT:			
RWB & CRICKLADE LHFIF C414 RESTROP ROAD (GREENHILL CROSSROADS)			
DRAWING TITLE:			
PROPOSED EXTENTION OF 30MPH SPEED LIMIT			
SCALES:	NOT TO SCALE	SHEET SIZE:	A3
DRAWING No.	2025-012-MR-GREATFIELD-0001	REVISION:	0
FILE REF:			

Wiltshire Council

Section 14(1) of the Road Traffic Regulation Act 1984

Temporary Closure of: C28 (Part), Lydiard Millicent (Ref: TTRO 11520)

Notice is hereby given that the Wiltshire Council has made an Order to close temporarily to all traffic:

C28 (Part), Lydiard Millicent; from its junction with Bagbury Lane for a distance of approximately 90m in a westerly direction.

To enable: Thames Water to carry out new supply connection works and other associated works.

Alternative route: via C28 (unaffected length) – C414 – C34 – C28 (unaffected length) and vice versa.

The closure and diversion route will be clearly indicated by traffic signs.

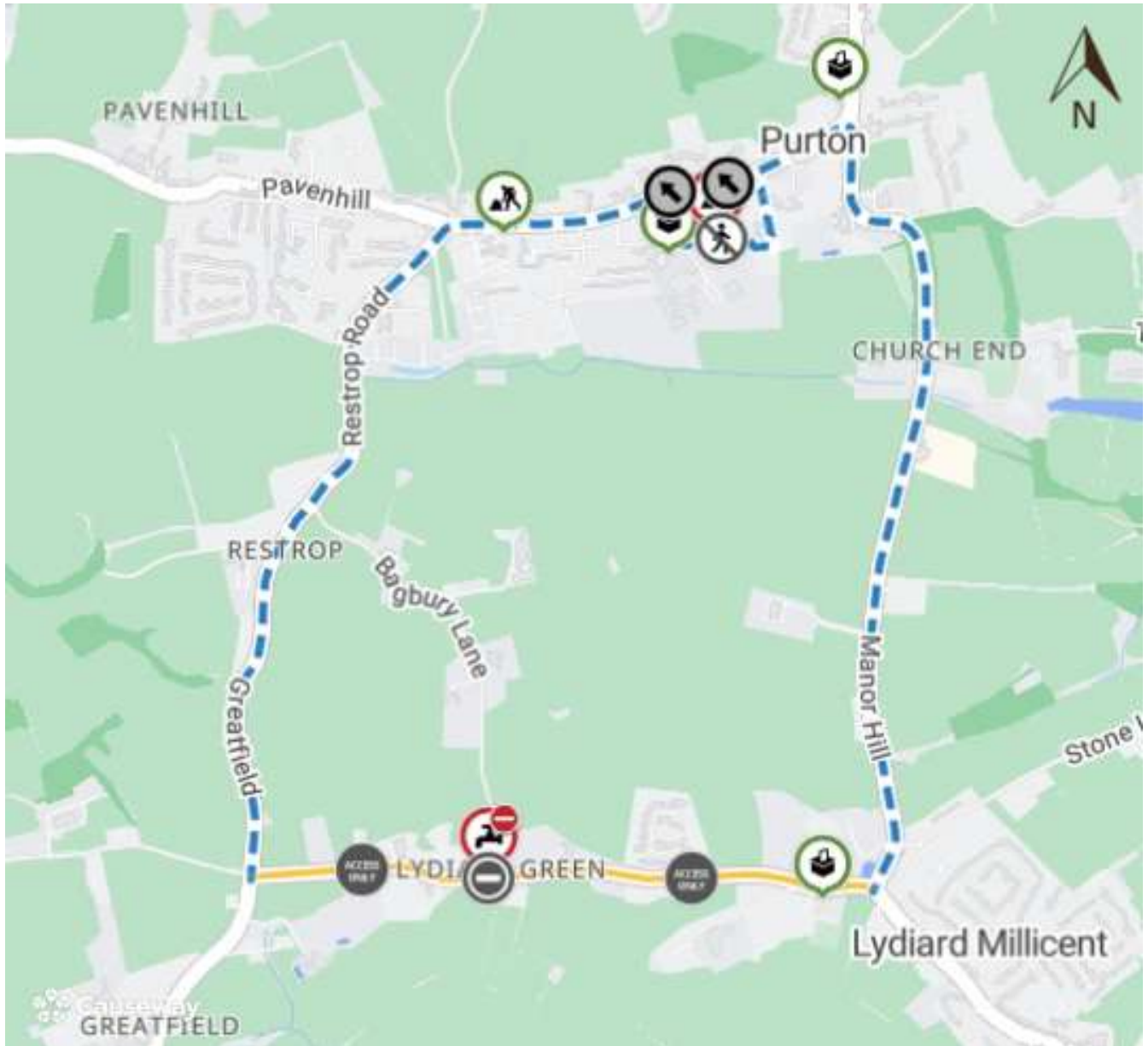
This Order will come into operation on 23 July 2026 and the closure will be required until 29 July 2026. It is anticipated that the works will take the stated duration to complete depending upon weather conditions. Access will be maintained for residents and businesses where possible, although delays are likely due to the nature of the works. The Order will have a maximum duration of 18 months.

For further information please contact Thames Water Utilities on 0800 316 9800.

Highways Assets and Commissioning, County Hall, Bythesea Road, Trowbridge BA14 8JN

16 July 2026

Indicative Plan : C28 (Part), Lydiard Millicent



Wiltshire Council Speed Limit Policy

January 2026



Wiltshire Council

Speed Limit Policy

CONTENTS

1. Introduction
2. Speed limit assessments
3. The Speed Limit Assessment Process – 30mph limits and above
4. The decision-making procedure
5. 20mph speed restriction assessment process
6. Appeal process

Appendix 1 – Highways Improvement request form

Appendix 2 – SLA request form

Appendix 3 – Speed Limit Review Report template

Appendix 4 – Appeal proforma

Appendix 5 – 20mph speed restriction FAQ

DOCUMENT HISTORY

Revision	Purpose Description	Revised	Authorised
1.0	Final		

1 Introduction

- 1.1 As set out in its adopted Wiltshire Local Transport Plan 2025-2038, Wiltshire Council is committed to maintaining safety on Wiltshire's highways and reducing casualties from road traffic collisions.
- 1.2 The council's casualty reduction strategy is founded on gathering smarter intelligence and collision investigation to understand the local and national trends. This enables the council to identify road safety targets, the high priority areas, themes and locations for casualty reduction, and to develop suitable interventions to give the greatest benefit to reducing casualties.
- 1.3 The casualty reduction interventions are developed following the Vision Zero approach and the Safe System 5 pillars. Depending upon the desired outcome, any combination of the pillars can be used, and this blended approach maximises the potential benefits in achieving the road safety targets.
- 1.4 Speed management through enforcement of existing speed limits and setting speed limits at appropriate levels are a key part of the Council's Road Safety Strategy.
- 1.5 A partnership approach is taken with the Wiltshire and Swindon Road Safety Partnership having developed a speed management strategy setting out evidence-based intervention levels, including Community Speed Watch, Speed Indicator Devices, engineering measures and police enforcement. The Police lead on enforcement of road traffic law including speed limit enforcement.
- 1.6 Setting appropriate speed limits with the aim of achieving safe driving speeds plays a key role in making the public highway safer and reducing the risk of harm to all users. Lower driven speeds may also encourage greater uptake of walking, cycling and wheeling.
- 1.7 The Department for Transport Circular 01/13 Setting Local Speed Limits sets out guidance for traffic authorities in setting local speed limits. Speed limits should be evidence-led and self-explaining while seeking to reinforce people's assessment of what is a safe speed to travel.
- 1.8 Speed limits should not be used to attempt to solve the problem of isolated hazards, such as a single road junction, reduced forward visibility or difficulties in crossing the road. In these circumstances, engineering measures should be considered with the aim of mitigating these issues.
- 1.9 The principal aim in determining appropriate speed limits should be to provide a consistent message between appropriate travel speed and the road's environment. Changes in speed limit need to be reflective of changes in the road layout and characteristics. This approach will provide consistency across the country for drivers.
- 1.10 Experience has shown that introducing lower speed limits as a standalone measure is not always effective in reducing driven speeds to comply with the lower limit, particularly where existing mean speeds are much higher than the proposed lower limit.

- 1.11 Speed was a factor in 59% of fatal collisions in the UK according to the Reported Road Casualties – Great Britain: Annual Report 2024 see link [Reported road casualties Great Britain, annual report: 2024 - GOV.UK](#)

2 Speed Limit Assessments

- 2.1 The purpose of a speed limit assessment is to undertake a technical review of a route or road network against the criteria set by the Department for Transport Circular 01/13 'Setting Local Speed Limits' whilst considering any local concerns raised as part of the assessment request process.
- 2.2 The application of the speed limit assessment process is to ensure consistency in setting speed limits throughout the County and to align with wider national policy to ensure consistency across authority boundaries.
- 2.3 In England, there are three default speed limits applicable to the highway network. These are:
- The 30mph speed limit on roads with a system of street lighting (referred to as Restricted Roads)
 - The national speed limit of 60mph on single carriageway roads
 - The national speed limit of 70mph on dual carriageways and motorways.
- 2.4 These limits are not appropriate for all roads and as such the authority may seek to introduce 20mph, 40mph or 50mph speed limits in accordance with the advice and guidance set out in the Circular. The authority to make changes to speed limits is granted through the Road Traffic Regulations Act (1984) and communicated to road users in accordance with the Traffic Signs Regulations and General Directions (TSRGD).

Alternatives to a full assessment

- 2.5 There are several instances where a speed limit assessment may not be the most appropriate initial step when concerns are raised regarding vehicle speeds. In the following instances, alternative approaches may be more effective at resolving the issues raised rather than a review of the existing speed limit.

Vehicles exceeding the existing speed limit

- 2.6 Where incidences of vehicles exceeding the speed limit are raised as a concern, enforcement measures may be considered the most appropriate course of action. The enforcement measures taken will vary depending upon the severity and frequency at which the speed limit is being exceeded and may range from locally delivered measures such as Community Speed Watch and / or use of Speed Indication Devices, or through targeted enforcement by the Police.
- 2.7 To determine the extent at which vehicles are exceeding a speed limit and identify the appropriate course of action, a traffic survey should be requested.
- 2.8 Traffic surveys differ from a speed limit assessment in that they provide traffic speed and volume data at one location, providing a 'spot check'. The criteria in Table 1 is used to identify, based on recorded 85th percentile speeds, the appropriate intervention level.

	No Further Action	CSW & SID
20 mph limit	85%ile speed up to 23.9 mph	85%ile speed 24.0 mph and over
30 mph limit	85%ile speed up to 34.9 mph	85%ile speed 35.0 mph and over
40 mph limit	85%ile speed up to 45.9 mph	85%ile speed 46.0 mph and over

Table 1: CSW and SID criteria

2.9 Further information regarding CSW and SID deployment can be found in the Wiltshire and Swindon Road Safety Partnership practice note '*Community Speedwatch, Temporary Speed Indicator Devices, & Civilian Deployed ANPR Cameras - Site Eligibility and Deployment Criteria*'.

2.10 Traffic survey requests can be to Wiltshire Council by Town and Parish Councils using the 'Traffic Survey Request' form and guidance document provided here: <https://www.wiltshire.gov.uk/traffic-surveys>.

Identified hazards

2.11 In accordance with the adopted Road Safety Strategy, resources are prioritised to focus on sites with the highest casualty risk as determined by monitoring the injury collisions that occur on Wiltshire's roads to establish the cluster sites, and A and B classification roads with an above typical collision rate. The cluster sites are the locations where three or more injury accidents have occurred in the last three-year period. The collision data is subject to detailed analysis to establish characteristics, causes and to identify treatable action. Regular liaison takes place with the Police on collision sites.

2.12 Annually, Wiltshire Council identifies the collision sites from the cluster list and sections of roads with above typical collision rates to be treated in the forthcoming year with the funds allocated for local safety schemes.

2.13 The typical outcomes to improve safety may include:

- improvements to traffic signing and road markings
- modifications to speed limits
- improved skidding resistance at junctions
- alternations to the highway geometry to improve safe operation
- improve road surfaces and crossing facilities for pedestrians and cyclists
- introduce traffic calming measures
- use of technology such as permanent vehicle activated road signs (VAS) to sign road hazards
- consider the application of new equipment for keeping roads safer in winter conditions

2.14 Local communities may have concerns relating to road safety and hazards at locations that do not meet the cluster site criteria. Where concerns are raised relating to the impact of vehicle speeds and hazards, such as side road

junctions, accesses, narrow roads or bends, consideration must be given to engineering solutions. These concerns should be raised in the first instance through the **Local Highway and Footway Improvement Groups**. Members of the public can use the Highway Improvement Request form (Appendix 1) to outline their concerns and submit to their local Town or Parish Council in the first instance.

Vulnerable road users

- 2.15 It is recognised that both perceived and actual vehicle speeds can be a concern to vulnerable road users, particularly those walking, wheeling or cycling and that vehicle speeds and volumes influence the uptake of sustainable transport modes for shorter journeys.
- 2.16 In situations where large numbers of vulnerable users can be impacted by interactions with vehicles, for example outside of schools, in town centre environments or on key active travel routes, or where vulnerable users experience severance within their local community by the highway network, it is important that the concerns raised are considered holistically. This means investigating not only vehicle volumes and speeds, but also addressing the problems faced – e.g. lack of safe crossing point, narrow or no footway provision.
- 2.17 Where communities have concerns such as those outlined above, it may be appropriate to request investigation through the **Local Highway and Footway Improvement Groups** (LHFIG) by completing the Highway Improvement Request form (see Appendix 1).
- 2.18 For school related road safety concerns, the council's Taking Action on School Journeys Fund offers schools with a travel plan, the opportunity to apply for a traffic safety review to identify and implement measures to mitigate those concerns. Schools can access more information through the 'Right Choice' portal or on the council website <https://www.wiltshire.gov.uk/schools-learning-transport-cycling-walking>.

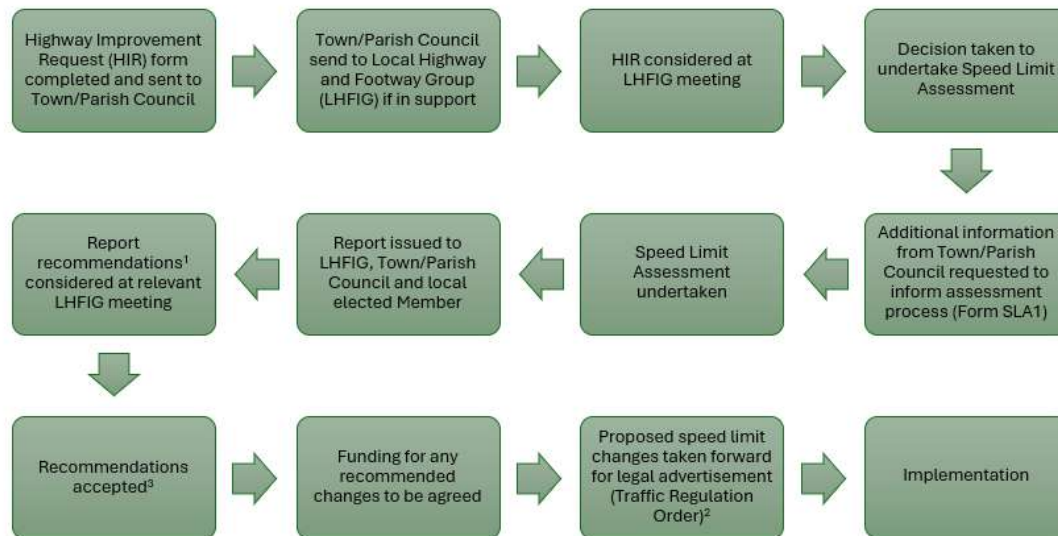
How are speed limit assessments initiated?

- 2.19 Requests for speed limit changes are made using the established **Local Highway and Footway Improvement Group** process. The initial requestor must complete a Highway Improvement Request (HIR) form (found in Appendix 1 and at [Local Highway and Footway Improvement Groups - Wiltshire Council](#)) and submit this to their Town or Parish Council in the first instance.
- 2.20 It is important that the request includes sufficient detail to allow the Town or Parish Council to fully understand the concerns raised and to determine if they support this request. This information will also be used by engineers undertaking the speed limit assessment to gain an understanding of local concerns. An addendum to the HIR specifically for speed limit assessment requests provides space for this and requestors should include the following information where possible:

- What are the issues faced?
- Where are these issues occurring?
- When do these issues occur?
- Who is affected?
- What has previously been done to address concerns?
- An example of the form can be found in Appendix 2.

- 2.21 Once the form is received by the Town or Parish Council, they should consider whether they agree with the concerns raised and support the request. If this is the case, then they should refer the request to LHFIGrequests@wiltshire.gov.uk. Speed limit assessment request for limits of 30mph and above will be referred to the **Local Highway and Footway Improvement Group (LHFIG)** for further consideration. Requests for 20mph speed restrictions will be dealt with directly by the Traffic Engineering Team. (See Section 5)
- 2.22 LHFIG's are sub-groups of the Area Boards, of which there is one for each Community area in the County and have a discretionary budget for delivering local highway related priorities. The terms of reference for the groups and more information about their role can be found here [Local Highway and Footway Improvement Groups - Wiltshire Council](#)
- 2.23 In the case of speed limit assessments for 30mph and above, if supported a funding allocation from the LHFIG and contribution from the Town or Parish Council will be required to fund the assessment process. The assessment can then be taken forward by Highways Officers (see Figure 1)

Figure 1: Speed Limit assessment request process



1. The outcome of an assessment may recommend no changes be made
2. Objections to the TRO will require a Cabinet Member decision to be made as to whether to proceed to implementation
3. Where recommendations are not accepted, Town/Parish Councils may appeal. See section 5 of the Speed Limit Policy document for details on process.

3 The Speed Limit Assessment Process – 30mph limits and above

3.1 In Wiltshire, assessing a road to determine an appropriate speed limit includes taking the following factors into account:

- Functional hierarchy of the route
- The length of the route to be subject to the speed limit
- Collision history
- Existing traffic speeds
- Composition of road users
- Road geometry
- Road environment
- Local concerns
- Other means of intervention to improve road safety

Functional hierarchy of the route

3.2 The functional hierarchy of a route is set out by the adopted Wiltshire Council Road Network Hierarchy which aligns with the ‘Code of Practice for Maintenance Management’ DETR 2001. The descriptors are shown in Figure 2.

Figure 2: Road function hierarchy

Hierarchy Description	Type of Road / General description	Detailed Description
Motorway	Limited access motorway regulations apply.	Routes for fast moving long distance traffic. Fully grade separated and restrictions on use.
Strategic Route Category 2	Trunk and some Principal “A” roads between Primary Destinations.	Routes for fast moving long distance traffic with little frontage access or pedestrian traffic. Speed limits are usually in excess of 40 mph and there are few junctions. Pedestrian crossings are either segregated or controlled and parked vehicles are generally prohibited.
Main Distributor Category 3A	Major Urban Network and Inter-Primary Links. Short – medium distance traffic.	Routes between Strategic Routes and linking urban centres to the strategic network with limited frontage access. In urban areas speed limits are usually 40 mph or less, parking is restricted at peak times and there are positive measures for pedestrian safety.
Secondary Distributor Category 3B	B and C class roads and some unclassified urban routes carrying bus, HGV and local traffic with frontage access and frequent junctions	In residential and other built up areas these roads have 20 or 30 mph speed limits and very high levels of pedestrian activity with some crossing facilities including zebra crossings. On street parking is generally unrestricted except for safety reasons. In rural areas these roads link the larger villages, bus routes and HGV generators to the Strategic and Main Distributor Network.
Link Road Category 4A	Roads linking between the Main and Secondary Distributor Network with frontage access and frequent junctions.	In urban areas these are residential or industrial interconnecting roads with 20 or 30 mph speed limits, random pedestrian movements and uncontrolled parking. In rural areas these roads link the smaller villages to the distributor roads. They are of varying width and not always capable of carrying two-way traffic.
Local Access Road Category 4B	Roads serving limited numbers of properties carrying only access traffic	In rural areas these roads serve small settlements and provide access to individual properties and land. They are often only single lane width and unsuitable for HGV. In urban areas they are often residential loop roads or cul de sac

- 3.3 Functional hierarchy relates to how a road is being used and the likely mix of vulnerable road users and motorized vehicles.
- 3.4 In many cases, particularly in the case of 20mph speed restriction requests, the functional hierarchy will be a primary determinant in the speed limit assessment. More information on the application of various speed limits is addressed further in this document.

Length of route to be assessed

- 3.5 When setting speed limits, it is important to achieve a balance between providing reasonable consistency of speed limits along a route and the need to encourage awareness, understanding and compliance. Lengthy sections of speed limit that do not align with the functional hierarchy, environmental triggers or frequent changes resulting in short sections of speed limit along a route should be avoided.
- 3.6 The recommended minimum length of a speed limit is 600m (Circular 01/13). In some circumstances, such as compact village environments, exceptions can be made to reduce this to 400m. An absolute minimum of 300m is permitted by Department for Transport but should be avoided unless deemed absolutely necessary.
- 3.7 Circular 01/13 recognises that there may be instances where it would be appropriate to introduce a short section of 40mph or 50mph speed limit as a transition from a higher to lower limit, however the use of these transitional limits, or buffers, should be only be used where immediate speed reduction may introduce additional safety risks or is less likely to be effective.

Traffic Data

- 3.8 The speed limit assessment process requires the calculation of time over distance to establish an average speed for each section of road being reviewed in free-flowing conditions i.e. not adversely influenced by peaks in traffic, rather than the use of localised point data collected by an individual traffic survey. As a minimum, seven journeys are made under free-flowing traffic conditions for each length of road under review and an average speed calculated from this analysis. This method is considered a more robust analysis of vehicle speeds over the full length of each section to determine average speeds throughout the route rather than to rely on the use of point speeds which only offer a reading for vehicle speed at a single point of the route.
- 3.9 Single point traffic surveys will be used as part of the data collection process to provide vehicle volume and classification data which will also inform the assessment process. The location and frequency of survey points along a route will be determined on a case-by-case basis.
- 3.10 These single point traffic surveys will also provide 85th percentile speeds. 85th percentile speeds are used to identify the speed distribution and is the speed at which 85% of vehicles are travelling at or below. It is this measurement of speed that is used to determine whether enforcement of a limit is necessary.

- 3.11 85th percentile speeds which are close to the mean speed typically indicate that the distribution of vehicle speeds are consistent, this can be due to the volume of traffic or the surrounding environment. A significant difference between the two numbers would indicate that other factors are influencing vehicles speeds. Typically this is associated with factors such as congestion, whereby large numbers of slow moving vehicles will result in lower speeds being recorded and the average speed recorded being affected as a result and not reflective of higher vehicle speeds when traffic is free flowing. It may also indicate that drivers have difficulty determining the appropriate speed for the road suggesting a better match between speed limit and road design is needed.

Collision Data

- 3.12 As specified in the Department for Transport Circular 01/13 Setting Local Speed Limits, the measurement of collisions is undertaken by considering recorded personal injury collisions. Damage only and unrecorded incidents are not a material consideration. Collision data covering a 6-year period is used for assessment purposes and is sourced from the relevant Police STATS database.
- 3.13 The use of personal injury collisions is universal across the United Kingdom not only in the assessment of speed limits but also in identifying schemes to improve highway safety. This accords with the principles set out in the Road Safety Code of Good Practice. (A Road Safety Good Practice Guide for Highway Authorities, 2006).

Road Geometry and Environment

- 3.14 The road geometry will be taken into consideration as part of the speed limit assessment process. This will consider the physical road layout features that may impact driver behaviour, vehicle speeds and road safety such as gradient, carriageway width, curvature etc as well as features that highlight the character of the route to drivers such as frontage development, local amenities and adjacent landscape.

Local Concerns

- 3.15 The road safety issues raised by users of the route, local residents and elected councillors will be considered as part of the speed limit assessment process. In addition to considering how the speed limit and any changes to it may impact upon the concerns raised, engineers will also consider any engineering measures that may address these concerns and mitigate the difficulties faced. These measures may range from the introduction of warning signs and road markings to influence driver behaviour, alterations to improve visibility at junctions or more significant infrastructure changes such as new footway or pedestrian crossing facilities.

Such concerns may include, but are not limited to:

- Community severance as a result of difficulty crossing a road
- Poor visibility when exiting junctions
- Lack of footway provision requiring pedestrians to walk in the verge or carriageway

- Lack of pedestrian/cycle provision on routes to key facilities – doctors surgery, village hall, school, bus stops etc.
- Inadequate footway provision – i.e. narrow footway unable to accommodate wheelchair users etc

Outcome of assessment reporting

- 3.16 The outcome of each speed limit assessment will be presented in a formal report that addresses the considerations outlined in this policy and the application of the guidance found in Circular 01/13 'Setting Local Speed Limits'. The report will set out recommendations as to whether any speed limit changes and/or engineering measures are considered to be appropriate.
- 3.17 It is important to note that there must be a legal basis for any speed limit change, and all required legal processes followed correctly. Promoting a speed limit that does not meet the required criteria is likely to result in objection from the Police as enforcement authority and from members of the public. Substantive objections will result in the proposed changes being abandoned however costs will still be incurred to cover the legal process.
- 3.18 Should the legal processes not be followed correctly, this can open the authority to legal challenge.
- 3.19 The report will follow an adopted template which can be found in Appendix 3

4 The decision making procedure

- 4.1 The final report will be circulated to the relevant LHFIG, Parish/Town Council and elected Wiltshire Council members for consideration. Where recommendations have been made for speed limit changes to take place, acceptance of the proposed changes from those parties will be sought. Should the recommendations be accepted, the LHFIG and Parish/Town Council will need to agree funding for the legal advertisement and implementation of the proposed speed limit changes. The estimated costs will be set out in the report alongside the recommendations.
- 4.2 The implementation of any new or change to an existing speed limit must follow the legal procedure to introduce a Traffic Regulation Order (TRO). This process requires formal advertisement and consultation providing members of the public and statutory consultees with an opportunity to comment on the proposal. The enforcement authority for speed limits resides with the Police, therefore agreement and support must be sought before any changes are implemented.
- 4.3 Where recommendations for engineering measures are made, implementation will again be subject to acceptance by the above parties with funding agreement required. In some circumstances, engineering measures may reach the threshold required to allow a Substantive LHFIG Scheme Funding bid to be made.
- 4.4 If the recommendations set out in the report are disputed, Parish/Town Councils may pursue an appeal following the process set out in this policy. Any dispute will only be considered valid where there are technical arguments. Disputes on the basis that the recommendations do not meet the local aspirations will not be eligible for an appeal submission.

5 20mph speed restriction assessment process

- 5.1 20mph speed restriction requests will not be referred to the LHFIG but will be directed to the Traffic Engineering Team where the assessment process will be centrally managed.
- 5.2 The level of assessment required will be determined on a case-by-case basis by the Traffic Engineering Team. Where requests are made for 20mph restrictions in residential areas in urban or village settings, the criteria is likely to be met and additional data collection is unlikely to be needed. However, requests for 20mph restrictions on key urban or rural routes are likely to require additional data to be collected to determine whether the criteria is met.
- 5.3 The costs associated with any data collection will be met centrally along with the Traffic Regulation Order costs associated with implementation of 20mph speed limits. In order to limit costs, TRO's over a wider area will be preferred. The cost of implementation of the physical speed limit change, for example associated signs and road markings, will need to be borne by the respective Town or Parish Council.

20mph speed restriction criteria

- 5.4 Where a request is made for the introduction of a 20mph speed restriction, specific eligibility criteria is considered alongside other factors such as local concerns and collision data as with other types of speed limit assessment.
- 5.5 A 20mph limit is intended for areas with continuous risk exposure, like residential areas, high pedestrian use or near schools. It should not be used as a tool for isolated hazards (e.g. a single junction or a bend); targeted measures (like a traffic-calming feature) are preferred.
- 5.6 There are two types of mandatory 20mph speed restrictions that may be introduced where criteria allow. 20mph speed limits are 'sign only' whereas 20mph zones require the introduction of other traffic calming features. In both cases, it is expected that the restrictions be self-enforcing therefore the criteria set out below must be adhered to.
- 5.7 Wiltshire Council aims to ensure that any 20mph schemes have the maximum benefit for the affected communities, such as:
 - a. improving quality of life
 - b. the promotion of healthier lifestyles
 - c. sustainability and environmental benefits
 - d. improvements to the social interaction and economic wellbeing of an area

The above points are important considerations alongside:

- a. reduction of collisions
- b. regulation of traffic speeds

- 5.8 Wiltshire Council will also actively promote the installation of 20mph schemes, where appropriate, on new residential developments. Such developments have long been designed in such a way as to encourage speeds at or below 20mph. Where practical, the extent of a 20mph scheme associated with a new development should look to include any adjoining residential areas to ensure consistency in a residential area.

20mph Limits

- 5.9 20mph limits can be considered when any one of the following criteria are met:

- Where mean 'before' speeds are at or below 24mph.
- In locations where the mean speeds are marginally above 24mph and the Traffic Engineering Team consider that the introduction of lighter touch measures such as road markings and/or signing are likely to result in 'after' mean speeds below 24mph.
- On roads that are predominantly for local access, where significant pedestrian and cycle movements are demonstrated to take place. This is described in Circular 01/13 as:
 - major streets where there are – or are likely to be – significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic
 - residential streets in cities, towns and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable
- In rural areas where the location, in addition to the above conditions, also meets the definition of a village as set out in Traffic Advisory Leaflet '01/04 - Village Speed Limits'
- 20mph speed restrictions are not to be used where through movement of vehicles is the predominant function of a route.

- 5.10 20mph limits should not be considered:

- **Major through-routes** or roads serving significant strategic or traffic circulation roles. These roads are intended for **faster, uninterrupted traffic flow**, and lower limits may be inappropriate.
- Roads **outside urban, residential, or built-up environments**, such as rural single-carriageways.
- On roads immediately adjoining motorways or trunk roads.
- On designated freight routes.
- Where existing speeds are well under 20 mph already.
- To address isolated hazards.
- For lengths less 600m.

20mph Zones

- 5.11 20mph zones can be considered when the following criteria are met:
- Roads subject to an existing 30mph speed restriction.
 - Where there is a proven history of road user conflict with vulnerable road users i.e. child pedestrians.
 - Where a suitable alternative route exists to enable drivers to avoid the zone.
 - In those areas set out in paragraph 95 of Circular 01/13
 - Where the use of traffic calming features is supported by the emergency services.
- 5.12 Appendix 5 includes frequently asked questions relating to 20mph speed restrictions.

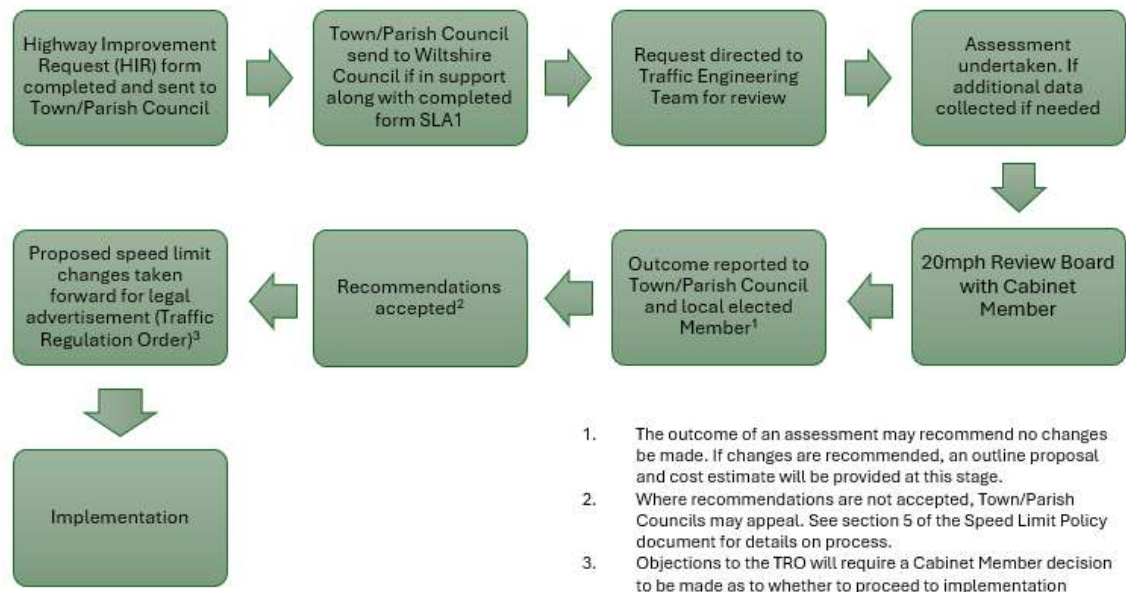
Advisory 20mph Speed Limits

- 5.13 In addition to the mandatory restrictions, the introduction of advisory 20mph speed limits outside of schools is permitted. Denoted by amber flashing lights and in operation during school drop off and pick up times, these advisory limits may be considered for introduction outside of Wiltshire schools. The request for consideration must be submitted by the school in question through the Taking Action on School Journeys (TAOSJ) process and the school must have an up-to-date travel plan. More information on TAOSJ and school travel plans can be found here: <https://www.wiltshire.gov.uk/schools-learning-transport-cycling-walking>.
- 5.14 It should be noted that advisory limits cannot be introduced in close proximity or on the approach to traffic signal junctions or crossings, Zebra or Parallel crossings due to Department for Transport rules regarding the siting of flashing amber lights.

Outcome of assessment reporting

- 5.15 In the case of 20mph speed limit requests that do not require additional data collection, a formal report will not be produced. An outline plan setting out the proposed extents of the limit and associated signs and road markings will be issued by the Traffic Engineering Team to the requesting Town or Parish Council alongside a cost estimate for implementation.
- 5.16 For requests where additional data collection has been undertaken, a briefing note outlining the data collected, the outcome of the assessment and any implementation proposals will be provided.

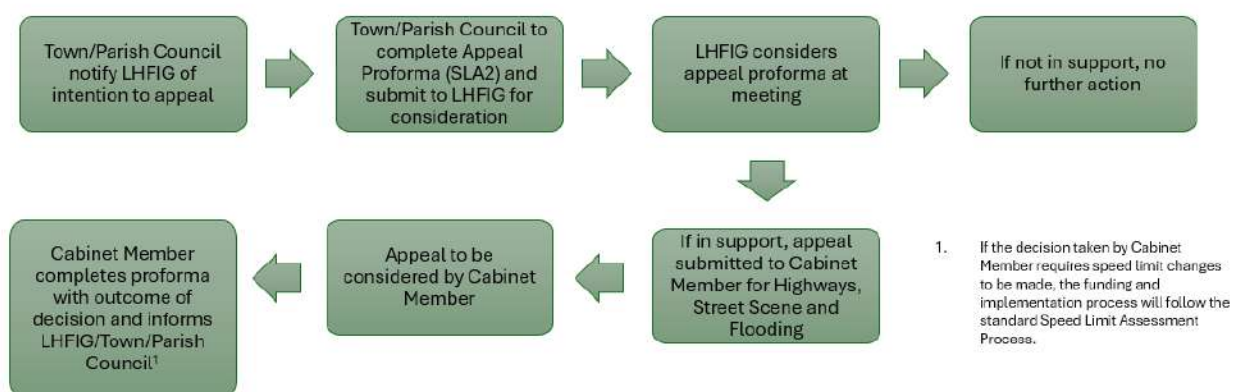
Figure 3: 20mph Process Flow Chart



6 Appeal Process.

- 6.1 The flowchart below outlines the appeal process, which requires the Appeal Proforma (SLA2) in Appendix 4 of this document to be submitted. The appeal must have the support of the LHFIG before being submitted to the Cabinet Member for Highways Street Scene and Flooding.
- 6.2 Any changes to a speed limit resulting from a Cabinet Member decision during the appeal process will be subject to the Traffic Regulation Order process. Funding for this process and any subsequent implementation will be the responsibility of the LHFIG and Town/Parish Councils.

Figure 4: Appeal Process Flow Chart



Appendix 5

20mph speed restrictions - Frequently Asked Questions

Q1. How effective are 20mph speed limits in reducing actual vehicle speeds?

- A1. *Results from area wide 20mph speed limits introduced nationally have shown an average reduction in speed of 2.4mph. Compliance is greater where average speeds are already low (below 24mph). Where before speeds are higher, speed reduction is greater but overall compliance is low (POSTbrief65 '20mph speed limits and zones: public health impacts', March 2025).*

The Wiltshire village trials resulted in an overall reduction in mean speed of 1.6mph which supports the advice given by the DfT. (para 95 and 96 of Circular 01/13)

*Following Wales' default 20mph limit, speed reductions vary, with Transport for Wales (TfW) reporting an **average drop of around 4 mph on main roads**, from roughly 29mph to 25mph,*

Q2. Why is a mean speed of 24mph used as the threshold level?

- A2. *All speed limits are set where it can be expected that overall compliance with the limit can be expected. As demonstrated above where mean speeds are greater than 24mph the overall compliance is low and it can be considered that the limit is then ineffective. A mean speed of 24mph is considered to be the statistical level where the limit remains effective.*

Q3. What are the benefits of 20mph limits?

- A3. *There is some early evidence from the sign only 20mph pilot schemes that whilst speed reduction is small there are quality of life and community benefits that can be accrued. (para 83 Circular 01/13).*

Q4. Will 20mph limits reduce the numbers of road casualties?

- A4. *Reduced traffic speeds are likely to result in a reduction in casualty severity when collisions occur. Previous results of studies of area wide 20mph limits across the UK have proved inconclusive on casualty reduction. However recent experience in Wales has shown that introducing lower speed limits as a standalone measure across wide areas has reduced casualties by 25%. Longer term trends are still being monitored.*

Q5. Will 20mph limits mean the introduction of road humps or other forms of traffic calming?

- A5. *No. The basis of 20mph limits is that they should be self-enforcing negating the need for traditional traffic calming features such as horizontal and vertical deflections. However lighter touch measures, such as carriageway roundels, are permitted at locations where speeds remain of concern.*

Q6. Will 20mph limits result in an increase in the number of signs?

- A6. *Yes. There is a requirement that repeaters signs are provided at regular intervals throughout the length of road subject to a 20mph limit.*

Q7. Is Wiltshire Council implementing blanket 20mph limits in large residential areas like some other local authorities?

Appendix 5

A7. *Area wide limits will be considered as part of the adopted process.*

Q8. Will a 20mph limit / zone be enforced by the Police?

A8. *Wiltshire Police's Neighbourhood Policing Teams are able to undertake enforcement within 20mph speed restricted areas based on local intelligence.*

Q9. Can Community Speed Watch (CSW) operate in areas covered by 20mph limits?

A9. *Yes, CSW can operate in 20mph speed limits.*

Q10. Can the temporary Speed Indication Device (SID) be deployed in a 20mph limit / zone?

A10. *Yes. As an addition to support CSW activities.*

Q11. Will existing 20mph limit / zones be reviewed to find out if they meet the criteria? Will action be taken to make changes to those that do not?

A11. *No, however if concerns are raised locally through the Area Board issues system and supported by the Community Area Transport group a reassessment could be considered.*

Q12. How much do 20mph speed limits and zones cost?

A12. *20mph zones and limits vary considerably in size and nature. As such it is difficult to provide definitive costs at this stage. Typically the on ground delivery cost of a 20mph limit covering a village is in the order of £10,000 to £15,000. A typical area wide 20mph zone with physical calming features would cost in the region of £80,000 to £250,000. These estimates exclude the upfront assessment and design costs.*

Q13. How can you tell if a newly implemented 20mph limit has been successful?

A13. *We will undertake ongoing monitoring.*

Q14. Will 20mph simply lead to increased delays to traffic and driver frustration?

A14. *By carefully choosing the areas for 20mph restrictions additional delays to motorists are not anticipated.*

Q15. You are only allowing 20mph limits in streets where average speeds are already below 24mph – what's the point?

A15. *Whilst further speed reduction is likely to be small, the presence of the limit is likely to bring about an overall change in driver attitude and introduce positive community benefits.*

Q16. I do not want a 20mph limit / zone to be implemented where I live – how do I object?

A16. *Any change in the speed limit will be subject to a formal traffic order advertisement at which time objection can be made.*

Crisis and Resilience Fund update

Briefing Note No. 26 - 08

Service: Communities

Date Prepared: 15 June 2026

Direct Line / Email: CRF@wiltshire.gov.uk

1. Overview and introduction

Wiltshire Council is delivering the Government's Crisis and Resilience Fund (CRF) locally to support residents experiencing financial hardship while building longer-term financial resilience.

- Total allocation: £13.4m (2026–2029):
 - £4.4m (2026/27)
 - £4.4m (2027/28)
 - £4.6m (2028/29)
- Additional funding: £783,725 for oil-heated households

The programme combines:

- Immediate crisis support
- Prevention and early intervention
- Partnership delivery with key organisations

The CRF:

- Is already delivering tangible support, with more than 300 residents helped in the first weeks.
- Is balancing crisis response with prevention, aiming to reduce repeat need.
- Needs strong partnerships (CA, CSE, VCSE sector) to support successful delivery.
- Is particularly important in rural Wiltshire, where costs are higher and access to services can be more limited.
- Will support a wide range of schemes to be developed to address root causes of financial hardship, not just immediate need.

2. Strategic approach

The CRF has been designed around two core objectives:

Immediate crisis support

- Emergency payments for essentials
- Support for food, utilities, transport and basic household needs

Building long-term resilience

- Financial advice and income maximisation
- Energy efficiency and cost reduction
- Skills development (e.g. budgeting, cooking, digital inclusion)
- Targeted support for vulnerable groups

3. Supporting a variety of people in different circumstances

The programme aims to support a number of people in different circumstances, such as:

- Rural communities
 - Higher costs of living
 - Off-gas grid households
- Low-income families
 - Including free school meal households
- Older people
- People at risk of homelessness
- Survivors of domestic abuse
- Young people and carers
- Residents experiencing financial exclusion

4. Key delivery partners so far

Wiltshire Citizens Advice (CA):

- Supporting residents with:
 - Debt, benefits, budgeting and energy advice
- Targeted work with:
 - Free school meal families
 - Early years and school referrals

Over 190 residents supported as of mid-May.

Centre for Sustainable Energy (CSE):

- Focus: oil heating support in rural areas
- Support includes:
 - Energy advice
 - Financial assistance
 - Energy efficiency improvements

74 residents supported as of mid-May with more applications pending.

5. Wiltshire Wellbeing Hub

- Continues to act as the single front door for support:
 - Advice and triage
 - Referral to CRF schemes
 - Access to wider partner services

Phone: 0300 003 4576

Email: wellbeinghub@wiltshire.gov.uk

Opening hours:

Mon–Thurs: 9am–5pm

Friday: 9am–4pm

6. Crisis support delivered to date

Direct crisis payments made by Wiltshire Council from 1 April to mid-May:

- 314 residents supported
 - 330 awards made
- Total funding distributed: £61,557

Breakdown of support provided includes:

- Food support
- Heating oil support (prior to CSE taking on this element)
- Energy utilities
- Household goods
- Transport
- Clothing
- Other essentials

7. Programme governance and timeline

Key milestones:

- Delivery plan deadline: 1 July 2026 (needs to be submitted to government)
- Operational Board launch: September 2026
- An Advisory Board meets monthly and reviews:
 - Scheme proposals
 - Delivery performance
 - Risks and impact

Some of the projects currently in the pipeline to help build resilience and provide wrap around support include support for older people, financial health initiatives, and healthy eating and cooking programmes.

8. Further info:

For more information, please email CRF@wiltshire.gov.uk or visit www.wiltshire.gov.uk/Crisisandresiliencefund

You will hopefully have seen recent correspondence/newsletter articles regarding Wiltshire's new Bus Shelter Bus Stop Infrastructure Improvement Programme; this programme responds to Wiltshire Council's Bus Service Improvement Plan (BSIP) and Wiltshire's Enhanced Partnership (EP) Plan and Scheme respectively.

Wiltshire's BSIP sets out how Wiltshire Council and local bus service operators will improve bus services and infrastructure to increase bus usage in the county and Wiltshire's EP is the statutory body with the responsibility to transform bus services and improve infrastructure, for bus passengers in Wiltshire through the EP Plan and Scheme. The BSIP can be found here [Bus Service Improvement Plan 2024](#) and the current EP Plan and Scheme can be viewed here: - [Wiltshire Enhanced Partnership 2022.pdf](#).

Following updated Government guidance, there will be a review of Wiltshire's EP Plan and Scheme which must follow a statutory process. Therefore, I am writing to you today with the formal notification of the proposed variation of Wiltshire's Enhanced Partnership Plan and Scheme - please refer to the attached notice for information regarding the proposed variation.

Kind Regards,

Passenger Transport
Highways and Transport



NOTICE OF INTENTION TO PREPARE A VARIATION TO AN ENHANCED PARTNERSHIP PLAN AND SCHEME

Issued by: Wiltshire Council

Date of Notice: 23rd June 2026

1. Purpose of this Notice

This notice is given in accordance with section 138L of the Transport Act 2000 (as amended) and associated regulations.

Wiltshire Council (“the Authority”) hereby gives notice of its intention to prepare a **variation to the Wiltshire Council Enhanced Partnership Plan and Scheme** currently in force.

2. Background

The Wiltshire Council Enhanced Partnership Plan and Scheme came into effect on: 6th April 2022.

The Authority, in collaboration with local bus operators and other stakeholders, keeps the EP Plan and Scheme under review to ensure they continue to deliver improved bus services, passenger benefits, and alignment with local transport objectives.

3. Proposed Scope of Variation

The Authority is considering potential variations which include (but are not limited to): -

- Setting out how the EP Plan and Scheme will adhere to the DfT’s EP Minimum Standards for EPs and Bus Services Act 2025 changes, which may include: -
 - Socially necessary local services measure
 - Maintain baseline LTA bus spending
 - Promoting concessionary travel
 - Reinvestment of savings from bus priority measures
 - Multi-operator information provision
 - Bus passenger charter
 - Multi-operator ticketing
 - Outcomes and output data publication
 - Common timetable change dates
 - Consideration of the needs of disabled people
 - Enforcement of bus priority infrastructure
 - Maintenance of bus infrastructure
- Further EP Plan and Scheme content may be included, such as: -
 - Modern buses, decarbonisation and air quality
 - Personal safety
 - Network co-ordination and route requirements
 - Bus punctuality, reliability and journey times
 - Impacts on small and medium sized operators

At this stage, proposals are **at development stage** and no final decisions have been made.

4. Stakeholders

This notice is being issued to:

- All affected local bus operators within the EP Plan and Scheme area
 - Wiltshire Enhanced Partnership Forum Members
 - Traffic Commissioners
 - Wiltshire Council Members
 - Town and Parish Councils
-

5. Engagement and Next Steps

The Authority will now commence engagement with operators and stakeholders to:

- Identify issues and opportunities
- Develop detailed proposals for variation
- Assess impacts and feasibility

Following this initial engagement, the Authority will, if appropriate:

- Prepare a draft EP Plan and Scheme variation
 - Issue a formal consultation in accordance with statutory requirements
-

6. How to Provide Early Input

Stakeholders are invited to provide initial views to inform the development of proposals to: -

Rebecca Lockwood Norris
National Bus Strategy Manager
bus.stops@wiltshire.gov.uk

Please submit any comments or representations by: **31st July 2026**

7. Further Information

Further information about the existing Wiltshire Council Enhanced Partnership Plan and Scheme can be found at: https://www.wiltshire.gov.uk/media/9124/Wiltshire-enhanced-partnership/pdf/Wiltshire_Enhanced_Partnership_2022.pdf?m=1651140628640

8. Contact

For any queries regarding this notice, please contact: -

Rebecca Lockwood Norris
National Bus Strategy Manager
bus.stops@wiltshire.gov.uk

Signed:



Jason Salter
Head of Passenger Transport Service
For and on behalf of Wiltshire Council

Members are requested to NOTE the report and CONSIDER volunteering to explore options.

Background

At the Annual Meeting of the Council on 7 May, Members were advised that a resident had contacted the Clerk to ask if the Council would consider some form of shade from the sun on the gravelled area next to the play park at JCH. She explained that she and her small children often use the play area as a meeting point with other families and have picnic lunches in the warmer weather but the lack of shade can make staying for longer periods difficult.

Members were presented with a number of options and approximate costs, but given the close proximity of the warmer months and the lack of provision for such a project in the 2026-2027 budget, it was agreed that the suggestion would be brought back to the July meeting for further exploration so it could be included in budgetary considerations for 2027-2028.

Recommendation

Members to AGREE to volunteer to explore possible options for installation, including costs and health and safety implications with proposals to be presented to Council at its next meeting in September.

Hayley Graham
June 2026

Members are requested to NOTE the report and CONSIDER the quotes received.

Background

As has previously been noted, the main gate to access the Cemetery spoils area is in a state of disrepair. All 3 fence posts have rotted at the base compromising the gates stability, and the gate itself is leaning significantly so in urgent need of repair. Given the size of the works, it is not possible for this to be carried out by the Parish Handyman.

**Quotes**

Quotes have been received to replace the main 5 bar gate, 3 posts and to dispose of all removed materials (all prices are ex. VAT).

Quote	Price	Notes
Quote 1	£1,101.10	Have worked for Council previously
Quote 2	£680.00	Have worked for Council previously
Quote 3	£1,828.00	

Recommendation

Members to APPROVE an expenditure of £680.00 (ex VAT) to replace the cemetery spoils area gate, 3 fence posts and dispose of all removed materials. Costs to be met from General Reserves.

Hayley Graham
June 2026

MEETING NOTES FOR THURSDAY 21st MAY 2026

Royal Wootton Bassett and Cricklade - Local Highway and Footway Improvement Group (LHFIG)

Date of meeting: **Thursday 21st May 2026 @ 6pm - Cricklade Town Council Offices.**

Chair – Councillor Nick Dye, Highways Officer – Martin Rose

Notes taken by Martin Rose

	Item	Update	Actions and recommendations	Who
1.	Attendees and Apologies			
	Attendees:	Cllr Nick Dye, Cllr Martin Denz Cllr Allison Bucknell Martin Rose (WC) Martin Cook (WC) Geoff Greenaway (Purton PC) Glyn Griffiths (Lydiard Millicent PC) Kevin Woolnough (Tockenham PC) John Coole (Cricklade TC) John Hughes (Clyffe Pypard & Bushton PC) Martin Roberts ((Clyffe Pypard & Bushton PC) Gill Welsman-Clarke (RWBTC)		
	Apologies:	Dawn Hooper, Rupert Pearce, Barry Taylor, Cllr Jaqui Lay, Mark Hopkins.		
	Absent:			

2.	Notes of Previous Meeting																							
		The notes and recommendations of the previous LHFIG meeting held on 11 th February 2026 were presented to the next RWB and Cricklade area board meeting on the 4 th March 2026. You can find the minutes here: https://cms.wiltshire.gov.uk/ieListDocuments.aspx?CId=174&MId=16217&Ver=4		To note																				
3.	Financial Position																							
		The financial update is shown with both the end of year account for 2025/25 and the statement of account for the financial year 2026/27. The end of year account summary for 25/26: RWB & Cricklade LHFIG Expenditure 2025/26 YEAR END ACCOUNT <table><tr><td colspan="2">FINANCIAL SUMMARY (as of 31/03/26)</td></tr><tr><td>LHFIG Budget 25/26</td><td>A £30,186.00</td></tr><tr><td>Carryover from 24/25</td><td>B £47,660.90 (Carryover)</td></tr><tr><td>Total Budget for 25/26</td><td>C £77,846.90 (A+B)</td></tr><tr><td colspan="2"> </td></tr><tr><td>Spend 25/26</td><td>D £53,335.42</td></tr><tr><td>less 3rd Party Contributions (Estimate)</td><td>E £9,689.37</td></tr><tr><td></td><td>F £43,646.05 (D-E)</td></tr><tr><td colspan="2"> </td></tr><tr><td>Balance</td><td>£34,200.85 (C-F)</td></tr></table> The year-end balance figure of £34,200.85 is carried over into 26/27 as in includes committed schemes where work is yet to be undertaken or fully complete. Refer to APPENDIX 1.	FINANCIAL SUMMARY (as of 31/03/26)		LHFIG Budget 25/26	A £30,186.00	Carryover from 24/25	B £47,660.90 (Carryover)	Total Budget for 25/26	C £77,846.90 (A+B)			Spend 25/26	D £53,335.42	less 3rd Party Contributions (Estimate)	E £9,689.37		F £43,646.05 (D-E)			Balance	£34,200.85 (C-F)		To Note
FINANCIAL SUMMARY (as of 31/03/26)																								
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Spend 25/26	D £53,335.42																							
less 3rd Party Contributions (Estimate)	E £9,689.37																							
	F £43,646.05 (D-E)																							
Balance	£34,200.85 (C-F)																							

The total budget for 26/27 of **£30,186.00** and retains the same amount of funding as 25-26.

The current balance for 26/27 is £28,433.16 and reflects the overspend in 25/26 and the estimated cost of committed schemes carried over. Refer to **APPENDIX 2**

RWB & Cricklade LHFIG Expenditure 2026/27

FINANCIAL SUMMARY (as of 20/05/26)		
LHFIG Budget 26/27	A	£30,186.00
Carryover from 25/26	B	£34,200.85 (Carryover)
Total Budget for 26/27	C	£64,386.85 (A+B)
Committed Spend 26/27	D	£46,051.43
less 3rd Party Contributions (Estimate)	E	£10,097.74
	F	£35,953.69 (D-E)
Balance		£28,433.16 (C-F)

Note the current balance of £28,433.16 includes the figure of £10,000 committed in 25/26 to the unsuccessful substantive bid for the B4042 Rugby club to Sports Club shared use path. The group will need to decide if it wishes to retain this sum for another substantive bid or return the monies the overall allocation and spend on general LHIFG requests.

	Item	Latest Update	Actions and recommendations	Who
4.	Update on Priority Schemes for 25/26 (funding committed where indicated)			
b)	11-23-08 Lydiard Millicent Common Platt safety Submitted 14/02/23	Estimated cost of scheme = £38,000.00 (A) Contribution from LHFIG = £6,412.50 (B) Contribution from LMPC = £2,317.50 (C) Amount from Substantive highway fund = £29,270.00 (D) D= (A – B - C) 28/05/25 Substantive bid successful. Detailed design to be completed and work order issued. Currently programmed for Feb 26. Decision can be found here: Decision details - Democratic Services - Wiltshire Council 12/02/25 Awaiting Results of assessment process. Delay due to resourcing. A total of '11' applications received for substantive funding across the 18 community areas. Cllr Steve Bucknell raised issue of pending development in the Common Platt area. It was agreed to look closer at possible S106 monies to assist with this project should they become available. 27/08/25 - Awaiting street lighting design. Scheme delivery programmed for Feb 26. Update at next meeting 12/11/25 - Awaiting design details for street lighting from AtkinsRéalis. Work programmed for Feb 26.	21/05/26 Scheme delayed from March due to street lighting issues. Street lighting design not yet finalised but works tentatively programmed to commence on the 23rd June for 2 weeks	MJR

		11/02/26 Scheme originally programmed for 26th February but postponed due to street lighting issues. Work re-programmed for June 22nd for 3 weeks. Cllr Bucknell expressed concern re. the use of solar lighting.		
c)	11-23-12 B4533 Purton Stoke, speed reduction Submitted 02/09/22	https://www.google.com/maps/ 28/05/25 Hydoblaster was available and working in Wiltshire. Decision taken to deploy to Purton Stoke to remove give way at Stoke Common Lane junction and reinstate further forward. Awaiting billing. Geoff Greenaway commented that remnants of the old markings are showing though. MJR to inspect site. 27/08/25 Site inspected. Residual lines following Hydro- blaster work are visible. M group have been instructed to return to site to black out lines in question. 12/11/25- Works remain outstanding by M group. MJR to undertake temporary work to black out visible lines. 11/02/26 - Black out work remains outstanding. To be undertaken once weather conditions improve. Cllr Greenaway commented that the recently installed lines are now showing signs of wear. This is to be picked up under general maintenance	21/05/26 Blacking out work to be picked up with other lining work in 26/27. No cost to LHFIG.	MJR
h)	11-23-4 11-24-11 C415 Broad Town Road (towards Wootton Bassett)	11/02/26 Formal Advert ended <u>24th November 2025</u> ‘14’ expressed support for the proposal.	21/05/26 Work order issued. Speed limit changes operational 8th June. Note - Additional costs for this project.	MJR

	Submitted 07/02/2023	'2' expressed conditional support, requesting further reductions to the proposed speed limits. '1' objected to the proposal. '1' originally objected to the proposal but this was subsequently withdrawn. Cabinet member report has been prepared with the following options considered. (i) Implement the proposed 40 / 50 mph speed restriction as advertised. (ii) Abandon the proposal. Report agreed by Cllr Martin Smith and option (i) recommended. Report was published with a decision due 9th February. Implementation to be programmed.		
i)	11-24-08 A4361 Broad Hinton (towards Swindon) Submitted 15/02/24	google.co.uk/maps 28/05/25 Refer to 11-24-11 above. Estimated cost £3500 - £4000. Agreed – Allocate £3500 for the implementation of the agreed speed limit for the A4361 Broad Hinton To be advertised alongside issue 11-24-11 C414 Broad Town Road to reduce legal costs 27/08/25 Plan and schedule issued to regulatory team for processing. To be advertised alongside issues 11-24-11 (Broad	21/05/26 Work order issued. Speed limit changes operational 8th June	MJR

		Town Road) and 11-24-16 (Greenhill crossroads) Formal advert likely end Sept 25. 12/11/25 - 50mph Speed limit extension proposal currently on advertisement. Start 23rd October – End 24th November (note extra week added due to Oct ½ term) If no objections are received the work order to the contractor will be issued by end of Dec 25 /Early Jan 26 with implementation by early spring 26. MH (RWB TC) commented that they are seeking the proposed length of 50mph limit on the C414 to be reduced to 40mph. 11/02/26 - Formal Advert ended 24th November 2025 No objections received. Implementation to be undertaken by signing team. Update to be provided to parish council once date is known.		
k)	11-22-01 Greenhill Crossroads, Lydiard Millicent Submitted 04/02/22 Resubmitted as 11-24-16 on 12/04/23	https://www.google.com/maps/ 1. Agreed – Allocate £8,000 with a 25% contribution (£2,000) from Lydiard Millicent PC 28/05/25 Carriageway repairs complete. Road marking work at junction complete (Cost £2,341.08) Budget of £8000.00 carried forward to 25/26. Advertisement of relocated 30mph terminal point awaiting processing by regulatory team. Gateway work to be implemented alongside speed limit change. Note - Combine with 11-24-08 and 11-24-11 to reduce legal costs	21/05/26 Order issued to M group. Awaiting programming. Note Overspend of £960.31. Speed limit changes operational 8th June.	MJR

		27/08/25 Design work complete. Speed limit changes will be advertised alongside issues 11-24-08 & 11-24-11. Work to relocate give way markings complete. Work to be programmed once speed limit extension advertised and agreed. 12/11/25 - 30mph Speed limit extension proposal currently on advertisement. Start 23rd October – End 24th November (note extra week added due to Oct ½ term) If no objections are received the work order to the contractor will be issued by early Jan 26 with implementation of full proposal including extension of 30mph limit, gateways, additional signing etc in Spring 26. 11/02/26 - Formal advert for extension of 30mph limit ended on the 24th November 2025. No objections were received. Speed limit change can now progress alongside other work planned at crossroads. Awaiting programming, Estimated Mid-Summer 26.		
l)	11-23-01 B3553 Purton Road Cricklade Submitted 10/01/23	A discussion took place with group members. MJR explained the traffic data indicated overall compliance with the posted 30mph limit. Collision data indicates a single (slight) collision during last 3 years. Cllr Dye and Chris Bull (Cricklade TC) expressed their unhappiness and felt action was still required to calm traffic on Purton Road, citing ongoing concerns raised by local residents. Cllr Dye raised an issue relating to the poor road surface and it was explained this needed to be raised via the appropriate channels. MJR to contact Chris Bull and Cllr Dye via email to outline conditions whereby formal traffic calming is typically	21/05/26 Site meeting with representatives from CTC took place on 12th March. Areas for possible improvement discussed. It was agreed to reallocate £3100 previously set aside for 20mph assessment to a topographical survey to enable feasibility work to be carried out. Topo received. Note - Increase of £100 to £3,200. MJR to start looking at design options for improvement and report back to CTC.	MJR

		considered, and discuss what action, if any, can be considered (subject to agreed funding). 28/05/25 Document report by MJR explaining conditions where by traffic calming is typically considered in Wiltshire remains outstanding. CTC have indicated they wish Purton Road issue to be reconsidered for prioritisation of new schemes in 25/26, with suggestion of footway widening. Refer to Appendix 3 '<i>Prioritisation of Highway Requests - May 25</i>'. Agreed – Allocate £3,100 for 20mph speed limit assessment. 27/08/25 Initial assessment and discussion indicate route unlikely to be considered as a viable site for a 20mph under the <u>current</u> Wiltshire Council policy on 20mph limits and zones due to Purton Road's status as a strategic route (B4553) outside of a town centre environment. Indications are that the council's policy on 20mph limits and zones will be subject to review in due course which is likely to remove some of the current restrictions on the roads they can be used. Recommend holding off on feasibility report until new policy is in place. Options for traffic calming to be assessed in the meantime. Update at next meeting. 12/11/25- Process of revising Wiltshire Council policy for 20mph limits and zones has started, however agreement required by head of asset management and cabinet member for highways & Transport. New policy not expected until early Spring 26.		
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		Site at Purton Road has been inspected. Options for traffic calming / footway widening will require topo survey between roundabout at The Hitchings and B4040. Cost estimate £3,500, Cllr Dye to discuss issue of topo survey with CTC and respond to MJR in due course. 11/02/26 Site meeting to take place with representatives from CTC, end February 26. Report findings back to next meeting. Cllr Dye agreed the previous allocation		
m)	11-24-01 Noremarsh Primary School & St Bartholomew's Primary School (The Rosary) Submitted 03/01/24	Agreed allocate £4,000.00 with a 25% contribution payable by RWBTC (£1,000) 28/05/25 Minor amendment for St Bartholomew's area agreed with RWB TC following representation from school. Proposal for St Bartholomew's school , Nore Marsh School, Widam and Downs View prepared and with regulatory team for processing prior to formal advertisement. Likely late summer early Autumn.£4,000 budget allocation carried forward into 25/26 . 27/08/25 - Site plans and advert schedules for both sites submitted to Regulatory team in June 25 for processing. Currently in work list and awaiting programming. Backlog of work, but advert estimated to commence late Sept / early Oct 25. MJR to update RWB TC when date is known. 12/11/25- Advert – 13th November 2025 End of objection period – 8th December 2025 If no objections are received, implementation early spring. If objections are received late spring / early summer 26 11/02/26. Advert period ended 8th December 2025	21/05/26 Cabinet member report for Nore Marsh School signed off and decision made to proceed with proposals 'as advertised'. The decision made can be found here. https://cms.wiltshire.gov.uk/ieDecisionDetails.aspx?ID=2314 Work order to be issued late May with implementation June / July.	MJR

		<u>Noremarsh Primary School</u> '7' objections received. Most requesting additional restrictions. Cabinet member report now required to deal with objections. Deadline end of Feb. Likely Recommendations (i) Implement as advertised (ii) Abandon the proposal <u>St Bartholomew Primary School</u> '0' objections received. St Bartholomew changes can now proceed to implementation, but it may be worth waiting until Noremarsh school area is ready to reduce costs..		
n)	11-23-15 Manor Hill (North of Manor Hill Farm) Purton Submitted 28/03/24	https://www.google.co.uk/maps/ Agreed – Allocate £6,000 with a 25% contribution (£1,500) from Purton PC 12/02/25 -Awaiting topo survey. Design work Feb/ March. Programmed for June 25. 28/05/25 –Topo survey received. Design work to commence in due course. Temp road closure required. Provisionally programmed for Nov 25.Allocation of £6,000 carried forward into 25/26.	21/05/26 Work complete. Additional cost of extended TM duration covered by traffic engineering team. Additional work cost was incurred due to addition drainage work requested by PPC. PPC agreed to increase their agreed contribution to £4,183.96. Invoice issued. Remove from next tacker.	MJR

		27/08/25 Design work to be completed and issued to Purton PC for approval by early Oct. Work currently programmed for early Jan 26. 12/11/25- Delay finalising design work but plan to be issued to PPC by end of Nov. Work programmed for Jan 26. 12/11/25 - Delay finalising design work but plan to be issued to PPC by end of Nov. Work programmed for Jan 26. 11/02/26 - Work commenced on the 26th January, but was abandoned on the 28th January due to excessive ground water and water originating from the Manor Hill Farm site. Works to be reprogrammed (weather permitting) Further investigation to be undertaken to assess if an additional gully is possible. Issue of surface water discharging onto the highway to be discussed with drainage team		
o)	11-24-07 Cricklade Road / Widam bridge, Purton Submitted 18/01/24	google.co.uk/maps Agreed, allocate £5,500.00 with a 25% contribution payable by Purton Parish Council (£1,375.00) 28/05/25 Work order for road markings/ signs / SID sockets to be issued on due course. Delivery late Summer 25 Eco grid work and 'no waiting at any' time to follow once legal process complete. Allocation of £6000 carried forward into 25/26. 27/08/25 Work order to be issued in due course. Delivery likely Oct 25. 'No waiting at any time' at the junction of Cricklade to be	21/05/26 Works 80% complete. Inset road studs and 'No Waiting at any time' (Double yellow lines) outstanding £2,863.17 of original £8,000 budget carried over into 26/27. Cabinet member report has been prepared and requires signing off and 'Decision made' before the no waiting can be installed. PPC have confirmed they wish to proceed without further amendment. Implementation June /July.	MJR

		advertised together with the sites at Nore Marsh School and St Bartholomew's School. Likely end of September. 12/11/25 Sign work and SID sockets installed 11/11/25. Road markings to follow (weather permitting) Proposed 'no waiting at any time' restriction at junction of Cricklade Road / New Road is currently being advertised. Advert – 13th November 2025, End of objection period – 8th December 2025. If no objections are received, implementation early spring. If objections are received late spring / early summer 26. 11/02/26. Advert period ended 8th December 2025 Single objection received requesting extension to proposed NWAAT further south to cover vehicular access. MJR to discuss with PPC. Cabinet member report is required before progressing. Road markings / reflective studs to be installed Spring 26		
t)	11-24-17 B4696 Braydon Road (Includes Lydiard Millicent & Purton Parishes) Submitted 17/04/24	google.co.uk/map 28/05/25 Signing / SLOWs now complete. Edge of carriageway markings outstanding but due to be completed in June 25. Allocation of £5,551.44 carried forward into 25/26. 27/08/25 Access markings along length programmed for week commencing 1st Sept. Separate meeting arranged to discuss B4696 with cabinet member for Highways, Cllr Lay and PC scheduled for 10/09/25	21/05/26 Work for original issue now 100%. LMPC and PPC invoiced for their contribution. Route study for B4696 has been agreed and will be undertaken by the Road Safety Foundation in the summer of 2026. Braydon Crossroads will be included in the study. Parish councils will receive a copy of the route study report upon completion.	MJR

		27/08/25 Access markings along length programmed for week commencing 1st Sept. Separate meeting arranged to discuss B4696 with cabinet member for Highways, Cllr Lay and PC scheduled for 10/09/25. 12/11/25 - All sign and lining work complete. Awaiting final account. Purton PC and Lydiard Millicent PC to be invoiced for contribution. Meeting with Cabinet member, members of PCs, local member took place on 10/09/25 to discuss ongoing safety concerns. New highway improvement request submitted by Braydon PC asking for improvements on B4696 and Braydon Crossroads. 11/02/26 - Awaiting confirmation on whether B4696 Braydon crossroads will be included as part of Substantive Local safety scheme projects (LSS) projects for 26/27. MJR to speak to Gareth Rogers for update.		
u)	11-24-21 Length of C114 Water Eaton Submitted 06/05/2024	google.co.uk/maps 12/02/25. Minor Signs & Road markings. Outline design issued to LPC for comments. Copy sent to Cllr Dye. 28/05/25 Email to clerk 04/02/25 with outline design requesting feedback. No response to date. Work cost estimate - £2,500 27/08/25 - Cllr Dye explained that Latton parish council have been in hiatus, however they are aware of the current proposal and will respond in due course.	21/05/26 Site visit with representatives from Latton PC to agreed SID sites x 2. Confusion re. funding resolved. Order issued to M Group for £922.30 with 25% contribution from LPC. Implementation complete. Other items including signs / road markings on hold until effectiveness of SIDs is assessed.	MJR

		12/11/25 No contact received from Latton PC. Group to decide whether to remove issue or continue to place on hold. Cllr Dye explained LPC are in the process of reestablishing. MJR to resend proposal plan for C414 Water Eaton to clerk. 11/02/26.Contact made by LPC who wish to proceed with SID sockets for Water Eaton and fund 100%. Locations to be agreed with PC, however site meeting is required due to confusion re. SIDs and deployment on the highway. LPC to fund 100% of cost.		
	11-24-09 High Street – Royal Wootton Bassett. Submitted 16/02/24	28/05/25 - Request for various changes on High Street including disabled bays, changes to Taxi ranks and loading areas, extension of no waiting ' / removal of parking bays. Extend the pavement to the entrance to Beamans Lane or install bollards to prevent parking. AGREED - undertake assessment work in 25/26. No budget allocation currently. 27/08/25 Mapping of existing restrictions on High Street has commenced. Once complete a meeting to be arranged with RWB TC to discuss objectives / changes before amendments can be agreed and formally advertised. 12/11/25 - Waiting restrictions plan of High Street submitted to RWB TC who have confirmed the proposed areas for change. Draft proposals to be submitted in due course for comments	21/05/26 Proposals for 4 sites on RWB High Street issued to RWB TC for comment in March 26. Site 1 – High St adjacent to Angel Hotel. Site 2 – High Steet Adjacent to Cross Keys Site 3 – High St adjacent to Wood St junction Site 4 – High Street adjacent to Beamans Lane Proposals agreed in full by RWB TC AGREED – Allocate £6,500 to advertise and implement the above waiting restriction sites in 26/27, alongside other identified waiting restriction sites in the RWB and Cricklade area, including Blackthorn Close, RWB, Bath Road, Cricklade (revocation) and Thames Lane / Manor Orchard, Cricklade to reduce overall legal costs.	MJR

		11/02/26. - Draft proposals be issued on 12/02/26 to RWB Town council to comment. No LHFIG allocation currently in 25/26		
	11-24-33 B4042 between RWB Rugby Club and RWB sports club. Submitted 15/12/24	https://www.google.com/maps/ 28/05/25 - Request for new footway / cycleway to link between the sports club and rugby club. AGREED - Allocate £1,800 for a topo survey with a 12.5% contribution from RWB TC & 12.5% contribution from Lydiard Tregoze PC. 27/08/25 Topo survey complete. Design work due to commence Sept 25. Likely land issue as eastern end by sports club due to small area are not within adopted highway. Discussion required re. possible free dedication required. Outline design to be presented to group at next meeting. Note increase in topo cost from £1800 to £2400. 12/11/25 - Outline design and cost prepared. Possible substantive bid for 2025/26 Provisional cost estimate is £92k. Free dedication of land by Buxton sports club required. Cost doesn't include any assessment of the existing 40mph speed limit Deadline for substantive bid submissions - Friday 12 December 2025. Plan shown to members. Cllr Bucknell suggested that a shared use cycleway / footway might be considered. MJR to prepare Option 2 which includes SUP. Members agreed to submit proposal for substantive bid for 2025/26 and allocate £10,000 of LHFIG funding. 3rd Party	21/05/26 Substantive bid unsuccessful. The cabinet member report can be found here: https://cms.wiltshire.gov.uk/ieDecisionDetails.aspx?ID=2334 Discussion took place and it was agreed to return the substantive contribution of £10,000 allocated in 25/26 to the general LHFIG pot. The group agreed to submit a tentative substantive bid for this project in 26/27, and if successful making an allocation from the 27/28 monies.	MJR

		funding of £20,000 to further support bid to be requested from LTPC and RWB TC. (£10,000 each) MJR to contact. 11/02/26. Both RWB TC and LTPC have confirmed their contributions. Substantive bid submitted and awaiting outcome		
	11-24-30 Chelworth Upper Green, Cricklade (east of crossroads with B4040) Submitted 16/01/25	28/05/25 - Local concerns relating vehicles losing control on double bend. Request for improved signing and a reduction in speed limit from 40mph to 30mph. AGREED - Allocate £4,000 with a 25% contribution from Cricklade Town Council. 27/08/25 Design submitted and approved by CTC. Order issued to contractor. Awaiting programming. 12/11/25- Work to W/C 24/11. Road markings to follow. 11/02/26. Sign Work Complete. Road markings outstanding. Likely spring 26	21/05/26. Work complete. CTC invoiced for contribution. Remove from next tracker.	
	11-24-41 - Pavenhill – Outside One Stop Shop Submitted 29/04/25	https://www.google.co.uk/maps/place/Pavenhill Request for extension to paving/kerbing adjacent to One Stop convenience store to incorporate communal access AGREED - undertake assessment / design work in 25/26. No budget allocation at this time 27/08/25 Double yellow lines outside shop recently refreshed. Martin Cook and Cllr Lay have met on site to discuss. Further	21/05/26. Site meeting with Geoff Greenaway. Agreement for 2no. reboundable pole cones located either side of footpath exit onto Pavenhill to discourage vehicle overrunning of footway. https://www.rediweldtraffic.co.uk/products Estimated cost £800-£1000.	MJR

		meeting with PC and local member likely before options can be drawn up. 12/11/25- Site inspected. Gigaclear chamber preventing extension / raising of footway by shop. Suggest use of flexible self-righting pole cones (Rediweld) To discourage overrunning of area by pedestrian access. Estimate cost £2,000 https://www.rediweldtraffic.co.uk/products MJR to submit plan for consideration to PPC 11/02/26. - Meeting arranged with Geoff Greenaway (PPC) 13/02/26 to look at options	AGREED – Allocate £1000.00 in 26/27 for the installation of rebound poles. 25% contribution from Purton PC	
	11-24-47 - Manor Hill, (Lydiard Millicent end) Submitted 16/05/25	Speeding issue in narrow section close to Lydiard Millicent. https://www.google.co.uk/maps/ AGREED - undertake assessment / design work in 25/26. No budget allocation at this time. 27/08/25 Feasibility work required. Due Nov 25 12/11/25 - Feasibility work to be undertaken Nov/Dec 25. 11/02/26 Awaiting staff time. Feasibility work now expected spring 26	21/05/26 Awaiting staff resource. Signs / road markings only viable option due to absence of street lighting.	MJR
	11-24-50 - Preston Lane, Primary school, Lyneham	https://www.google.com/maps/place/Lyneham	21/05/26 Proposal agreed by Lyneham and Bradenstoke Parish Council who wish the scheme to be	MJR

Submitted 09/04/25	The Parish Council would like to request a safety review for a defined crossing point in Lyneham at Preston Lane at the Primary School. AGREED - undertake assessment /design work in 25/26. No budget allocation at this time. 27/08/25 Feasibility work required. Due Oct / November 25 12/11/25 - Site visited Oct 25. 1 no. recorded PIC (slight) involving 7-year-old child in last 3 years. No obvious safety issue apparent, but some changes recommended for overall community benefit , including improvement to and removal of some existing signs. Possible '20' zone or part time advisory 20 would be suitable for this location. Traffic calming features are already present so overall cost of 20 zone would be greatly reduced. Group, including representatives from L&B PC agreed that 20mph zone for Preston Lane is worth further investigation. Feasibility work with costing to be presented to next meeting. 11/02/26 Outline plan issued to LPC and local elected member. Awaiting feedback. Estimated cost £10,000 to £14,000. 11/02/26 - Outline plan issued to LPC and local elected member. Awaiting feedback. Estimated cost £10,000 to £14,000	considered for implementation. Estimated cost £10,000 to £14,000 (includes legal and electrical disconnection work) AGREED – Allocate £10,000 in 26/27 for the introduction of a 20mph zone on Preston Lane with a 25% contribution from Lyneham & Bradenstoke PC		
	11-24-42 The Buffer, Ridgeway Farm.	AGREED – Allocate £5,000 for Ad-Hoc road markings in RWB and Cricklade Area. NOTE - No 3rd Party Contribution.	21/05/26	MR

	11-24-40 - High Street/College Road Lay-by. 11-24-43 - The Peak/Reids Piece Purton C70 Hook	27/08/25 Order issued to contractor. Programmed for end of August 25 12/11/25 - Order issued. Works scheduled for 07/10/25 but not undertaken. Ongoing delay with road markings raised with senior management. High Street Collage Road Layby complete. Work scheduled 17/11. Night work 11/02/26.High Street College Road Layby, The Buffer/ Ridgeway Farm, C70 Hook, complete. Some concerns raised that recent road markings are already lifting. The Peak / Reids Piece outstanding. Likely spring 26 due to weather.	All work complete. Residual budget of £1503.33 carried forward to 26/27 and contributes towards the carriageway roundels on the C415 Broad Town / Marlborough Road speed limit. Remove from next tracker.	
6.	Minor Signing schemes to be paid for by Town/ Parish Councils			
	Advisory No HGV signs requested by Purton PC – Complete. Awaiting billing.			
7.	Any Other Business			
	1. Latton PC submitted an email in advance of the meeting via Cllr Dye requesting consideration of speed limit changes at either end of The Street, with a suggested reduction from the current 60mph to 40mph. Formal highway request to be submitted by PC and the issue to be considered at next scheduled LHFIG meeting. Requests to be sent to the following email address. LHFIGrequests@wiltshire.gov.uk Meeting dates - Due to a reduction in the number of Area board meetings in 26/27, the number of LHFIG meetings will also reduce from '4' to '3' to ensure appropriate governance is in place.			To note

8.	Date of Next Meeting		
	Wednesday 7th October 2026 - 6pm via MS teams		

Royal Wootton Bassett & Cricklade Local Highways & Footway Improvement Group

Highway Traffic Engineer – Martin Rose

Area Highway Engineer – Martin Cook

11. Environmental & Community Implications

- 11.1. Environmental and community implications were considered by the LHFIFG during their deliberations. The funding of projects will contribute to the continuance and/or improvement of environmental, social and community wellbeing in the community area, the extent and specifics of which will be dependent upon the individual project.

12. Financial Implications

- 12.1. All decisions must fall within the Highways funding allocated to Royal Wootton Bassett & Cricklade Area Board.
- 12.2. If funding is allocated in line with LHFIFG recommendations outlined in this report, and all relevant 3rd party contributions are confirmed, Royal Wootton Bassett & Cricklade Area Board will have a remaining Highways funding balance of **£19,058.16**
Refer to **APPENDIX 1 UPDATE**

13. Legal Implications

- 13.1. There are no specific legal implications related to this report.

14. HR Implications

- 14.1. There are no specific HR implications related to this report.

15. Equality and Inclusion Implications

- 15.1 The schemes recommended to the Area Board will improve road safety for all users of the highway.

16. Safeguarding implications

- 16.1 There are no specific Safeguarding implications related to this report.

17. Recommendations to Royal Wootton Bassett & Cricklade Area Board.

17.1

- **High Street – Royal Wootton Bassett** Waiting restrictions (includes Blackthorn Close, RWB, Bath Rd, Thames Ln Cricklade) **Allocate £6,500** with a 3rd party contribution of £1625.00 (TBC)
- **Pavenhill Purton** – Rebound bollards x 2. **Allocate £1,000.00** with a 3rd party contribution of £250.00 (TBC)
- **Preston Lane, Lyneham** – 20mph zone - **Allocate £10,000.00** with a 3rd party contribution of £2500.0 (TBC)
- **Nore Marsh Road RWB**, Zebra Crossing - Street lighting assessment. **Allocate £2,500.00** with a 3rd Party contribution of £1,250.00 (TBC)
- **Cloatley Crescent, RWB** - Street nameplate. **Allocate £350.00** with a 3rd party contribution of £350.00 (100%)
- **RWB and Cricklade area** - Ad-hoc road markings 26/27 – **Allocate £5000.00** No 3rd party contribution.

FINANCIAL SUMMARY (as of 31/03/26)			
LHFIG Budget 25/26	A	£30,186.00	
Carryover from 24/25	B	£47,660.90	(Carryover)
Total Budget for 25/26	C	£77,846.90	(A+B)
Spend 25/26	D	£53,335.42	
less 3rd Party Contributions (Estimate)	E	£9,689.37	
	F	£43,646.05	(D-E)
Balance		£34,200.85	(C-F)

Issue #	Committed Schemes 2025/26 (schemes in RED to be carried forward into 26/27)	Spend in 25/26 (final costs in bold)	Total Spend 25/26	Notes
11-21-8	Purton Manor Hill, speed limit advert and implementation	£6,000.00	£6,000.00	Complete
11-23-08	Common Platt Pedestrian Build-out / Priority scheme (Substantive bid)	£0.00	£0.00	Carryover of £8,550 into 26/27
11-24-16	Greenhill Crossroads Improvements, Lydiard Millicent	£830.82	£830.82	Budget £8000 - Carryover of £7,169.18 into 26/27
11-24-25	A3102 Calne Road / Preston lane Mini RDBT	£10,203.37	£10,203.37	Complete
11-23-15	Manor Hill (North of Manor Hill Farm) Purton (Kerbing - Signs)	£14,757.87	£14,757.87	Increased contribution agreed by PPC
11-24-17	B4696 Braydon Road (Includes Lydiard Millicent & Purton Parishes)	£5,621.63	£5,621.63	Complete
11-24-01	Noremarsh Primary & St Bartholomew's Primary School Parking controls (includes Widam & Downs View)	£1,000.00	£1,000.00	Budget £4,000. Carryover £3,000 into 26/27
11-24-07	Cricklade Road / Widham Bridge, Purton	£2,636.83	£2,636.83	Budget £5,500. Carryover £2,863.17 into 26/27
	N/A Ad-hoc road markings RWB & Cricklade community area	£3,493.67	£3,493.67	Budget £5000. Carryover balance of £1506.33 into 26/27 for C415 roundels
11-24-11	C415 Broad Town speed limit implementation (Legal)	£1,000.00	£1,000.00	Budget £3,500 Carryover £2,500 into 26/27
11-24-08	A4361 Broad Hinton speed limit implementation (Legal)	£1,000.00	£1,000.00	Budget £3,500 Carryover £2,500 into 26/27
11-23-01	Purton Road Cricklade - topo survey	£0.00	£0.00	Carryover £3,200 into 26/27
11-24-33 & 11-24-34	B4042 RWB Rugby club to Sports Club footway - topo survey	£2,400.00	£2,400.00	Complete
11-24-29	Chelworth Upper Green (east of crossroads with B4040) signs / road markings	£4,391.23	£4,391.23	Complete
11-24-33	B4042 RWB Rugby club to Sports Club footway - Allocation for Substantive bid	£0.00	£0.00	Carryover £10,000 into 26/27
11-24-21	Water Eaton Improvements (SID sockets)	£0.00	£0.00	Carryover £922.00 into 26/27
25/26 Total		D	£53,335.42	
3rd Party Contributions 2025/ 26				Notes
Purton PC for Manor Hill Speed limit advert / implementation (25%)		£1,500.00		PPC invoiced
LMPC for Common Platt Pedestrian Build-out / Priority scheme (25%)		£0.00		Invoice full amount upon completion 26/27
Greenhill Crossroads Improvements, Lydiard Millicent		£0.00		Invoice full amount upon completion
A3102 Calne Road / Preston lane Mini RDBT		£2,000.00		L & B PC invoiced
Manor Hill (North of Manor Hill Farm) Purton		£4,183.96		Extra contibution of £1467.46 agreed by PPC. Invoice issued
B4696 Braydon Road (Lydiard Millicent PC)		£702.70		PPC invoiced
B4696 Braydon Road (Purton PC)		£702.70		LMPC invoiced
RWB TC - Noremarsh Primary & St Bartholomew's Primary School Parking controls		£0.00		Invoice full amount upon completion 26/27
Purton Parish Council - Cricklade / Widham Bridge		£0.00		Invoice full amount upon completion 26/27
Broad Town PC - Speed limit		£0.00		Invoice full amount upon completion 26/27
Broad Hinton & Winterbourne Bassett Parish Council- Speed limit		£0.00		Invoice full amount upon completion 26/27
RWB TC - B4042 rugby club to sport club - Topo survey		£300.00		RWB TC invoiced
LTPC - B4042 rugby club to sports club - Topo survey		£300.00		LT PC invoiced
CTC - Purton Road topo survey		£0.00		Invoice full amount upon completion 26/27
CTC - Chelworth Upper Green signs /lines		£0.00		Invoice full amount upon completion 26/27
Latton PC - Water Eaton SID sockets		£0.00		Invoice full amount upon completion 26/27
25/26 Total		E	£9,689.37	

**APPENDIX 2
UPDATE**

RWB & Cricklade LHFIF Expenditure 2026/27

FINANCIAL SUMMARY (as of 13/05/26)

LHFIF Budget 26/27	A	£30,186.00	TBC
Carryover from 25/26	B	£34,200.85	(Carryover)
Total Budget for 26/27	C	£64,386.85	(A+B)
Committed Spend 26/27	D	£61,401.43	
less 3rd Party Contributions (Estimate)	E	£16,072.74	
	F	£45,328.69	(D-E)

Balance **£19,058.16** **(C-F)**

Issue # Committed Schemes 2026/27 (schemes in RED carried forward from 25/26)		Estimate (final cost in bold)	Total Spend 26/27	NOTES
11-23-08	Common Platt Pedestrian Build-out / Priority scheme (Substantive scheme)	£8,550.00	£0.00	Carryover of £8,550 from 25/26
11-24-16	Greenhill Crossroads Improvements, Lydiard Millicent	£8,129.49	£0.00	Total budget £8,000 Carry over of £7,169.18 from 25/26
11-24-01	Noremarsch Primary & St Bartholomew's Primary School Parking controls (includes Widam & Downs View)	£3,000.00	£0.00	Total Budget £4,000. Carryover of £3,000 from 25/26
11-24-07	Cricklade Road / Widham Bridge, Purton	£2,863.17	£0.00	Total budget £5,500. Carryover £2,863.17 from 25/26 (road studs only)
N/A	Ad-hoc road markings RWB & Cricklade community area	£2,128.12	£0.00	Order for C415 roundels only
11-24-11	C415 Broad Town speed limit implementation	£4,758.35	£0.00	Total Budget £3,500. Carryover of £2,500 from 25/26
11-24-08	A4361 Broad Hinton speed limit implementation	£2,500.00	£0.00	Total budget £3,500 Carryover £2,500 from 25/26
11-23-01	Purton Road Cricklade - topo survey	£3,200.00	£0.00	Total Budget £3,200. Carryover £3200 from 25/26
11-24-33	B4042 RWB Rugby club to Sports Club footway - Allocation for Substantive bid	£0.00	£0.00	Carryover £10,000 from 25/26
11-24-21	Water Eaton Improvements (SID sockets)	£922.30	£0.00	Total budget of £922.30 carried over from 25/26
11-24-09	High Street – Royal Wootton Bassett (includes Blackthorn Close, RWB,Bath Rd, Thames Ln Cricklade)	£6,500.00	£0.00	26/27 scheme
11-24-41	Pavenhill – Outside One Stop Shop- Rebound bollards x 2	£1,000.00	£0.00	26/27 scheme
11-24-50	Preston Lane Lynham - 20mph zone	£10,000.00	£0.00	26/27 scheme
11-26-04	Zebra Crossing Nore Marsh Road - Street lighting assessment.	£2,500.00	£0.00	26/27 scheme
11-24-31	Clootley Crescent, RWB - Street nameplate	£350.00	£0.00	26/27 scheme
N/A	RWB and Cricklade area - Ad-hoc road markings 26/27	£5,000.00	£0.00	26/27 scheme
		D	£61,401.43	
		Total Contribution to be invoiced upon works completion (£)		
3rd Party Contributions 2026/ 27				
	LMPC for Common Platt Pedestrian Build-out / Priority scheme (25%)	£2,137.50		
	Greenhill Crossroads Improvements, Lydiard Millicent	£2,240.08		
	RWB TC - Noremarsch Primary & St Bartholomew's Primary School Parking controls	£1,000.00		
	Purton Parish Council - Cricklade / Widham Bridge	£1,375.00		
	Broad Town PC - Speed limit	£1,439.59		
	Broad Hinton & Winterbourne Bassett Parish Council- Speed limit	£875.00		
	CTC - Purton Road topo survey	£800.00		
	Latton PC - Water Eaton SID sockets	£230.58		
	RWB TC - High Street RWB (4 sites) Including Bath Rd and Thames Lane, Cricklade	£1,625.00	Cost to be split between RWB TC and CTC	
	Purton - Pavenhill Outside One stop shop	£250.00		
	Lynham & Bradenstoke PC - Preston Lane 20 zone	£2,500.00		
	RWB TC - Nore Marsh Road SL assessment	£1,250.00		
	RWB TC- Clootley Crescent, - Street nameplate	£350.00		
26/27 Total		E	£16,072.74	

RWB CRICKLADE LHFIG - PRIORITISATION OF HIGHWAY REQUESTS MAY 26 - CARRY OVER REQUESTS FROM 25/26 - **APPENDIX 3**

Note - RED Highway improvement requests carried over from 2025/26 CTRL + SHIFT+F1

Issue number	Request Date	Town / Parish council	LOCATION	Link to Google Maps Street View Image	Summary of Request	Engineer Comments	Options for Consideration where applicable	Estimated Cost (£) Where applicable	Deliverability Ranking (1= Easy, 5= difficult)	TC / PC priority rating (1=highest (Where stated)	LHFIG Recommendation from 13/05/26 meeting
11-24-09	16/02/2024	Royal Wootton Bassett	High Street	google.co.uk/maps	<i>Request for various changes on High street including disabled bays, changes to Taxi ranks and loading areas, e xtension of no waiting ' / removal of parking bays. Extend the pavement to the entrance to Beamans Lane, or install bollards to prevent parking.</i>	RWBTC submission requires significant officer time to review parking controls on High street. Removal / relocation of taxi / loading /disabled bays will likely be contentious	Options presented to RWB TC and agreed. No current allocation for delivery	£5,000 (legal / implementation)	3	1	AGREED – Allocate £6500 to advertise and implement the above waiting restriction sites in 26/27, alongside other identified waiting restriction sites in the RWB and Cricklade area, including Bath Road, Cricklade (revocation) and Thames Lane / Manor Orchard, Cricklade to reduce overall legal costs.
11-22-13	16/06/2022	Royal Wootton Bassett	Community Garden nature reserve – Row WBAS28	google.co.uk/maps	<i>Request to stop up WBAS28 which is overgrown and has significant drop from A3102, & divert route to path from Lindisfarne alongside nature pond and exiting out on Churchill Close.</i>	Land ownership details remain unclear . Possibly Bryant Homes or Bradleys. Path through community garden currently being used by public. Land registry search inconclusive	Further discusion with countryside team required to establish land ownership. RWB TC wishes this request to be considered again for 26/27	N/A	5		Gill to speak futher with Wiltshire Council Countryside team to investigate ways in which this scheme can be progressed
11-24-33	05/12/2024	Royal Wootton Bassett	B4042 between RWB Rugby Club and RWB sports club	google.com/maps	<i>Request for new footway / cycleway to link between the sports club and RWB rugby club.</i>	New refuge island required to cross peds from east to west (and Vice versa) by sports club. Approx length of footway / cycleway required is 173m .Land ownership issues at Sports Ground	Substantive bid for 25/26 submitted but unsuccessful. £10k allocation shown as committed until further instruction.	£129k+ (£2400 topo survey)	4	1	2025/26 allocation to be returned to overall LHFIG, but consideration to be given for futher substantive bid in 26/27 with a view to possible funding in 27/28
11-24-31	09/08/2024	Royal Wootton Bassett	Cloatley Crescent, RWB	google.co.uk/maps	<i>Request for Street nameplate for Cloatley Crescent #106-146 due to concerns that address is difficult to find resulting in missed deliveries</i>	street nameplate request.RWB TC have confirmed 100% funding.	To be agreed with RWB TC	£450	1	1	AGREED – MJR to progress with full costs rechargeable to RWB TC.
11-24-34	25/02/2025	Lydiard Tregoze	B4042 between RWB Rugby Club and RWB sports club	google.com/maps	<i>Request for new footway / cycleway to link between the sports club and RWB rugby club. Refer to issue 11-24-33</i>	New refuge island required to cross peds from east to west (and Vice versa) by sports club. Approx length of footway / cycleway required is 173m . Land ownership issues at Sports Ground	Substantive bid for 25/26 submitted but unsuccessful. £10k allocation shown as committed until further instruction.	£129k+ (£2400 topo survey)	4		Refer to issue 11-24-33 above.
11-24-29	27/01/2025	Cricklade	Chelworth Road, Cricklade	google.co.uk/maps	<i>Complaint re. HGVs ignoring 7.5T weight limit and volume of traffic using road as short cut. Request for 30 mph speed limit to be extended further south to cover #51-57 . Request that 40mph limit at western end to be extended and 'no through' road signs to be erected</i>	Wiltshire Council is not the enforcement authority for weight limit restrictions. Criteria for the extension of the 30mph unlikely to be met due to lack of frontage development along length. No through road not possible.	Further investigation required. Atkins Speed limit assessment £3250	N/A	4		MJR to look at measures to discourage HGV entering The Forty / Chelworth Road as part of feasibilty work for B3353 Purton road
11-24-37	17/02/2025	Cricklade	Cricklade Town Centre	google.com/maps	<i>Increasing Concern regarding the increasing number of large articulated lorries and speeding cars passing through Cricklade, High Street. Request to implement traffic calming, weight restriction etc, to help preserve towns heritage. TC are seeking review of traffic in both High Street and Calcutt Street.</i>	In response to LTP consultation CTC commissioned a report by Railton (Jan 25) which outlines a number of recommendations and points for discussion including, mitigating impact from HGVs in the town	Weight limits considered by sustainable transport team as part the adoption of LTP4 and the new FAPM. Environmental weight limits require full assessment including traffic modelling which typically falls outside the scope of LHFIGs	N/A	5		No further action at this stage. Re-visit once new FAPM has been adopted
11-24-24	26/04/2024	Cricklade	High St, Cricklade. Pedestrian refuge island	google.co.uk/maps	<i>Local resident would like existing refuge island removed as 1. It poses significant risk to road users, 2. Surface water splashes up an onto #4 and peds. 3. Close proximity to RDBT and Poor design forces LGVs onto opposite side of road. 4. Refuge not necessary due to nearby zebra crossing</i>	Long standing issue. Refuge installed 2002/03. Complainant has identified the design as not compliant, giving examples of guidance, the majority of which is not relevant or has been superseded. Refuge is 1.5m wide which meets current guidance. Refuge currently subject to FOI and formal complaint to LG ombudsman. CTC resolved not to remove island in 2017	Removing the island would require temp road closure and electrical disconnection. Removal unlikely to resolve claimed splashing issue 100%. Refuge island designed to also act as traffic calming feature within 20mph limit. Speeds may increase if removed. Awaiting outcome of LGO findings	£14,000+	5		No further action at this stage.
11-24-39	28/04/2025	Purton	C414 at its junction with Cricklade Road to Widham & C414 Restrop Road to Greenhill Crossroads.	google.com/maps google.com/maps	<i>Request for speed limit reduction from NSL to 40mph on 1. C414 from Widam / Cricklade Rd to B3353 and 2. C414 Restrop Rd to Greenhill crossroads. (Note - incorrectly stated as B3353 on request form)</i>	Atkins speed limit assessment required for <u>each</u> length.	Atkins assessment for each length Short length scheme – less than 2.5km = £3,400 .	£3400 (assessment) £4000 implementation (Each)	3		MJR to look at route on C414 and provide feedback re. requested 40mph speed limit before agreeing next stage
TBC	TBC	Purton	Stoke Common Lane Purton (from Bell PH to	google.com/maps	<i>Requests for upgrade of footway from the Bell public house to Pond Lane as a substantive bid in 25/26</i>	Maintenance issues cannot be considered under LHIFG ToR. New Footways / Widening is considered an improvement and can considered. Overall length 340m	Requires Topo survey & further investigation	£100,000+ (£2400 topo)	4		MJR and Geoff Greenaway to look at site again and agree best way forward. Possible future substantive bid.

RWB CRICKLADE LHFIG - PRIORITISATION OF NEW HIGHWAY REQUESTS 26/27 - MAY 26 - **APPENDIX 4**

	Issue number	Request Date	Town / Parish council	LOCATION	Link to Google Maps Street View Image	Summary of Request	Initial Engineer Comments	Options for Consideration where applicable	Estimated Cost (£) Where applicable	Deliverability Ranking (1= Easy, 5= difficult)	TC / PC priority rating (1=highest)	LHFIG Recommendation from 28/05/25 meeting
1	11-24-54	27/05/2025	Royal Wootton Bassett	North Bank Rise RWB	google.co.uk/maps	Request for dropped kerb crossing at entrance to North Bank Rise to enable disabled scooter riders to	Dropped kerb provision across the entry to north bank rise is ultimately possible, Unfortunately, there are utility covers on either side of the bell-mouth that would need altering to allow the kerbs to be dropped. Most likely cable tv / broadband utility covers. Further investigation and STATS enquiry required.		£2500 - £3000	3		MJR to investigate proximity and depth of utility services across bell mouth of North Bank Rise before agreeing next step.
2	11-24-55	17/04/2025	Royal Wootton Bassett	Bincknoll lane/ Garraways/ swallows mead/ Evening Star	google.co.uk/maps	Request for a reduction in speed limit from 60mph to 40mph on Bicknoll Lane from current terminal point east of RDBT with Huntsland to RDBT with Evening Star	2 junctions at Garraways and Swallow Mead. Local distributor road Type 2. Based on criteria outlined in DFT circular 01/13 criteria for 40mph may be met in part, but may be closer to 50mph.	Speed data and assessment required by Atkins	£3,400 (assessme	2		MJR to examine site to assess likelihood of a 40mph limit before ageing next step forward.
3	11-24-57	14/07/2025	Royal Wootton Bassett	Blackthorn Close, dead end by properties 15 onward	google.co.uk/maps	Request for extension of NWAAT to be extended by approximately 3/4ft to facilitate easier access to off street residents parking area	The NWAAT could be extended as requested, however the cost to do this at a single site is expensive, due the legal costs involved. Typical costs for changes to TROs and implementation are typically £3,000 to £4,000. Site could be added to other legal adverts to reduce cost	None	£3000+ (Standalone site) £600+ if included with other TRO.	2		AGREED - Site to investigated further with a view to including with issue 11-24-90 (WRs- High St RWB)
6	11-24-60	09/10/2025	Royal Wootton Bassett	New Road, Royal Wootton Bassett	google.com/maps	Request for a safety review of New Road RWB re. concerns raised by local resident relating to speeding traffic and road safety.	Unclear at this stage as to the format of a safety review would take. RWB TC requested 2 separate speed surveys on New Road, SITE 1 - 85th %ile = 30.26mph, Site 2 - 85th %ile = 31.05mph . Collision data over last 5 years indicated no recorded collisions		Atkins Fees £8,000 - £10,000 for safety Review	3		No further action at this time. To be reconsidered by group once repeat metro-count is undertaken on New Road
7	11-26-03	02/01/2026	Royal Wootton Bassett	A3102 Between Marlow Way and Maple Drive	google.co.uk/maps	Recent removal of slip road has led to waiting pedestrians feeling vulnerable, made worse by current 40mph limit. Request for removal of existing refuge island and replaced with signalled controlled facility, Metal barriers (guardrails) around island, reduced speed limit	1. The existing refuge island on the A3102 between Marlowe Way and Maple Drive is 2.65m wide. A typical refuge island is between 1.5m and 2.0m wide.2. The removal of the de-acceleration lane for traffic turning left into Marlowe Way has reduced the overall carriageway width by 2.65m, and in-turn reduced the crossing width for pedestrians using the refuge island. Overall visibility for pedestrians and vehicles has improved however presence of a new kerb on the nearside (Marlowe Way side) may have the effect of encouraging traffic to run closer to the refuge island than previously	1. Pedestrian count to establish numbers crossing £800 to £1000 2. Signalised crossing i.e. Puffin typically £100,000+ 3. Ped guardrail cannot be used on existing crossing. 4. Speed limit assessment £3400. 5. Last 3 years '1" slight accident at location , non pedestrian		5		No further action. The group felt that replacing the refuge with a signalised crossing wasn't feasible in term of cost (£100k +) and that barriers would not be appropriate. Site unlikely to meet criteria for 30mph speed limit
8	11-26-04	05/02/2026	Royal Wootton Bassett	Zebra Crossing Nore Marsh Road	google.com/maps	Residents report recurring pedestrian safety concerns at the crossing, with vehicles failing to stop—particularly at night. The route is heavily used by school children and families accessing Noremarsh Junior School, Old Court Play Park, and the town centre. A previous request to upgrade crossing submitted in 25/26. After meeting with Police, residents, councillors, WC it was agreed to request a review of the Street lighting at the crossing.	1. Please note the tree shown in google street view image has been removed by the school. 2. No recorded accidents at zebra crossing in last 10 years. 3. Lighting assessments undertaken by Atkins SL team		Atkins Fees £2,500	1		AGREED - Atkins street lighting assessment agreed on the proviso that RWB TC fund 50% of overall cost (£1250) TBC
9	11-26-05	05/02/2026	Royal Wootton Bassett	Various locations Royal Wootton Bassett	google.com/maps	RWB TC would like to request assessments for the following: 1. Extend existing 20mph Zone at Lime Kiln / Showfield / Manor House. 20mph limits or zones at 1. Longleaze, Tanners Close(through to the Rosary & Longleaze), 2. Noredown Way Estate, 3. Gainsborough Estate, 4. Washbourne Road / estate to Goughs Way 5. Glebe Road 6. Woodshaw (from both entrances)	Wiltshire Council updated speed limit policy recently published .This can be views on the council's website. The policy incudes updated information on 20mph limits / zones. 20mph assessments no longer come under the remit of LHFIGs, but centrally managed by Traffic engineering team. Data, assessment and TRO costs will be covered centrally however the installation costs (signs, road markings etc) must be funded by the requesting town or parish council. The costs will vary on the size of limit / zone	20mph zones include traffic calming measure to reduce vehicle speeds. 20mph limits are 'sign only' and suitable where existing mean speed are on or around 24mph		N/A		20mph assessments no longer undertaken by LHFIG, but centrally by Traffic Engineering team. More detail to be provided to RWB TC once further information is known.
10	11-24-56	11/09/2025	Braydon	The B4696 between the B4042 and the junction with the B4040 (including Braydon crossroads)	google.co.uk/maps	Request for speed limit reduction, improved signage / road markings and traffic signals at Braydon Crossroads	Site ranked at #6 on annual cluster site list. Road Safety Foundation have been commissioned to undertake a route assessment of the B4696. Speed and connected data alongside collision data to be used. Traffic signal improvements at B4696 / C67 Braydon Crossroads would require significant land acquisition.	No further requirement for LHFIG at this stage.		4		B4696 route study agreed and will be undertaken by the Road Safety Foundation in the summer of 2026. Braydon Crossroads will be included in the study. No further action from LHFIG
11	11-26-02	05/02/2025	Clyffe Pypard	Various sites within village	google.co.uk/maps	Clyffe Pypard and Bushton Parish Council have submitted a report outlining a number of highway issues in the area. A number of the issues raised are maintenance related, as such they are for the attention of Local Highways / Major maintenance team.	1. Anomaly with speed limit signs in Clyffe Pypard - sat navs indicate 20mph limit when the posted limit is 30mph. 2. Suitability of Clyffe Hill for oversize vehicles (currently used for Commercial and Agricultural vehicles, Milk tankers. 3. Increased traffic - Clyffe Hill being used a rat run, especially military service personnel. 4. Vulnerability of 'The Old Forge' to a runaway vehicle - Poor road surface, absence of warning signs for bend. 5. Clyffe Hill - Poor positioning / absence of road signs - consideration for chevron, road narrows, double bend etc.	Further investigation required.		3		MJR to arrange site visit to examine issues raised by Clyffe Pypard and Bushton PC and report back findings to next meeting and agree a way forward
12	11-26-10	21/04/2026	Lydiard Tregoze	Hook (West side of village between Village Hall and the old shop)	google.com/maps	Request for a footway to be installed on the on the West Side between the Old Shop and Village hall to alleviate the need to walk to wall memorial and cross	Footway length of 120m required. Verge width would permit 1.2m to 1.5m wide footway. Verge is within maintainable highway but likely to be contest by some residents who have placed stones. Unclear as to whether LTPC have undertaken any local consultation with affected residents.		Topo Survey £2000, Footway £60,000+	3		Group felt this issue presented high risk until local consultation has been undertaken and feedback provided from affected homeowners on West side. Action for LTPC
13	11-26-11	21/04/2026	Lydiard Tregoze	Speed Limit B4042 Brinkworth Road between RWB sports ground and Rugby club	google.com/maps	Request to relocate existing 40mph speed limit further west just before the bend by RWB rugby club.	Atkins Assessment required. Cost £3,400.00		£3,400 (assessme	3		MJR to examine site to assess likelihood of a 40mph limit before ageing next step.

RWB CRICKLADE LHFIG - PRIORITISATION OF NEW HIGHWAY REQUESTS 26/27 - MAY 26 - **APPENDIX 4**

	Issue number	Request Date	Town / Parish council	LOCATION	Link to Google Maps Street View Image	Summary of Request	Initial Engineer Comments	Options for Consideration where applicable	Estimated Cost (£) Where applicable	Deliverability Ranking (1= Easy, 5= difficult)	TC / PC priority rating (1=highest)	LHFIG Recommendation from 28/05/25 meeting
14	11-26-02	15/12/2025	Cricklade	Manor Orchard, Cricklade	google.co.uk/maps	Dangerous parking reported at junction of Manor Orchard / Thames Lane junction leading to continued obstruction to recycling services along with blocking emergency service vehicles	Whilst NWAAT could be introduced at the junction the cost to treat single sites basis is expensive, due the legal costs involved. Typical costs for changes to TROs and implementation are typically £3,000 to £4,000. Site could be added to other legal adverts to reduce overall cost		£3000 - £4000 (Standalone site) £600+ if included with other TRO.	3		AGREED - Site to investigated further with a view to including with issue 11-24-90 (High St RWB)
15	11-26-12	29/04/2026	Cricklade	B4040 Between Leigh and Common Hill.	google.com/maps	Review of speed limits between Leigh and Common Hill towards Cricklade extending the 50mph from Leigh right through to Cricklade instead of the existing 50mph, 60mph, (then a 30mph), due to recent accidents nearby and resident complaints of speeding (to also include from Common Hill into Cricklade prior to the 30mph sign).	Overall length of 1.75km from the 60mph limit at Leigh up to the 30mph limit on Common Hill. Circular 01/13 States the following for rural 50mph limits: "Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. Can also be considered where mean speeds are below 50mph, so lower limit does not interfere with traffic flow"		£3,400 (assessment)	3		MJR to examine site to assess requested speed limit changes before ageing next step.
16	11-26-13	29/04/2026	Cricklade	Bath Road Cricklade	google.com/maps	Recent resurfacing work on Bath Road led to Double yellow lines being replaced as per the legal order that have been missing for some time. Car park spaces are limited as they were before this happened and so now we have reduced spaces for about 4 or 5 cars, which has created complaints from residents and those that collect children from the schools opposite and from the playground	Request for part of the legal order covering the section between the school gates and the Fire Station to be revoked to increase the availability of on-street parking	Legal costs for standalone site estimated at £3000+. Site could be included with others in RWB to reduce costs.	£3000+ (Standalone site) £600+ if included with other TRO.	2		AGREED - Site to be included with issue 11-24-90 (High St RWB)
17	11-24-58	20/10/2025	Purton	B4696 Braydon Crossroads to Forest Cottages	google.co.uk/maps	A reduction in the speed limit from that of the National speed limit to 50mph with that of 40mph leading up to Braydon Crossroads. Improved signage highlighting the road layout leading up to Forest Cottages and Braydon Crossroads. Improved signage on the 'C' class roads leading up to Braydon Crossroads.	Refer to issue 11-24-56	Refer to issue 11-24-56	N/A	N/A	N/A	B4696 route study agreed and will be undertaken by the Road Safety Foundation in the summer of 2026. Braydon Crossroads will be included in the study. No further action from LHFIG
18	11-24-59	20/10/2025	Purton	B4553-Cross Lanes junction to Ridgeway Farm (Purton Road)	google.co.uk/maps google.co.uk/maps	Revaluation of existing speed limit (50mph) on section of road from Cross Lanes junction to Ridgeway Farm (Purton Road) due to number of residential / commercial properties in regard to speed and volume of traffic. Improved awareness of 30mph speed limit at Ridgeway by way of 30mph roundels on road. An extension of the 40mph speed limit from Ridgeway Farm to No.1 The Pry. Improved signage both on verge and road.	Approx length 2.1km. Atkins speed Assessment cost £3400. Ridgeway Farm to No.1 The Pry unlikely to meet requirements for rural 40mph speed limit under Circular 01/13. "40mph should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users"	Speed data and assessment required by Atkins	£3400 (assessment)	3		MJR to examine site to assess requested speed limit changes before agreeing next step. Please note 30mph roundels cannot be provided on the Ridgeway due to presence of street lighting.
20	11-26-06	27/04/2026	Lydiard Millicent	The Street / Holborn, Lydiard Millicent	google.co.uk/maps	Request for a footpath that connects Lydiard Millicent with facilities in West Swindon The footway ends at 27 The Street (SN5 3LU), and there is no footway from there to the next bus stop. Thereafter, there is no footpath until 10 Holborn, with a permissive path around the sharp bend in the road down on to the highway verge, from there to Middlelease Drive again is solely verge.	New footway from 27 The Street up to bus stop possible due to verge width. From this point further east towards become progressively more difficult to lack of verge width, dense foliage. Permissive path in place on Holborn from Brookside up to The Elms. Further investigation required to provide detailed costing but likely to exceed £100k.			5		No further action. The group felt the size and scope of this request fell outside the realistic means of the LHFIG.
21	11-26-07	27/04/2026	Lydiard Millicent	Church Place / The Butts	google.co.uk/maps	Safety of children walking to and from school is a concern in the areas of Church Place and The Butts. The key issues include: Vehicle speeds through the "traffic calming" chicane, which can direct traffic towards pedestrians Insufficient parking and instances of irresponsible parking Vehicles using The Butts during peak school times <u>The following measures are requested:</u> - Reduce the speed limit from 30 mph to 20 mph along Church Place - Relocate the footpath so it runs behind the wall, rather than adjacent to the road - Introduce access restrictions on The Butts for residents and businesses only during key times	1. 20mph speed limit assessments now fall outside the remit of the LHFIG. See issue 11-26-05 above. 2. Relocation of existing footway to behind wall may require 3rd party land acquisition and likely to be prohibitively expensive. 3. A prohibition of driving restriction (except for access) would not remove traffic accessing the school. Best option is a 'School Street' during morning and afternoon peak but likely to result in parking issues on Lydiard Green / Church Place.	Best option for improvements via the Taking Action on School Journeys initiative but requires updated school travel plan. LM primary school on the list for the 2nd tranche of 'school streets'		3		Request for 20mph on Church Place to be considered as part of new process for 20mph limits. See issue 11-26-05 above. Cost to relocate footpath behind wall prohibitive. Access restriction on The Butts to be considered as part of School Streets Initiative Tranche 2. Likely 27/28.
22	11-26-08	27/04/2026	Lydiard Millicent	The Elms / Washpool , Lydiard Millicent	google.com/maps	Residents would like to see highway improvements that would stop accidents from cars taking a very sharp bend too fast resulting in overshooting the carriageway and landing in a ditch. This has been described as a blackspot, with a number of occurrences each year.	LHFIG Work took place at this location in Summer of 2023 which included Bend warning signs with REDUCE SPEED NOW, Chevron signs. Road markings and Slows. Accident Interrogation indicates no PICs in last 5 years. Damage only incidents unknown.	Options for further sign improvements limited to increased number of chevrons/ increased size (yellow backing boards), restricted verge width on southern approach. Rumble strips will impact local residents. Coloured High friction surface. Road studs. Possible SID site.		4		No further action. Group members felt viable options for improvement i.e. signs, road markings etc had been exhausted for this site.
23	11-26-09	27/04/2026	Lydiard Millicent	C414 Greatfield, Lydiard Millicent	google.com/maps	Concern re. safety of pedestrians crossing Greatfield from their homes to access their vehicles. Residents report that the road markings (30 roundels) added in late 2025 have not improved vehicle speeds or pedestrian safety on Greatfield. Crossing the road remains dangerous, and the Parish Council is calling for stronger measures, such as traffic calming or a pedestrian crossing, to be considered.	Greatfield considered in 24/25. 30 roundels introduced Oct 25. Options for traffic calming limited due to absence of street lighting. Formal Pedestrian crossing not feasible.			4		Group members felt viable options for improvement i.e. signs, road markings etc had been exhausted for this site. Options for traffic calming restricted due to absence of street lighting. Ped crossing not feasible at this site.
24	11-26-14	09/03/2026	Lyneham and Bradenstoke	St Marys Close Bradenstoke	google.com/maps	Vehicles parking adjacent to dropped kerb for #7 St Marys Close, Bradenstoke, resulting in difficult egress / ingress by restricting space. Parked Vehicles also restrict turning space for larger vehicles. Request for H bar marking.	Further investigation required but H bar may be feasible. Best addressed via Ad Hoc road markings order if agreed by group	Low cost if included alongside other road marking sites Max £200.	£200	1		AGREED - Site to be included as part of RWB and Cricklade ad-hoc road markings order for 26/27 (Total £5,000)
25	11-26-15	09/03/2026	Lyneham and Bradenstoke	Lyneham Village Hall Frontage	google.com/maps	Issue relating to Village Hall Car park. Space for 12 vehicles but due to shape cars spill out and over the path. Current footway is separated from car park with a white line. Request for the existing path to be removed and relocated closer to the road edge. The Village Hall car park then extended up to the new relocated path.	Delineated route for pedestrians currently crosses land owned by 3rd parties (Lyneham PC). Moving the path and extending the car park area initially looks feasible but further investigation required. Topo survey Required.	Topo £1800 -£2000. Works £20,000+	£600 Road Markings	4		Extending footway area across verge by carriageway likely to be prohibitively expensive. MJR to look at feasibility of road marking solution (ped symbols etc) and include with Ad-hoc road marking order 26/27