

---

# Stanton St Quintin Neighbourhood Development Plan



Stanton St Quintin

---

Stanton St Quintin

# Contents

Glossary	1
<b>1 Foreword and Introduction</b>	<b>3</b>
1.1 Background	3
1.1.1 What is the purpose of a Neighbourhood Plan?	3
1.1.2 Neighbourhood Planning – Where has it come from?	4
1.1.3 Background to the plan	5
<b>2 Context</b>	<b>7</b>
2.1 Stanton St Quintin Parish	7
2.2 Process and Key Findings	8
<b>3 Neighbourhood Plan Vision</b>	<b>13</b>
<b>4 Strategic Aims</b>	<b>14</b>
4.1 Housing and Rural Character Aims	14
4.2 Business and Employment Aims	14
4.3 Services and Facilities Aims	14
4.4 Traffic, Transport and Roads Aims	15
<b>5 Housing and Rural Character</b>	<b>15</b>
5.1 Housing Strategic Aim	15
5.2 Housing Findings	15
5.3 Housing Development	18
5.3.1 Small Scale Housing Development	19
5.3.2 Ministry of Defence Lands	24
5.3.3 Green Space	24
5.3.4 Design	26
5.3.5 Housing Needs	31
<b>6 Business and Employment</b>	<b>33</b>
6.1 Business and Employment Strategic Aim	33
6.2 Business and Employment Chapter Objectives	33
6.3 Business and Employment Supporting Text	34
6.3.1 Brownfield Business and Retail Development	35
Policy 6: Brownfield Business and Retail Development	35

6.3.2 Farm Diversification	36
Policy 7: Diversification of Farm Enterprises	36
6.3.3 Live/work Units	36
Policy 8: Live/Work Units	36
<b>7 Services and Facilities</b>	<b>37</b>
<hr/>	
7.1 Services and Facilities Strategic Aim	37
7.2 Services and Facilities Chapter Objectives	37
7.3 Services and Facilities Supporting Text	37
7.3.1 Cemetery	39
Policy 10: Cemetery	39
7.3.2 Play Space	39
Policy 11: Play Space	39
7.3.3 Public House and Village Shops	39
Policy 12: Public House and Village Shops	39
<b>8 Traffic, Transport and Roads</b>	<b>40</b>
<hr/>	
8.1 Traffic Transport and Roads Strategic Aims	40
8.2 Traffic Transport and Roads Supporting Text	40
8.2.1 Transport Impacts	42
Policy 13: Transport Impacts	42
Policy 14: Walking and Cycling	43
Policy 15: Parking	43
<b>9 Summary</b>	<b>44</b>
<hr/>	
<hr/>	

**Appendix:**

- 1) Notice of the Notification of the Designation of Stanton St Quintin Parish Neighbourhood Area under section 61G of the Town and Country Planning Act 1990 as amended.
- 2) Report on the Community Engagement Workshop 20<sup>th</sup> September 2017.
- 3) Report on the analysis of the Online Survey Dec 2017 January 2018.
- 4) Housing Needs Survey
- 5) Design Guide
- 6) Listed Buildings in Buckley Barracks

DRAFT

# Glossary

<b>Term</b>	<b>Description</b>
<b>Building Research Establishment Environmental Assessment Method (BREEAM)</b>	BREEAM (Building Research Establishment Environmental Assessment Method), first published by the Building Research Establishment (BRE) in 1990, is the world's longest established method of assessing, rating, and certifying the sustainability of buildings.
<b>Call for Sites</b>	A public consultation for the Local Plan. Whereby organisations or the public are asked to submit sites they wish to see allocated for all types of development or for protection.
<b>CATG</b>	The process by which potential traffic schemes are prioritised. Local Community Area Transport Group (CATG) is a group made up of local people and elected councillors. They come together to consider issues and proposals affecting the local area. The group recommends schemes to be taken forward in any year. Before the CATG can consider a proposal, it must first consult the local parish or town council. Only if the parish supports the issue will it be considered further. The CATG will then decide whether it should go forward onto the list of priority schemes.
<b>Community Infrastructure Levy (CIL) Contributions</b>	A source of funds derived from the charging and collecting developer contributions to ensure that new community infrastructure, such as roads, schools and health care facilities, can be provided to keep pace with local population growth.
<b>Council</b>	Wiltshire County Council (WCC)
<b>County Wildlife Park</b>	A place for both people and wildlife. The picnic areas and some paths are closely cut for recreational use, whereas many of the wildlife-rich areas are managed specifically to encourage a wide range of plant and animal species
<b>Design Guide</b>	Identifying and setting the type of material and design of buildings to support planning application decisions.
<b>Green Space</b>	Areas of land within the parish identified through the Neighbourhood Planning Local Green Spaces guidance, providing protection of local amenity so that green infrastructure will

	be considered in terms of the value and benefits it brings to the local community, local environment and local economy.
<b>Housing Needs Survey</b>	A survey carried out by WCC to establish if there was a proven need for affordable housing in the parish and to use the findings of the survey to inform the parish plan. Such surveys assist in identifying those areas with the greatest housing problems so that financial resources can be put to best use.
<b>Independent Examiner</b>	Provides a report that sets out the findings of the independent examination of the Neighbourhood Plan 2017-2026. Once submitted to WCC by the Neighbourhood Development Plan Steering Committee and the Parish Council in its capacity as the qualifying body responsible for preparing the neighbourhood plan. The report assesses whether the Plan is legally compliant and meets the Basic Conditions that apply to neighbourhood plans. It also considers the content of the Plan and, where necessary, recommends changes to its policies and supporting text. The report also provides a recommendation as to whether the Plan should proceed to referendum. If this is the case and that referendum results in a positive outcome the Plan would then be used to determine planning applications within the plan area and will sit as part of the wider development plan.
<b>Infill</b>	To fill in small gaps in an otherwise built up frontage or on other sites within the settlement boundary.
<b>Localism Act 2011</b>	Localism Act received Royal Assent on the 15 <sup>th</sup> of November 2011.
<b>National Planning Policy Framework (NPPF)</b>	A document setting out the Government's planning policies for England and how these are expected to be applied.
<b>Neighbourhood Development Plan (NDP)</b>	A document drawn up in response to the views of residents that helps local communities to influence the planning of the area in which they live and work.
<b>Neighbourhood Planning (General) Regulations 2012</b>	Regulations that provide the statutory regime for Neighbourhood Planning.
<b>Notice of the Notification of the Designation</b>	Document of approval for the Parish Council to progress a Neighbourhood Development Plan.
<b>Small Scale Housing Development</b>	A development of up to 5 dwellings as defined by the Wiltshire Core Strategy
<b>Small Village</b>	A group of dwellings as defined by the Wiltshire Core Strategy

<b>Steering Committee</b>	The committee that has been delegated by the Local Parish Council to make decisions and recommendations regarding the Neighbourhood plan within the parish.
<b>The Plan</b>	Stanton St Quintin Neighbourhood Development Plan
<b>Villages</b>	Stanton St Quintin and Lower Stanton St Quintin
<b>WCC</b>	Wiltshire County Council
<b>Wiltshire Core Strategy</b>	Key planning document for Wiltshire setting out the general location of development, its type and scale, as well as protecting what is valued about the area from 2011 to 2026.

# 1 Foreword and Introduction

## 1.1 Background

### 1.1.1 What is the purpose of a Neighbourhood Plan?

Wiltshire Core Strategy sets out the strategic vision for delivering sustainable growth over the period up to 2026. The vision for Wiltshire is to create stronger, more resilient communities that are:

- Self-sufficient.
- Able to solve problems locally.
- Able to achieve sustainable development.
- Able to maintain and increase the supply of jobs.
- Able to manage future development.

Key principles which underpin the strategy include:

1. Providing for the most sustainable pattern of development by:
  - Minimising travel.
  - Maximising sustainable transport.
2. Creating an environment to deliver economic growth.
3. Providing the right infrastructure by:
  - Reducing “out commuting” to minimise the effect of people commuting out of the area.
4. Lowering Wiltshire’s carbon footprint by:
  - Positioning the location of development within, or near, to the community.
  - Encouraging renewable energy and sustainable construction.

5. Protecting:
  - Natural, historic environments.
  - Network of green infrastructure.
6. Ensuring high quality, well designed development by:
  - Encouraging local community involvement.

Neighbourhood Development Planning is to be a framework to deliver community-led planning policy.

A Neighbourhood Plan gives communities the power to influence the future development, regeneration and conservation of their local area. The importance of this is illustrated by the pressure on space and resources and the increasing impact upon the community. For Stanton St Quintin, any development of the former RAF base at Hullavington and Junction 17 on the M4, potentially represents an impact on the community. Following a series of Parish Council and public meetings, the Parish Council, supported by their Local Councillor, consider a Neighbourhood Development Plan as the appropriate vehicle to represent the wishes of the community. Accordingly, the “Notice of the Notification of the Designation of Stanton St Quintin Parish Neighbourhood Area under section 61G of the Town and Country Planning Act 1990 as amended” was issued on the 20<sup>th</sup> of September 2017 and is detailed at **Appendix 1**.

### 1.1.2 Neighbourhood Planning - Where has it come from?

---

Introduced as part of the Localism Act 2011, neighbourhood planning gives the Stanton St Quintin community direct power to develop a shared vision for the parish and shape the development and growth of the local area.

Central government has brought about significant changes to the planning system through the Localism Act 2011 including:

- Reforms seeking to achieve a reduction in the volume and complexity of planning.
- Ensuring that communities are better able to benefit from development.
- New homes to match jobs and investments.
- Creating the principles of localism.
- Introducing a less ‘top-down’ prescription by virtue of a more ‘bottom up’ involvement method being adopted by planning authorities and local people.

Regulations are set within The Neighbourhood Planning (General) Regulations 2012. A Draft Plan must meet a set of Basic Conditions before it can be put to referendum and made.

Stanton St Quintin is defined as a “Small Village”, and as such any development of Small Villages are managed by Core Policy 2 and the other relevant policies of the plan including:

- Development of Small Villages will be limited to infill within the existing built area.
- Development of Small Villages will be supported where they:
  - Meet housing needs of settlements or
  - Provide employment, services and facilities.

- Provided that the development:
  - Respects the existing character.
  - Does not elongate the village or impose development in sensitive landscape areas.
  - Does not consolidate an existing sporadic loose knit area.

### 1.1.3 Background to the Plan

---

The Parish Council's application for neighbourhood area designation was approved by WCC on 20 September 2017. A map of the designated area, which relates to the parish can be found at Fig 1.

On 9 February 2017, a steering group/committee was set up to produce the Neighbourhood Development Plan. Thereafter on 13 February 2017, officers were elected and to date have met regularly to manage the project. The minutes of all meetings can be viewed on the Parish Council's website <https://www.ssq-np.co.uk/> along with the approved terms of reference.

The primary purposes of the Neighbourhood Development Plan are to:

1. Assess appropriate sites within the village to accommodate additional housing in accordance with the Wiltshire Core Strategy.
2. Facilitate potential business development.
3. Identify those areas which are currently undeveloped and which the parish wishes to retain as local greenspaces.
4. Identify issues within the community on which any further planning or community development should be focused.
5. Preserve community spaces and protect them from development.
6. Maintain the identity of the villages in the rural setting.
7. Provide a palette for future development.

The neighbourhood plan process involves:

1. Informal consultation within the parish, prior to preparation of the plan, including:
  - Public meetings.
  - Public consultation survey.
  - Housing Needs Assessment.
  - Call for sites.
2. Submission to the Council for a consultation period of six weeks.
3. Scrutiny by an Independent Examiner.
4. If the plan is supported by the Independent Examiner, a public referendum will take place in the parish when, if over 50% of those voting agreed to the plan, it will be formally made by WCC.

It is considered that this Neighbourhood Plan meets the requirements of the Localism Act 2011

and that it has been prepared in line with the Neighbourhood Planning (General) Regulations 2012 (as amended). It is further considered that it meets the prescribed five basic conditions for neighbourhood plans.

Consultation with WCC, Historic England, Natural England and the Environment Agency confirmed that neither a Strategic Environmental Assessment (SEA) nor a Habitat Regulations Assessment (HRA) are required.

DRAFT

## 2 Context

### 2.1 Stanton St Quintin Parish

---

The Parish of Stanton St Quintin is in the Chippenham Community Area in the north of Wiltshire. Stanton St Quintin is a small village and civil parish, with a population, according to the 2011 census, of 851. There are 240 residential properties. The St Quintin suffix is the surname of a 13-century Lord of the manor. It is about 4 miles (6.4 km) north of Chippenham and 5 miles (8.0 km) south of Malmesbury. The Parish includes the hamlet of Lower Stanton St Quintin, 0.6 miles (0.97 km) to the northeast on the A429. The M4 Motorway and Junction 17 built in 1971 runs near the southern edge of the parish and forms part of the parish boundary.

The village has a petrol station with a shop attached, hotel, parish hall and primary school. The primary school caters for 4 -11 years old and has space for approximately 100 pupils. Within Stanton St. Quintin is the Anglican Church of St Giles, a Grade II listed building, dating from the 12<sup>th</sup> century. In 1888, the chancel was rebuilt by C.E. Ponting and the nave windows by Christopher Whall were installed. Near to St Giles is Stanton Manor, listed in the Domesday Book. The Hotel was once owned by Elizabeth 1's Lord High Treasurer, Lord Burghley. It was rebuilt in 1840 and retains the original fireplaces and galleried hall. Current listed buildings, Ancient Monuments and SSSI's within the Parish are contained within **Appendix 6**.

Stanton St Quintin Village has various groups/community activities many of which use the parish hall, and it is also serviced by bus to Chippenham and Malmesbury.

Within the parish boundary is a Roman villa site which was found in Stanton Park in the west of the parish, about 3 miles east of the Fosse Way. Stanton Park is designated a County Wildlife Park. Stanton St Quintin Quarry and motorway cutting are geological Sites of Specific Scientific Interest.

The southern part of the old Hullavington Airfield (formerly RAF Hullavington) is in the parish, along with the associated barracks which were renamed Buckley Barracks in 2003. All this land is within a conservation area. Part of the former airbase was acquired by Dyson Ltd. for future development. It is with this development, and the industrialisation of land to the south and adjacent to the parish at Junction 17 of the M4, that the parishioners committed to develop a Neighbourhood Plan to allow the community to provide their input into any potential development, as the commercial pressures increase through the Plan Life.

## 2.2 Process and Key Findings



### Community Engagement Workshop

To begin the process of creating a Neighbourhood Development Plan, a community engagement workshop event was held at the Parish Hall on 20 September 2017. A report from this event is attached at **Appendix 2**. A total of 51 people attended the community engagement event, and their age/gender breakdown (where provided) are also included in **Appendix 2**. Following the analysis of the workshop, the committee further extended the analysis with an online survey.

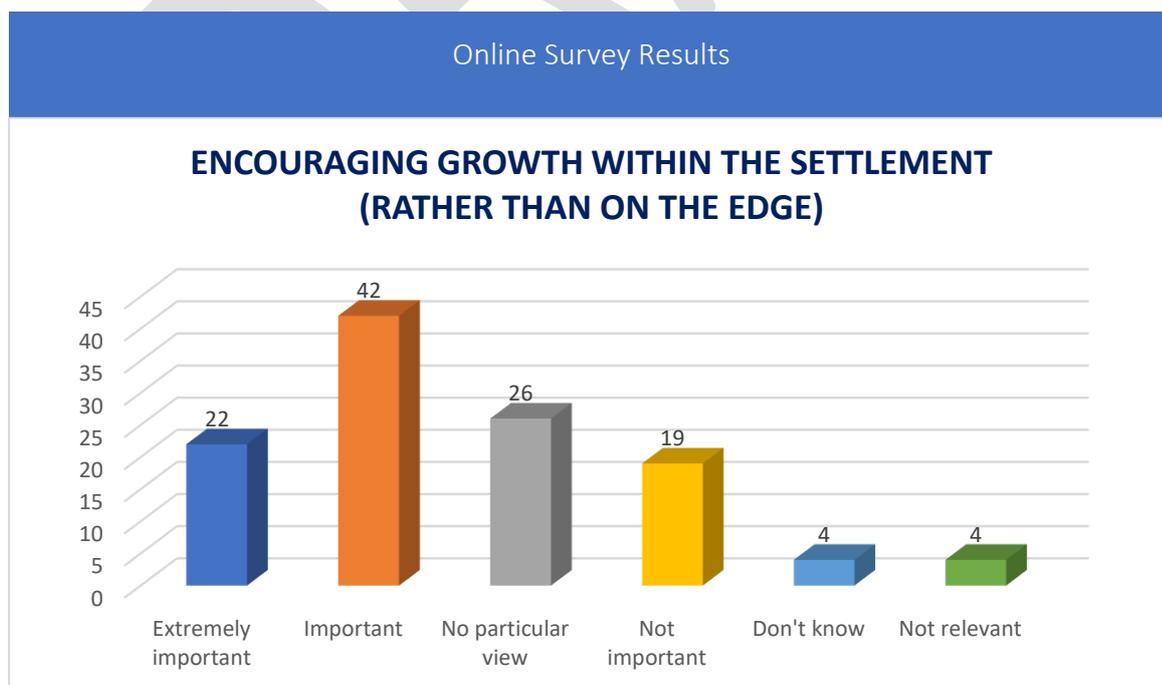
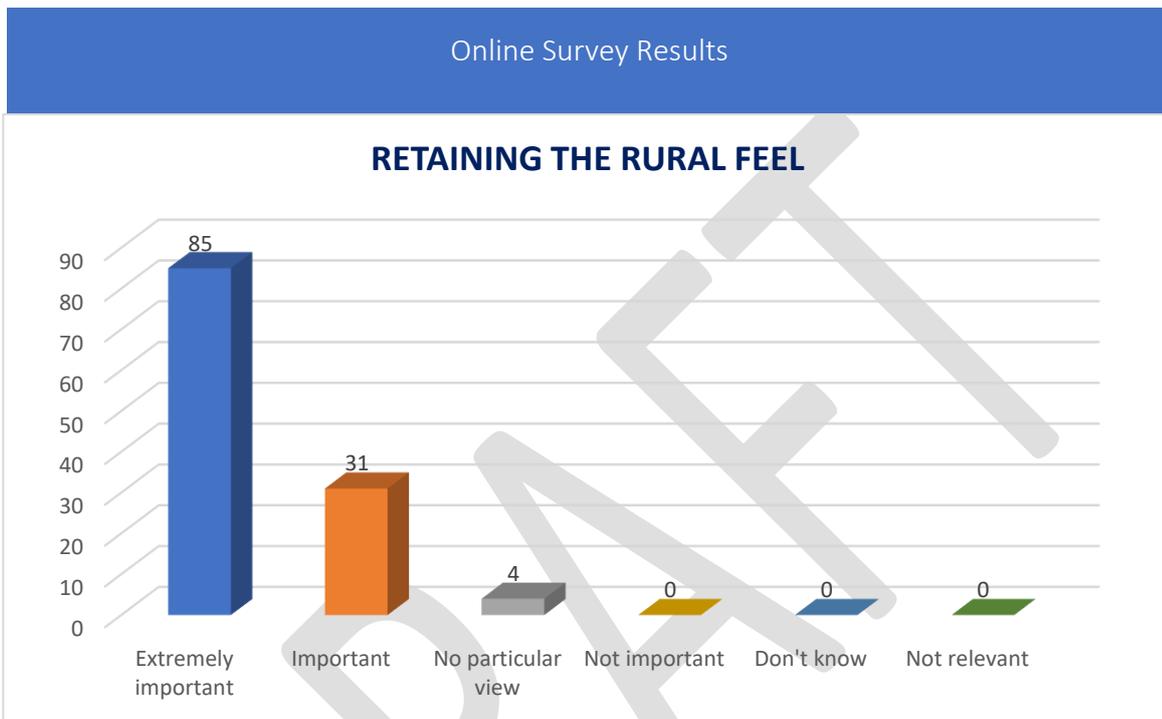
The online survey was undertaken during the period between December 2017 and January 2018. The document analysing the input from the community sets out the planning policy context for the Neighbourhood Plan, in relation to the issues raised by residents in the survey. This is to provide a clear understanding of the “rules”, the higher-level policy, within which Neighbourhood Planning operates, and will help to guide the production of various options for addressing the issues raised.

A total of 131 people responded to the survey, making over 700 long answer comments in response to the questions. All the answers were read and analysed, along with the quantitative data that people provided about their views on the relative importance of different issues. This provided a rich set of qualitative and quantitative data which was the basis for understanding the

issues that will be important to residents in developing the Neighbourhood Plan. A copy of the Survey Analysis is contained at **Appendix 3**.

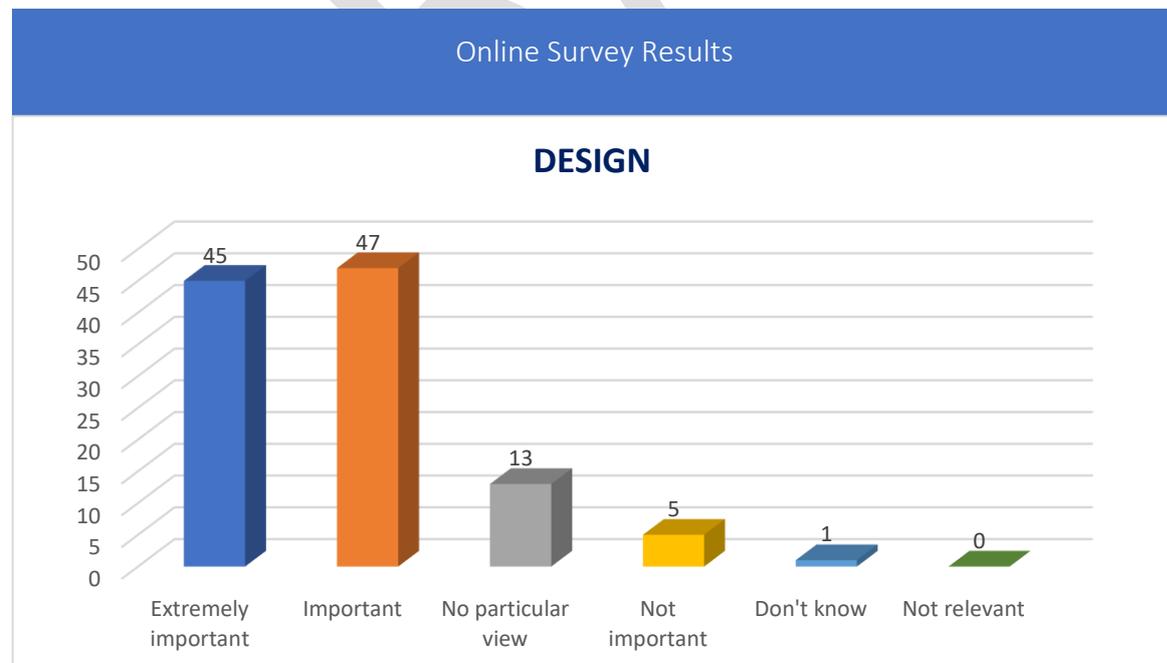
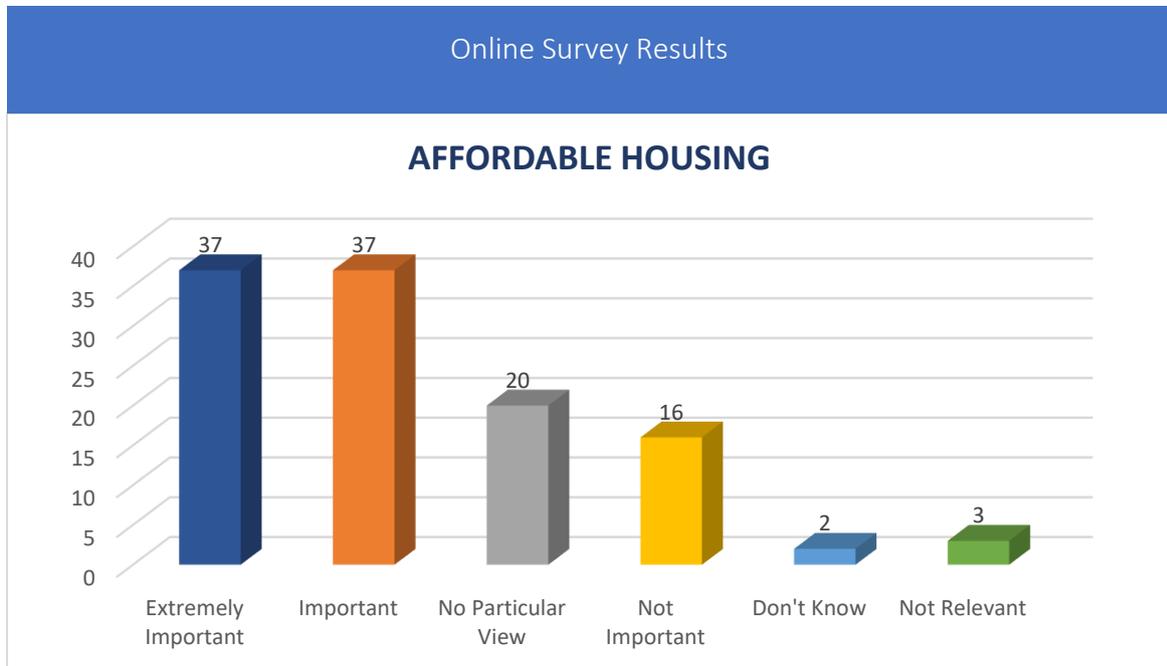
The key outcomes from the community engagement and survey analysis included:

1. Maintaining the rural feel by:
  - Reapplying village boundaries.
  - Upholding the rural aspect from J17 and the M4 to the village communities.

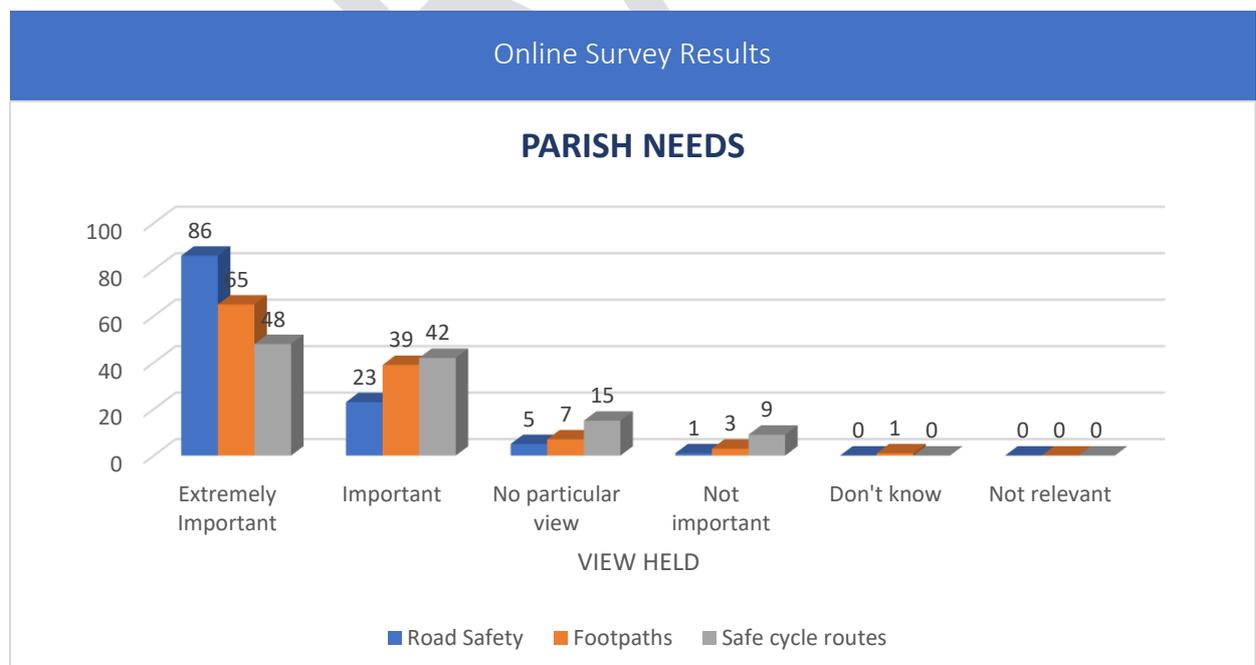
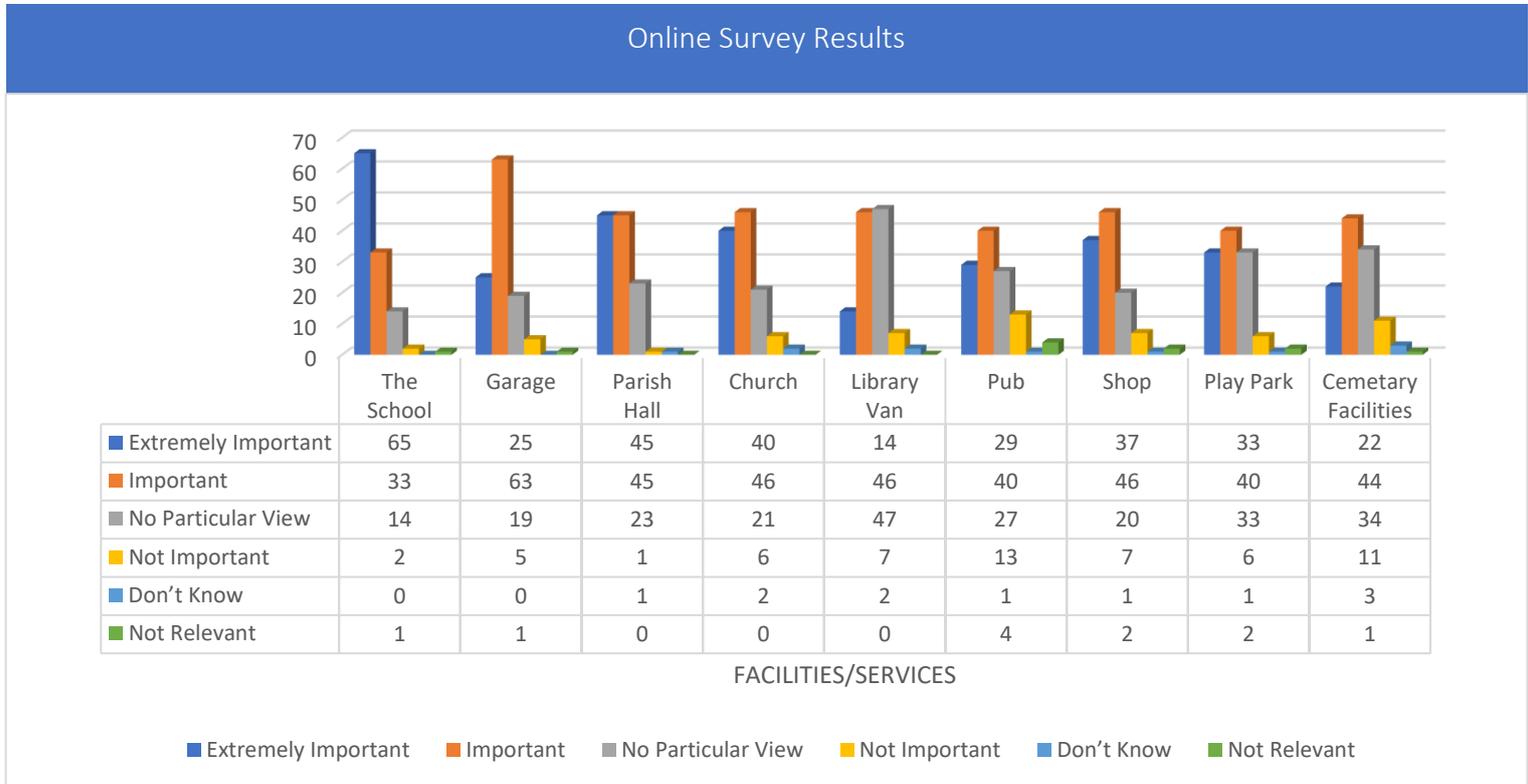


## 2. Open to development

- Affordable housing.
- Appropriate Design.



3. Increase facilities/services
4. Improve the upkeep and establish footpaths, pavements and cycle paths improving the connectivity between the two villages in the parish.



## **Parish Housing Needs Survey**

In June 2018, a housing needs survey was carried out on behalf of WCC by their Development Officers to establish if there was a proven need for affordable housing. The report is divided into two parts: firstly, looking at the current housing stock, and secondly outlining the need, if any, of the current demand for affordable housing. The report is included in **Appendix 4**.

DRAFT

## 3 Neighbourhood Plan Vision

The parish is currently a thriving community with several public amenities including a school, hotel and shop/petrol station. The average age of its population is steadily increasing, and house prices mean that it is not easy for young families to move into and/or stay in the parish. Many of the children at the school are from military families, which could, with the potential rundown of the Barracks, put pressure on the viability of the school.

Our vision is for the parish to broaden its population, sustain the public amenities by identifying a potential range of housing and open areas, allowing for recreation and social interaction, within an environment which does not disturb the rural nature of the parish. The vision has been drawn up as.

**“The Stanton St Quintin community wishes to develop a forward-looking approach to residential development which preserves the rural attractiveness of the villages and sensitively crafts and shapes the community over time for the benefit of its inhabitants.**

**Any subsequent development will meet the evolving needs of the community and reflect a range of new and affordable housing (and amenities) in keeping with the rural nature of the parish. The Neighbourhood Plan seeks to clarify and encourage the self-containment of the villages within the current built up area and protect the Designated Green Spaces within the parish.”**

# 4 Strategic Aims

## 4.1 Housing and Rural Character Aims

---

- Maintain rural aspects.
- Identify a template for development and Design Guide.
- Highlight sites consistent with meeting the potential needs of the increasing economic/demographic pressure.
- Meet the goals of the community to increase the housing stock within the villages.
- Identify, collate and protect Green Spaces within the parish.

## 4.2 Business and Employment Aims

---

To ensure that communities are better able to benefit from developments they welcome, with new homes matched by jobs and investment, by:

- Working towards lowering Wiltshire's carbon footprint through appropriate location of development, ensuring that renewable energy and sustainable construction are also implemented where applicable.
- To ensure that communities are better able to benefit from the development they welcome, with new homes matched by jobs and investment, in keeping with the rural nature of the village.
- Respect the existing character and form of the settlement by supporting agricultural and rural based businesses.
- Support the provision of facilities considered important for a vibrant village community by protecting those facilities and services already in place such as the school, petrol station and shop, Stanton Manor and other local farming and business enterprises.
- Identify areas for potential development.
- Keep the parish up to date with developments in technology with emphasis on high speed broadband access for all.
- Remain mindful of the impact of adjoining commercial development on the commercial site on the old Hullavington Air Base/Dyson, Buckley Barracks and Junction 17. Monitor the implications and footprint for increased local traffic and potential business development.

## 4.3 Services and Facilities Aims

---

- To make the villages attractive and accessible to young families.
- To increase the opportunities for social interaction.
- To increase the connectivity between the two villages.

## 4.4 Traffic, Transport and Roads Aims

---

- To enhance road safety throughout the parish, with special reference to any adverse impact caused by increasing traffic flows and congestion on the A429.
- To establish infrastructure to ensure safer pedestrian and vehicle crossings on this busy main road.
- To develop and enhance safer and more sustainable foot and cycle access in the parish through the provision of foot and/or cycle paths, to better connect the villages.
- To provide safer and more efficient parking in the vicinity of the village school/church.
- To ensure that any additional traffic through the development of the Dyson/Hullavington airfield planning application does not negatively impact the life of the village.
- To improve junctions or other traffic control measures, including the introduction of reduced speed limits and traffic light-controlled junctions.
- To reduce the number of vehicles seeking to park in the immediate vicinity of the village school.

# 5 Housing and Rural Character

## 5.1 Housing Strategic Aim

---

- Maintain rural aspects.
- Identify a template for development and Design Guide.
- Highlight sites consistent with meeting the potential needs of the increasing; economic/demographic pressure.
- Meet the goals of the community to increase the housing stock within the villages.
- Identify, collate and protect Green Spaces within the parish.

## 5.2 Housing Findings

### Result of the Public Consultation

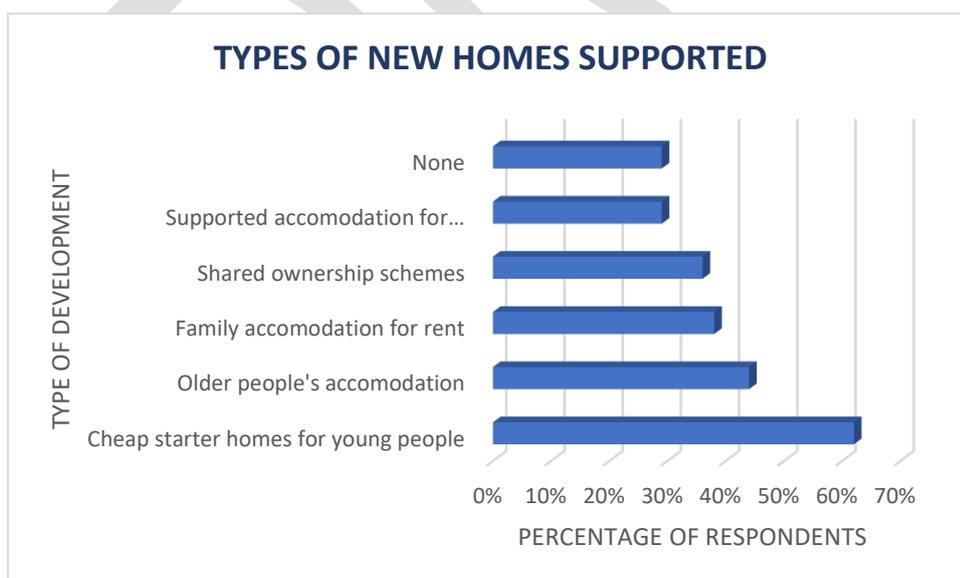
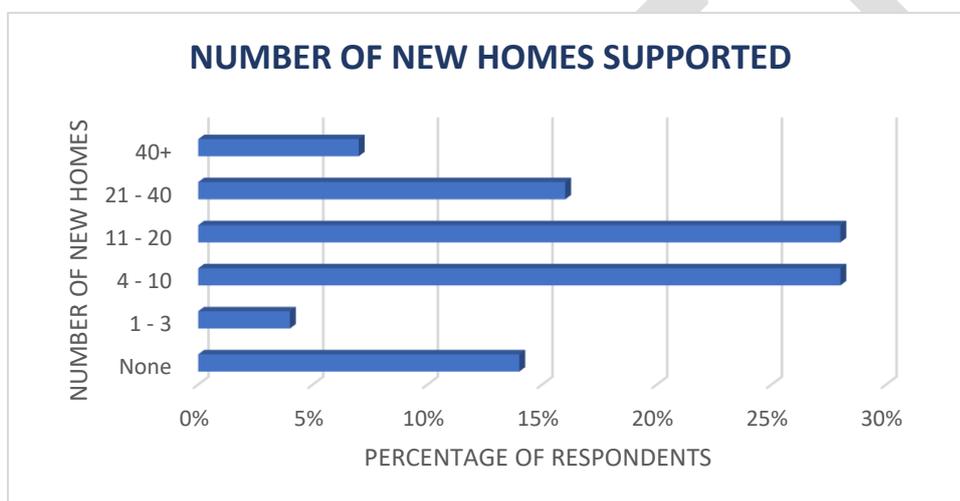
The survey took place between December 2017 and January 2018. 131 People responded to the survey providing over 700 comments. It provided a good basis for understanding the issues important to the residents in developing the Neighbourhood Plan. Data collected from the survey echoes and complements the data collected at the Community Engagement Event, which took place in September 2017.

There were 130 respondents to the survey. 13 responses were via paper survey, 117 were collected online. 129 answered the question regarding their gender; 53% were male and 46% female.

The main age groups responding were aged between 60-74 (representing 37% of those answering the question) and 45-59 (33% of those answering the question).

There was an even spread of responses amongst the postcodes in the area. The most common themes raised here were the rural setting of Stanton St Quintin and the sense of community that is felt by many residents. Respondents felt that good road connections were important to them, and many were happy with their homes and immediate surroundings.

In terms of priorities for new development, there was general support for new housing within the village with over 50% of people surveyed supporting between 4 and 20 new dwellings. Over 60% of respondents indicated a need for starter homes. Residents were concerned that housing development fits within the style and character of the villages, and 24% of those who responded to the question felt that affordable housing for local people to help them stay in the villages would be appropriate. Whilst several people suggested linking up the two villages with development, others felt that it was important to keep development to a minimum and within the boundaries of the existing built up areas.



### **Summary extract from the Housing Need Survey**

In June 2018, there were no households on the Wiltshire Council Housing Register seeking affordable accommodation in Stanton St Quintin parish.

The 2011 Census recorded twenty-four social homes in the parish. These properties represent 10.5% of the total housing in Stanton St Quintin, which is lower than the Wiltshire affordable housing average of 14.7%.

The social housing in Stanton St Quintin had a zero re-let rate in the past year. No homes were re-let in the parish in the last year (2018).

The low levels and turnover of social housing in the parish suggest that none of the households responding to section two of the survey and in need of affordable accommodation, could meet their needs through accessing the existing social housing of the parish.

### **Boundaries of the villages (Limit of Development)**

The Settlement Boundary (also referred to as limits of development) for Stanton St Quintin was established prior to the North Wiltshire District Local Plan 2011. The principle of the settlement boundary at Stanton St Quintin is that development should take place only within the defined area. A map of the proposed boundary can be seen on Fig 2a and 2b. It should be noted that there is general provision in the Wiltshire Core Strategy for development to take place outside the boundary in the case of small affordable housing schemes. Results from the surveys indicate that the preference for any development outside the boundaries should be to increase the connectivity between the two villages along Church Road and the general area between the two communities. It was pointed out that Church Road where the parish hall is situated is a narrow road, poorly lit and with no footpath. It is the considered opinion of the committee that funds from developers, or WCC, should be used in improving the access to the parish hall from the two communities.

## 5.3 Housing Development

---

### Policy 1

The self-containment of the village within the current built up area or settlement boundary of Stanton St Quintin and Lower Stanton St Quintin was removed in 2011. It served the purpose of containing the growth within the settlement and protecting the countryside from encroachment.

In accordance with the communities' aims of maintaining the rural feel, it is proposed that the settlement boundary be re-established, and within that boundary, proposals will be supported for small-scale development on sites not allocated for development which do not adversely affect the structure and form of the existing settlement, respect its landscape setting and the undeveloped nature of the surrounding area. The boundary is amended to include the properties immediately opposite the entrance to Seagry Road, the petrol station and the development land to the south of the petrol station. See fig 2a: Stanton St Quintin and 2b: Lower Stanton St Quintin



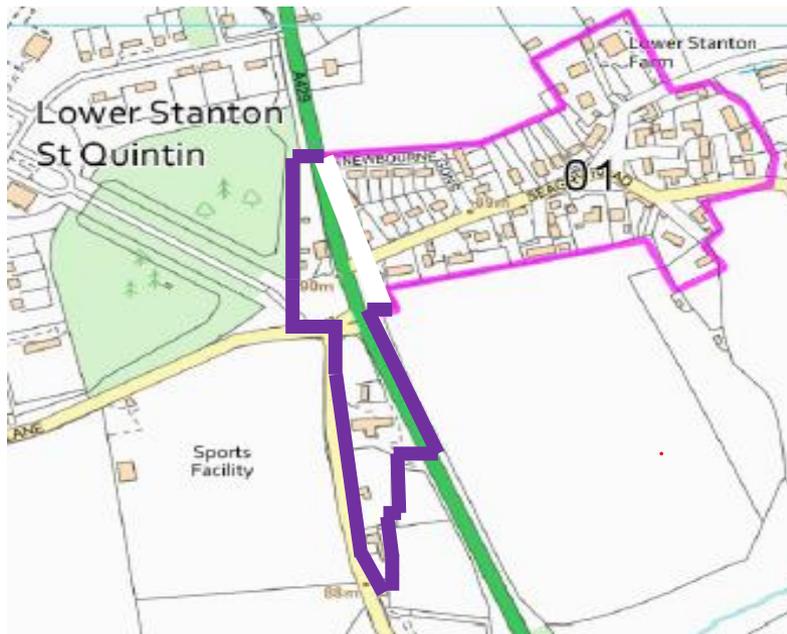


Fig 2b

### 5.3.1 Small Scale Housing Development

#### Search for Sites and the Call for Sites

The site selection process has been carried out in an open and transparent way and included consultation with the community. The neighbourhood planning group has worked with the LPA through its Liaison Officer to ensure consistency in the neighbourhood plans and Local Plans.

This site selection process also used the LPA's most recent Housing Land Availability Assessment, as a starting point. It is an assessment of all potential sites for housing (and sometimes employment uses), including sites that have been put forward by landowners and developers within the Local Authority area, and an indication of whether each site is deliverable within the local plan period.

#### Different types of site allocations

There are different ways in which sites can be included in a neighbourhood plan. A site can be allocated for development, which means it is identified for a particular type of land use, e.g. housing, employment, business use, leisure or a community facility, and this will be used to determine any planning application that is proposed for the site. In order to allocate a site for development it will need to be able to demonstrate the site is deliverable, in other words it must be suitable, available and economically viable. Through this process, the Committee have not been able to demonstrate that a site is deliverable, for example it may be in a good location but there is no evidence that it could become available, so the plan has identified 'aspirations' for sites that the community would like to see developed, and set out principles for each site linked to plan policies. The NDP also canvassed the community through a "Call for Sites". A leafletting campaign was carried out encompassing all the

dwelling in the parish during January 2019. Notices were also published in the parish notice boards along with notices on the NP web page.

The call was kept open for 2 months during which people could express an interest either via the web page, message drops at the parish church or contacting members of the Neighbourhood Development Plan Steering Committee.

### Policy 2: Development outside the boundaries of the Villages

The land outside of the self-containment of the villages within the current built up area or settlement boundaries is designated as countryside. Development outside the settlement boundaries will be strictly controlled and proposals will only be supported for development which require a countryside location, such as agriculture, horticulture or forestry; or are related to community, leisure or recreation. Developments designed to meet the needs of the local community will be supported. Residential development will only be permitted in the countryside where it meets one of the exceptions policies referred to in paragraph 4.25 of the Wiltshire Core Strategy and National Planning Policy and if it follows the strategic aim of increasing the connectivity of the villages.

### Policy 3: Small Scale Housing Development

Proposals for high-quality small-scale housing development on infill sites within the built-up area of Stanton St Quintin will be supported provided they do not contribute towards the loss of locally important green space as set out in Policy 4: Green Spaces. Proposals for the re use of brownfield sites which enhance the character and appearance of the villages, and for the provision of affordable housing are especially encouraged.

New developments should integrate with the current green infrastructure network and provide access to public and community transport, to connect with the social, community, linkage, and retail facilities of the villages.

In this process, 2 new sites offered as potentially becoming available illustrated as sites 3 and 4 identified below.

Aspirational sites were identified in two broad groups

1) Brownfield

**Site 1** - Site to the south of the existing petrol station (fig 3).

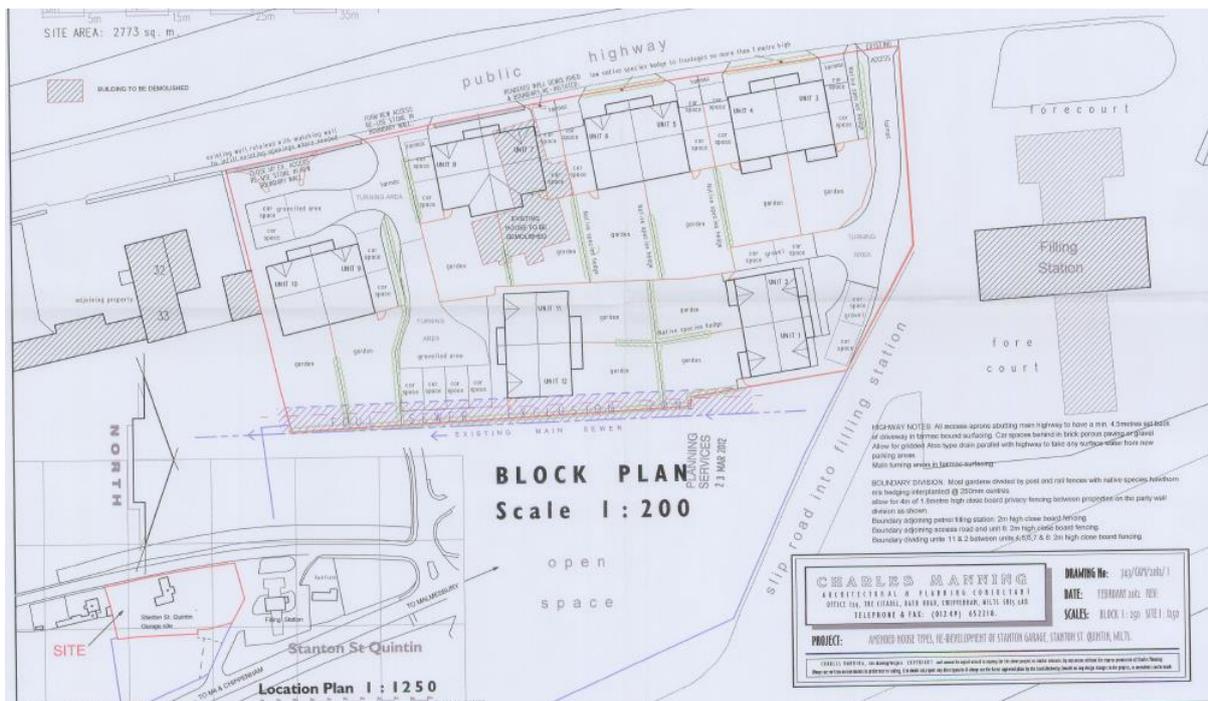


Fig 3.

In 2011, planning permission was given for a site in Lower Stanton St Quintin, not within the village boundary but adjacent to the physical limits of the Village. It was previously occupied by an existing house and commercial garages adjacent to the current petrol station on the A249. Outline permission was given under the North Wiltshire Local Plan, subsequently overtaken by the 2011 Local Plan.

Prior to the submission a pre application meeting had been held with Wiltshire Planning Department at Wiltshire Council addressing the matters of design and affordable housing contribution. Initially, a prior outline permission had stipulated 2 units for affordable housing. A total of 12 dwellings, 10 semidetached units, with 2 detached (one being the original dwelling retained). Two 2-bedroomed units were affordable houses. Fig 3.

The petrol station itself is now applying for substantial re-development.

## Site 2 Valetta Gardens

Valetta Gardens, fig 4 is an area designed for the MoD. The density of build is less than would be applied in current build standards. The Steering Committee considered that within the plan period it is likely that this area will become available for further development and should be favourably considered for redevelopment as long as the plan is consistent with design guidelines.

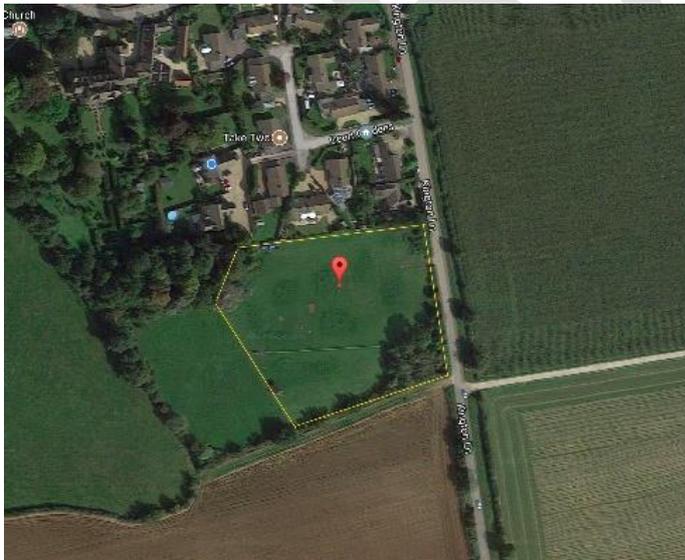


Fig 4.

## 2) Greenfield



### Site 3 Orchard House



A paddock to the south of Court Gardens of around two acres which has direct road access to Kington Lane. The land is outside the curtilage of the village and as such will extend the village if developed. This is counter to the general aims of the community both exceeding the boundary of the village and encroaching on the rural aspect between the parish boundary and the village boundary.

This parcel of land is outside the boundary of the village and does not directly contribute to increasing connectivity Policy 1 & 2.

#### Site 4 East of Stanton St Quintin



Approximately 2 acres of paddock land, mixed use agricultural and equestrian. The road facing part of this paddock (with stable), that already has its own access road (the initial access joint ownership with right of way).

This parcel of land is outside the boundary of the village and does not directly contribute to increasing connectivity, contravening Policy 1 & 2

#### 5.3.2 Ministry of Defence Lands

The MOD has been a significant landholder within the parish for an extended period. Their requirements have reduced significantly in recent years and this trend seems likely to continue in the future. The decommissioned RAF Hullavington airfield has already been sold, with planning permission granted for commercial use by Dyson Ltd. Buckley Barracks is currently scheduled for closure by 2029, although relocation plans are not yet confirmed. If this closure does take place, significant amounts of brownfield land within the parish of Stanton St Quintin may become available for re-development, in both the barracks and service family accommodation sites. These present ample opportunities for mixed use redevelopment, which should include an element for residential housing with all necessary supporting services and facilities. These should include open spaces and a prescribed number of affordable dwellings.

#### 5.3.3 Green Space

Green infrastructure contributes to the quality and distinctiveness of the local environment in Stanton St Quintin. It creates opportunities for walking and physical activity and generally adding to quality of life. Green infrastructure is diverse in character and can include formal parks and gardens, informal grassed areas, linear paths, towpaths, sports pitches and various other kinds of landscaped area.

For Stanton St Quintin, securing high quality green infrastructure in and around our neighbourhood is an important element of the NDP process. The Steering Committee has included policies for green spaces and designated 'Local Green Spaces' to protect them for current and future generations.

The Local Green Spaces shown in Fig 6, and listed below, are important for the leisure and recreation needs of the people of Stanton St Quintin, as well as providing valuable habitats for a range of biodiversity. They will be protected and enhanced in accordance with Core Policy 52: Green Infrastructure.

Opportunities will be sought for the additional planting, wetland environments, rights of way, and where appropriate, play equipment to encourage the use of these spaces and to improve wildlife habitats.

Development will be expected to identify, retain and enhance biodiversity and wildlife habitats, wildlife corridors and other aspects of green infrastructure. Proposals should also avoid damage to mature significant trees and hedges, not only those subject to Tree Preservation Orders, and respect the pattern and form of the landscape.

DRAFT

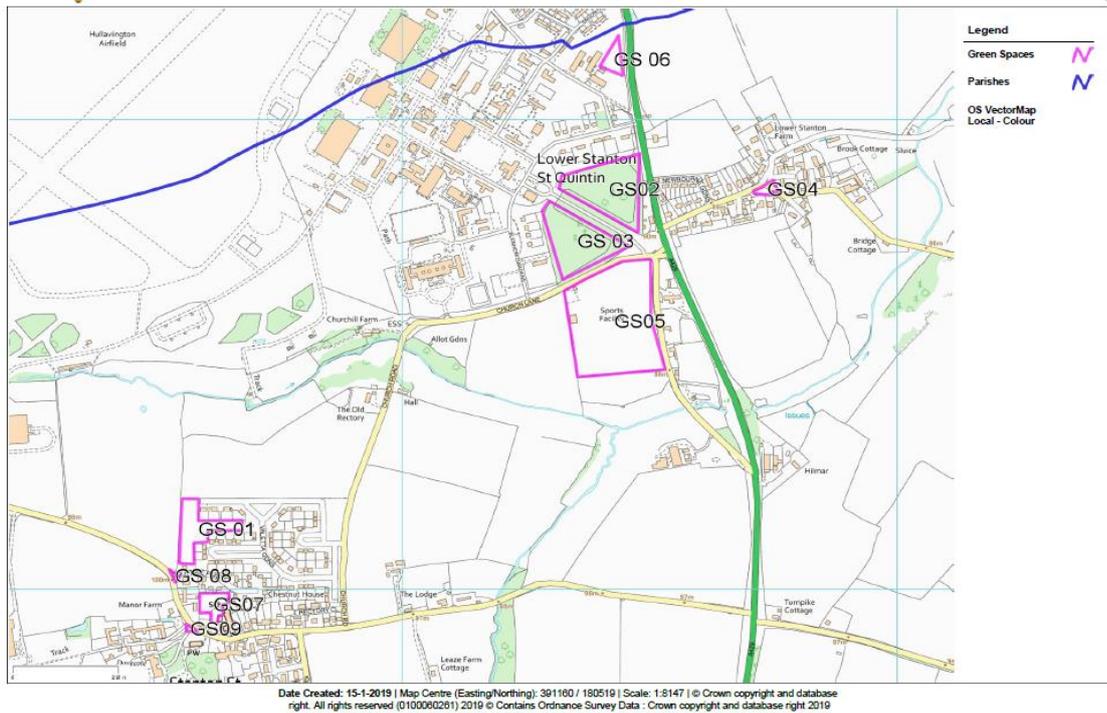


Fig 6

## Policy 4 Green Space

The areas listed below and mapped on Fig 6 to the Neighbourhood Plan are designated as Local Green Spaces in accordance with the National Planning Policy Framework.

Area	Location
GS01	Land to the rear of Valetta Gardens incorporating the play area
GS02	Land to the north of the entrance drive of Buckley Barracks
GS03	Land to the south of the entrance drive of Buckley Barracks
GS04	The green, Lower Stanton St Quintin
GS05	The sports field to the south of GS03
GS06	Land to the east of Buckley Barracks staff quarters (formally the NAFFI Families Shop RAF Hullavington)
GS07	Land to the north of the Cemetery forming the playing field for the village school
GS08	Open space land at the southern entrance of Bouverie Park
GS09	Triangular island to the entrance of Stanton Manor with the village notice board.

### 5.3.4 Design

#### Design Guidelines

Through the Ministry of Communities and Local Government (MHCLG) Neighbourhood Planning Programme led by Locality, AECOM were commissioned to provide design support to Stanton St Quintin Parish Council, Neighbourhood Plan Steering Committee. The Design Guide is reproduced in **Appendix 5**. Below is an extract of the key elements of the guide.

## Objective

The main objective of the report is to develop design guidelines that future development in Stanton St Quintin and Lower Stanton St Quintin should follow to retain and protect the rural, tranquil character and scenic beauty of the area. In particular:

- The design of new buildings should respond to the scale, density and position of existing buildings in relation to the streets and plots. This should enhance local distinctiveness without limiting originality and innovation.
- Development proposals that would result in the loss of trees or woodland should provide a clear commitment to replace this vegetation.
- Any development should conserve and protect heritage assets and their settings.
- Where new domestic access points are required, small-scale features such as fencing, walls, entrance gates and hedgerows should respond to the local vernacular to promote and enhance local distinctiveness.
- Proposals to alter historic buildings should demonstrate a thorough understanding of the history and design qualities of the buildings and provide a clear rationale for how this has been taken into account in the design of the proposed alterations, without limiting originality and innovation.

## Street Grid Layout

Streets must meet the technical highways requirements as well as be considered a 'space' to be used by all, not just motor vehicles. It is essential that the design of new development should include streets that incorporate needs of pedestrians, cyclists and if applicable public transport users.

- Streets should tend to be linear with gentle meandering - providing interest and evolving views. Routes should be laid out in a permeable pattern allowing for multiple connections and choice of routes, particularly on foot. Any cul-de-sacs should be relatively short and include provision for onward pedestrian links.
- Access to properties should be from the street where possible.
- The distribution of land uses should respect the general character of the area and road network, and take into account the degree of isolation, lack of light pollution and levels of tranquillity.
- Pedestrian paths should be included in new developments and be integrated with the existing pedestrian routes.

## Local Green Spaces, Views and Character

Development adjoining public open spaces and important gaps should enhance the character of these spaces by either providing a positive interface (i.e. properties facing onto them to improve natural surveillance) or a soft landscaped edge.

- Any trees or woodland lost to new development must be replaced.

- The spacing of development should reflect the rural character and allow for long distance views of the countryside from the public realm. Trees and landscaping should be incorporated in the design.
- The existing quiet and peaceful atmosphere of Stanton St Quintin and Lower Stanton St Quintin should be preserved.
- Landscape scheme should be designed and integrated with the open fields that currently border the village.
- Native trees and shrubs should be used to reinforce the rural character of the village.

### **Gateway and Access Features**

In the case of any future development gateway and built elements should be considered, to highlight the access or arrival to the new developed site.

- The gateway buildings should reflect local character. This means larger houses in local materials with emphasis on the design of chimneys and fenestration.
- Besides building elements acting as gateways, high quality landscaping features could be considered appropriate to fulfil the same role.

### **Pattern and Layout of Buildings**

The existing rural character must be appreciated when contemplating new development, whatever its size or purpose.

- Where an intrinsic part of local character, properties should be clustered in small pockets showing a variety of types. The use of a repeating type of dwelling along the entirety of the street should be avoided.
- Boundaries such as walls or hedgerows, whichever is appropriate to the street, should enclose and define each street along the back edge of the pavement, adhering to a consistent building line for each development group.
- Properties should aim to provide rear and front gardens or at least a small buffer to the public sphere where the provision of a garden is not possible.

### **Building Line and Boundary Treatment**

Buildings should be aligned along the street with their main facade and entrance facing it, where this is in keeping with local character. The building line should have subtle variations in the form of recesses and protrusions but will generally form a unified whole.

- Buildings should be designed to ensure that streets and/or public spaces have good levels of natural surveillance from buildings. This can be ensured by placing ground floor habitable rooms and upper floor windows overlooking towards the street.
- Boundary treatments should reinforce the sense of continuity of the building line and help define the street, appropriate to the rural character of the area. They should be low walls made of dry stone with concrete cap on top or lined with dry stones standing perpendicular

to the wall. The use of panel fencing, metal or brick walls in these publicly visible boundaries should be avoided. Also, boundary treatments should not impair natural surveillance.

- Front gardens should be included where this is characteristic of the area.
- If placed on the property boundary, waste storage should be integrated as part of the overall design of the property. Landscaping could also be used to minimise the visual impact of bins and recycling containers.

### **Building Heights/ Roofline**

Creating a good variety in the roof line is a significant element of designing attractive places. There are certain elements that serve as guideline in achieving a good variety of roofs:

- Scale of the roof should always be in proportion with the dimensions of the building itself.
- Monotonous building elevations should be avoided, therefore subtle changes in roofline should be incorporated during the design process.
- Local traditional roof detailing elements should be considered and implemented where possible in cases of new development.
- Dormers can be used as design element to add variety and interest to roofs.

### **Household Extensions**

The original building should remain the dominant element of the property regardless the amount of extensions. The newly built extension should not overwhelm the building from any given point.

- Extensions should not result in a significant loss to the private amenity area of the dwelling.
- Designs that wrap around the existing building and involve overly complicated roof forms should be avoided.
- The pitch and form of the roof used on the building adds to its character and extensions should respond to this where appropriate.
- Extensions should consider the materials, architectural features, window sizes and proportions of the existing building and recreate this style to design an extension that matches and complements the existing building.
- In case of side extensions, the new part should be set back from the front of the main building and retain the proportions of the original building to reduce any visual impact of the join between existing and new.
- In case of rear extensions, the new part should not have a harmful effect on neighbouring properties in terms of overshadowing, overbearing or privacy issues.

### **Materials and Building Details**

The materials and architectural detailing used throughout Stanton St Quintin and Lower Stanton St Quintin contribute to the rural character of the area and the local vernacular. It is therefore important that the materials used in proposed development are of a high quality and reinforce local distinctiveness. Any future development proposals should demonstrate that the palette of materials has been selected based on an understanding of the surrounding built environment.

## **Public Realm and Streetscape**

High quality building and surface materials should be used across the new development. Care should be taken when selecting the materials that will be used for the paved areas.

- High quality stone, gravel, granite and bricks can provide durable and attractive hard surface throughout the public realm.
- Expensive materials such as sandstone and limestone could also be used to further enhance the quality of particular spaces.

## **Traditional Architecture**

The gradual evolution of the village over the centuries has resulted in an organic character to development. Each building has its own individuality resulting in variations in height, the pattern of openings and detailing. This variety is balanced in several ways; through the proximity of each property to each other and broad similarities in scale, width, design and materials. Buildings are predominantly 2 storeys and the change in roof heights and the presence of chimneys contribute to the visual interest of the historic core.

## **Contemporary take on Traditional Architecture**

Within the parish there are a few examples of contemporary architecture among the latest dwellings. Most new builds are heavily informed by traditional building forms. These buildings are either refurbished agricultural buildings with a contemporary touch or completely new buildings that have been built utilising local high-quality building materials.

It is suggested that this trend continues to further expand with additional eco design features incorporated in future developments

## **Buckley Barracks**

Buckley Barracks is partly within the boundary of the Parish Council. Currently it is being used by the Army. Within the boundary of the Barracks are many listed buildings mapped out in **Appendix 6**. Any developments within the barracks boundary should reflect the need to protect the listed elements of the buildings. Further there is accommodation provided within the barracks curtilage and a housing development Valetta Gardens outside the boundary and within the Stanton Village.

## Policy 5: Affordable Housing

Proposals for developments that result in a net gain of 11 dwellings, or more than a gross residential floor space of 1,000m<sup>2</sup>, will be expected to provide at least the percentage of affordable housing on the site in accordance with Wiltshire Core Strategy Core Policy 43.

Affordable housing development will be supported if proposals contribute to meeting the affordable housing needs of people with local connections in terms of types and sizes of dwelling, affordability, and mix of tenures. Affordable housing units will be allocated in line with WCC's adopted allocation policy.

### 5.3.5 Housing Needs

#### **Result of the Housing Needs survey**

In spring 2018, Wiltshire Council's Development Officers carried out a rural housing needs survey with Stanton St Quintin Parish Council, to establish if there was a proven need for affordable housing in the parish and to potentially use the findings of the survey to inform the NDP. Such surveys assist officers in identifying those areas with the greatest housing problems so that scarce financial resources can be put to best use.

To encourage a good response, households were given a pre-paid envelope in which to return the completed survey by 11th April 2018. The forms were recorded and analysed by the Service Development Officers at WCC.

A total of 268 questionnaires were distributed to the parish and everyone was asked to complete the first section of the form. In addition:

- If a household considered itself in need, or likely to be in need, of affordable housing within the next five years, it was invited to complete the rest of the survey.
- There was a good response rate of 34.7% with 93 replies received.
- This report describes the views only of the residents who returned the questionnaires and these views may not be representative of the wider population of Stanton St Quintin.
- 4 responses were made online.

#### **Key Findings**

This report is divided into two parts. The first section looked at existing households to provide a description of the current housing in Stanton St Quintin. It also described the levels of new housing, if any, which would be supported by respondents to the survey.

The second section examined the households who have declared a need for new housing in Stanton St Quintin. The section begins by describing the overall need for both market and affordable housing in the parish.

Results from the survey suggest a mixed level of sustainability for new housing development in Stanton St Quintin, indicated by the survey respondents' access to local sources of employment. While 43.8% of the households' working members usually travel less than ten miles to their place of work, 56.2% travel more than that, suggesting a potential lack of more local sources of employment. However, the impact on the development at Hullavington airfield and Junction 17 may well put pressure on housing as more jobs are brought into the community.

Respondents were also asked whether anyone currently living in their household would need separate accommodation in the parish now or in the near future, to which 5.4% of respondents (five households) answered 'yes', indicating a low level of sustained need for housing in the parish. Respondents were then asked how many new homes they would support being built in the parish. A large majority of respondents (85.9%) were in support of some new housing in Stanton St Quintin. The most popular options were for between four and ten homes (28.3%) and between eleven and twenty homes (28.3%). 14.1% of respondents were opposed to any new housing in Stanton St Quintin parish: The types of housing considered most needed in Stanton St Quintin by the survey respondents were affordable starter homes for young people (63.2%) and older persons' accommodation (44.8%).

Respondents to this section were also asked what type of housing they required. The most sought-after type was detached properties.

In terms of size, the most popular option was for three-bedroom homes and respondents also expressed a need for properties with two bedrooms. No need was declared for one-bedroom homes or for homes with four or more bedrooms.

The respondents were then asked if there was a lack of suitable existing housing in Stanton St Quintin to meet their needs, to which all responding households answered 'yes'.

In order to assess the need for affordable housing in Stanton St Quintin, it is necessary to consider the equity, income and savings levels of respondents.

Households responding to this section of the survey reported having equity in an existing property. Estimated levels of savings among the respondents were mixed with savings reported from £1-£2499 to savings of more than £200,000. Income was again varied with one household reporting a gross household income of under £15,499 per annum and three households reporting gross income of £50,000 or more. The median gross income bracket reported by the respondents was £37,500 to £39,999pa.

Comparing income, savings and equity levels with affordability in Stanton St Quintin suggests that one of the eight responding households would require public assistance in order to achieve their required housing and so would be considered 'in housing need'.

# 6 Business and Employment

## 6.1 Business and Employment Strategic Aim

---

The vision for Wiltshire is to create more resilient communities and ensure that Wiltshire remains strong and prosperous, by maintaining and increasing the supply of jobs to ensure that communities have an appropriate balance of jobs and facilities. Future development should be managed to ensure that jobs and the right infrastructure are delivered at the right time, aiming to reduce out commuting especially to areas beyond Wiltshire, which will have a detrimental impact on the infrastructure:

- Working towards lowering Wiltshire's carbon footprint through appropriate location of development, ensuring that renewable energy and sustainable construction are also implemented where applicable.
- To ensure that communities are better able to benefit from the development they welcome, with new homes matched by jobs and investment, in keeping with the rural nature of the village.
- Respect the existing character and form of the settlement by supporting agricultural and rural based businesses.
- Support the provision of facilities considered important for a vibrant village community by protecting those facilities and services already in place such as the school, petrol station and shop, Stanton Manor and other local farming and business enterprises.
- Identify areas for potential development.
- Keep the parish up to date with developments in technology with emphasis on high speed broadband access for all.
- Remain mindful of the impact of adjoining commercial development on the commercial site on the old Hullavington Air Base/Dyson, Buckley Barracks and Junction 17. Monitor the implications and footprint for increased local traffic and potential business development.

## 6.2 Business and Employment Objectives

---

### Objectives

Support the existing rural character of the village and any development of new similar-based businesses and employment opportunities. The plan will also protect those facilities already in place such as:

- The school
- Petrol station and shop
- Stanton Manor Hotel
- Local farming and related Agri-Tourism industries
- Business and social enterprises

- Encourage the provision of new and additional employment facilities and opportunities to ensure a vibrant and thriving community.
- With the extensive commercial development to the north and south of the parish, the committee recommends ongoing review of the impact of this adjoining commercial development and consider the implications and footprint for increased local traffic and potential business opportunities.
- The Plan will encourage developers to deliver a level of service to support the needs of local business and households. Any new development should have adequate provision of broadband for accessing the internet, since the provision of telecommunications is particularly important in rural areas and for the support of rural enterprise and homeworking in keeping with objectives above. Current fibre optic connections remain incomplete. Future-proof methods of delivering high performance connectivity is important. It is desirable that any new developments should have fibre optic cable installed.

## 6.3 Business and Employment Supporting Text

The distance travelled to work can also be a good measure of the sustainability of local housing development, as more people working locally can indicate an ongoing need for local housing. The table below shows how far people in the respondents' households travelled to work:

Persons in household	Distance to work				Total
	Up to 2 miles	2 - 10 miles	10 - 50 miles	50 miles +	
Person 1	11	10	29	7	57
Person 2	6	16	14	2	38
Person 3	2	0	5	0	7
Person 4	0	1	2	0	3
Person 5	0	0	0	0	0
<b>Total</b>	<b>19</b>	<b>27</b>	<b>50</b>	<b>9</b>	<b>105</b>

Source: Housing Needs Survey

These results suggest a mixed level of sustainability for new housing development in Stanton St Quintin, indicated by the survey respondents' access to local sources of employment. While 43.8% of the households' working members usually travel less than ten miles to their place of work, 56.2% travel more than that, suggesting a potential lack of more local sources of employment.

### Employment Policy Context

As with housing development, employment should reflect its rural surroundings within a small village location in terms of its size and type of activities. Core Policy 37: Military Establishments is relevant, due to the MoD site which is located partially in the parish. The redevelopment of military establishments is supported subject to various conditions around impacts on the surroundings and the capacity of local infrastructure to cope. There are no designated "Principal Employment Areas" in Stanton St Quintin. Support for agriculture and rural-based businesses that are consistent with WCC directives to increase the development of suitable sites is desirable.

## Internet connectivity

Desire for highspeed broadband for commercial and personal use – raised at local NDP community meetings. This is keeping within the strategic aims of WCC to keep jobs within the locality and reduce travel outside the community, where possible.

### 6.3.1 Brownfield Business and Retail Development

---

#### Policy 6: Brownfield Business and Retail Development

Proposals for the redevelopment of previously used land for small scale employment and retail uses will be supported provided they fall within the established built-up areas of the parish. They should not create high levels of additional traffic movements, especially heavy goods vehicles and must conform with the 2018 Stanton St Quintin Design Guide.

There is concern surrounding the implications of business growth within the parish due to the limited road network and paucity of developable sites. Surveys indicate that the implications of both the Dyson Ltd development and the growth of businesses at Junction 17, raised in NP community meetings, are having an impact of traffic upon local roads and the parish in general. Peak commuter and supply traffic impacts residents crossing from one village to the other across the A429 and pulling out into the flow of traffic on the A429. The Neighbourhood Development Plan intends to draw upon Design Guidelines to help frame any changes to the villages, within restated village boundaries, identify areas for development to include business incubator and safeguard current village assets.

It is important that we ensure the green space between Junction 17 and the village boundaries are maintained through the plan period, and monitor the impact of commercial development south of Junction 17 and at the Dyson (Hullavington Air Base) site with regard to traffic, air traffic, environmental and transport implications for the parish and any knock-on business development opportunities.

### 6.3.2 Farm Diversification

---

#### Policy 7: Diversification of Farm Enterprises

Applications for new uses of redundant traditional farm buildings will be supported, providing it has been demonstrated that they are no longer viable or needed for farming, and that traffic impacts are evaluated and mitigated to avoid harming residential amenity. Such suitable uses might include small-scale development of farm shops selling produce created locally, guest accommodation and cafes and agri-tourism.

### 6.3.3 Live/work Units

---

The Stanton St Quintin Survey revealed that, while 43.8% of the households' working members usually travel less than ten miles to their place of work, 56.2% travel more than that, suggesting a potential lack of more local sources of employment. The community supports the rural nature of the parish and the development of redundant traditional farm buildings for the provision of local sources of employment through diversification and agri-related enterprise such as farm shops, guest accommodation and agri-tourism, and small business development.

#### Policy 8: Live/Work Units

The introduction of Work/Live Units (Sui generis Use Class) is considered beneficial in providing sustainable growth within the Plan Area and will be supported wherever possible if it can be determined that there is an up to date local need. This includes the extension of existing residential properties where they are in accordance with policies elsewhere in this Plan.

Where proposals for such units are to be located near to existing housing, any proposals that will give rise to any of the following without the ability to provide enough mitigation, will be refused in the interests of protecting residential amenity:

- Excessive noise associated with the general operation of the premises, including visits by the general public
- Light pollution
- Reduced air quality
- Disturbance caused by excessive traffic movement to and from the premises and/ or the likelihood of instances of illegal or unsafe parking.

## Policy 9: Environmental impact of Business development

All new business developments should provide the appropriate level of support documentation up to and including a full EIA either Schedule 1 or Schedule 2 and consider the impact of pollution emissions, noise and light so that no additional pollution is introduced into the community by a business development scheme.

# 7 Services and Facilities

## 7.1 Services and Facilities Strategic Aim

---

- To make the villages attractive and accessible to young families.
- To increase the opportunities for social interaction.
- To increase the connectivity between the two villages.

## 7.2 Services and Facilities Chapter Objectives

---

- To encourage an increase in the number of pupils at the school.
- To protect and enhance existing play facilities.
- To register the need for land for a new cemetery.
- To develop and increase the use of existing school and community facilities.
- To support the establishment of additional retail facilities.

## 7.3 Services and Facilities Supporting Text

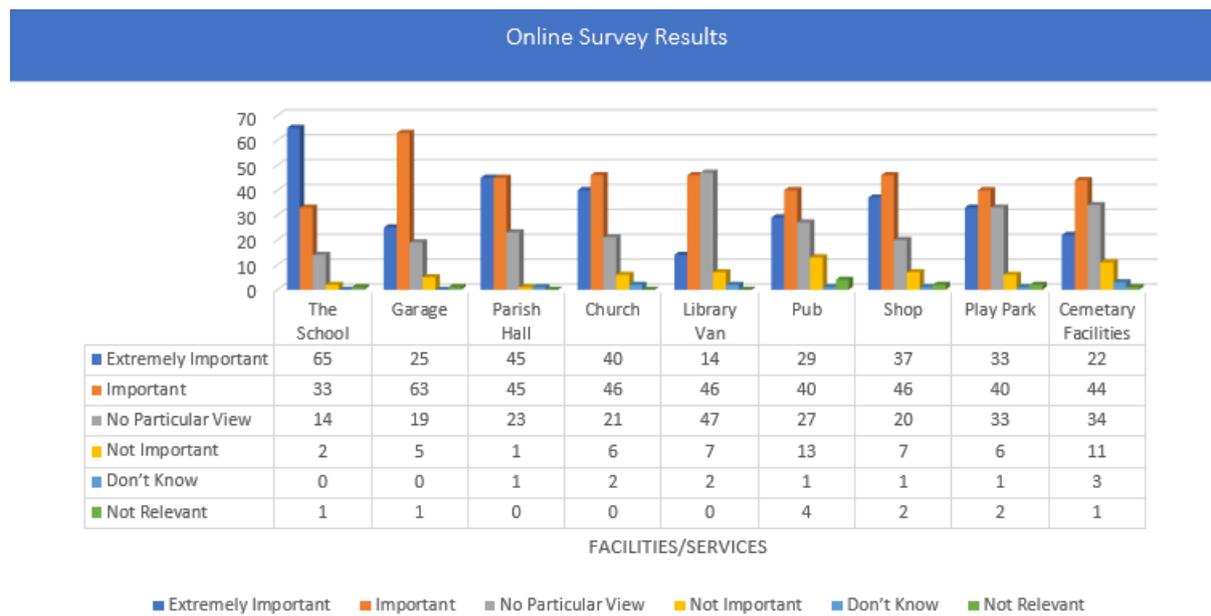
---

### Services/Facilities Planning Policy Context

Wiltshire Core Policy 48 sets out how planning applications for services, facilities, new shops, agricultural/forestry workers dwellings and the conversion of rural buildings will be appraised. Whilst additional infrastructure provision is supported, it illustrates how it must be balanced against the potential impacts on the area. Proposals to convert and re-use rural buildings for employment, tourism, cultural and community uses (but not housing) are also supported subject to the application of appropriate criteria.

Wiltshire Core Policy 49: Protection of Rural Services and Facilities states that the loss of services and facilities will be resisted unless it can be clearly demonstrated that the community/service use is unviable. The policy sets the criteria which must be met to justify a loss of rural services/facilities to other uses.

## Survey Results



From the results of the community survey, there is strong support within the village for the school, petrol station, parish hall and the church. All of these provide for community cohesion and are important to the attractiveness of the village as a place to live.

The village school relies heavily on children from Service Families and will suffer a drop in numbers when Buckley Barracks closes, currently forecast for 2029. To ensure its survival it is important to attract young families into the village. The provision of suitable housing will help, as will improved play facilities. At present the play facilities are within Valetta Gardens and it is important that they are retained and enhanced or replaced when the Army leaves. They provide a meeting place for families and improve cohesion.

The parish hall has recently been refurbished to a high standard and several events are held each year for the villages. The use of this facility provides opportunity for community interaction and should be encouraged. There is support for a pub to make the villages more attractive and provide a meeting place. This survey was prior to the refurbishing of Stanton Manor and the development of a public bar area within the main building. It is thought that the separate need for a different pub in the current economic circumstances is presently not feasible.

The villages have a petrol station and shop but there is support for an additional retail outlet possibly with a Post Office to serve the community and make the villages more attractive.

The cemetery has closed as it is full and there is support for a piece of land to be found which could be developed as a new cemetery to allow residents to be buried here.

Accordingly, Policies 10, 11 and 12 have been adopted.

### 7.3.1 Cemetery

---

#### Policy 10: Cemetery

The provision of additional cemetery space in Stanton St Quintin will be supported and opportunities sought for developer contributions to assist in bringing this forward within the timescale of the Neighbourhood Plan.

### 7.3.2 Play Space

---

#### Policy 11: Play Space

Opportunities for increased play provision for children and young people of all ages will be supported, especially where this comes forwards with improvements to the network of public rights of way and pavements which allow safe pedestrian and cycle access to such areas.

### 7.3.3 Public House and Village Shops

---

#### Policy 12: Public House and Village Shops

Proposals for a public house and additional retail facilities within the built-up area of the parish will be supported, provided there are no detrimental impacts on residential amenity, car parking and road safety. The part or whole ownership and control of such facilities by the community is particularly encouraged.

# 8 Traffic, Transport and Roads

## 8.1 Traffic Transport and Roads Strategic Aims

---

- To enhance road safety throughout the parish, with special reference to any adverse impact caused by increasing traffic flows and congestion on the A429.
- To establish infrastructure to ensure safer pedestrian and vehicle crossings on this busy main road.
- To develop and enhance safer and more sustainable foot and cycle access in the parish through the provision of foot and/or cycle paths, to better connect the villages.
- To provide safer and more efficient parking in the vicinity of the village school/church.
- To ensure that any additional traffic through the development of the Dyson/Hullavington airfield planning application does not negatively impact the life of the village.
- To improve junctions or other traffic control measures, including the introduction of reduced speed limits and traffic light-controlled junctions.
- To reduce the number of vehicles seeking to park in the immediate vicinity of the village school.

## 8.2 Traffic Transport and Roads Supporting Text

---

Traffic has been identified as a major issue of concern to the parish residents in our consultations and surveys. It is the volume and nature of inappropriate through traffic that are the primary concerns. The character of the parish comes from its narrow streets which either have a single narrow footway or have no footway; as such the safety of pedestrians and cyclists is a key consideration.

There are a number of specific traffic issues in the villages including:

- Speed and volume of traffic (including commercial vehicles).
- Weight limit avoidance.
- Lack of footways on most of the roads in Lower Stanton St Quintin, Church Road and roads to the east of Stanton St Quintin.
- Limited on-street parking available adjacent to the Church and the Primary School.

A key characteristic of the villages of Stanton St Quintin is that they are separated by approximately 1km and the northerly passage of the A429 from Junction 17 of the M4 towards Malmesbury.

South of Junction 17, the A350 is contiguous to the A429 and has been significantly enhanced in recent years with the provision of a fast-dual carriageway giving access to Chippenham and fixed traffic controls (traffic lights and roundabout) at its junction with subsidiary routes.

In contrast the A429, which provides a major access point to the key east/west M4 corridor from north Wiltshire and South Gloucestershire, is an unimproved two-lane single carriageway road between the

M4 and Malmesbury. Traffic volumes are high, especially at peak times where they regularly exceed 1000 vehicles per hour and more than 10,000 movements per day.

Traffic accidents are also relatively common on the A429, with 30 injury accidents recorded along the section between Junction 17 and the village of Corston. Of these accidents (including 4 deaths), 14 have occurred along the section of A429 through the parish. (RTA statistic period 01/01/13 to 25/09/19). Many of these accidents are concentrated at junctions along the A429.

A consequence of these traffic flows is that movement between the villages can be difficult, especially at peak times, where the A429 needs to be entered or crossed at unregulated junctions. Particularly when public events are occurring such as WOMAD or Badminton Horse Trials. Pedestrian and cycle access transit is especially difficult as the road speed limit on the A429 is currently set at 50mph, with no controls or traffic calming measures in place.

- West of the A429, safe pedestrian access between the two villages is poor with no continuous pavements or footpaths in place and, with considerable levels of vehicle traffic still seeking to access both the A429 and the M4 Junction 17. Furthermore, there is no safe or attractive walking environment which residents might use to access the school, church or village hall.
- The village school is located at a narrow and busy section of the Village with few safe parking opportunities and no dedicated school bus stop space. Available parking spaces are overburdened at peak school arrival and departure times when the combination of school and commuter traffic regularly create hazardous conditions for both pedestrians and vehicles. Given the absence of available space for better parking facilities, or to widen the road at the school gate chokepoint, enhanced traffic control measures such as traffic calming humps and/or reduced speed limits are required.

It is strongly suggested by the Committee that The PC will lobby the Community Area Transport Group (CATG) for a reduction in the speed limit at the A429/Church Lane/Seagry Road Junction to 30mph and lobby the CATG to have pelican crossing installed.

## 8.2.1 Transport Impacts

---

### Policy 13: Transport Impacts and safety

Proposals for development likely to generate traffic must be accompanied by traffic impact assessments to ensure that all impacts are appropriately mitigated and do not cause adverse impacts to residents or businesses in terms of HGV movements, traffic volumes, parking, noise or road safety. It is particularly important that the safety of roads without pavements in the parish is maintained and enhanced to allow for a safe and attractive walking environment.

Where new development negatively impacts on the highway network, developers will be required to appropriately mitigate these impacts by highway improvements or contributions to ensure there is no unacceptable detriment in terms of congestion or safety. Proposals for development which impact on traffic volume or safety must be supported by a transport assessment which considers traffic movements on the highway network across the parish.

Proposals for commercial, industrial, or other forms of development which will result in additional HGV movements through the centre of the two villages will not be supported.

Development proposals that result in the improvement and expansion of community facilities or the provision of new community facilities will be supported subject to the following criteria being met:

- The proposal will not adversely affect residential amenity or the living conditions of the occupiers of neighbouring properties.
- The proposal will not lead to traffic congestion or adversely affect the free flow of traffic.
- Access arrangements and off-street parking can be satisfactorily provided.

## Policy 14: Walking and Cycling

Support will be given to proposals which increase or improve the network of cycle ways, footways and footpaths, especially to enable a safe footway the entire length of Church Road, encouraging pedestrian access to Stanton St Quintin Parish Hall.

Proposals which harm the following characteristics of public rights of way will be resisted.

- Safety,
- Directness,
- Access
- Connections,
- Attractiveness
- Convenience

Features such as trees and hedgerows. Proposals should seek, where possible, to create cycle paths to provide safe and attractive routes across the parish.

Developer or CIL contributions will be sought from all new developments to fund improvements to the existing cycle and footpath networks as well as supporting the provision of new connections, where these have been identified and can be delivered.

## Policy 15: Parking

- Car parking solutions should be a mix of on plot and garage parking.
- For family homes cars should be placed at the front or side of the property. For flats and small pockets of housing a front or rear court is acceptable. Also, multiple garage parking is encouraged.
- Car parking design should be combined with landscaping to minimise the presence of vehicles.
- When placing parking at the front, the area should be designed to minimise visual impact and to blend with the existing streetscape and materials. The aim is to keep a sense of enclosure and to break the potential of a continuous area of car parking in front of the dwellings by means of walls, hedging, planting and use of differentiated quality paving materials.

## 9 Summary

Stanton St Quintin as defined as a small village has certain demands on the community from the Council and the strategic plan for the county, parishioners have enthusiastically taken forward the opportunity that the Act provides in contributing their input on how they would like their parish to develop. Our community like many others faces pressure from further development and change. Specifically, for SSQ the main impacts appear to be from the build-up of Junction 17, the investment by Dyson Ltd on the former Hullavington Airfield and the eventual withdrawal of the Military at the Buckley Barracks. Nevertheless, people have responded with a positive attitude to potential changes, by voting to increase the housing stock in order to meet the potential needs of changing economic/demographic pressures. Of key consideration is the maintenance of the villages' rural aspects and maintenance of the green spaces within the reintroduced boundaries. If any development is identified, the community has expressed a desire to strengthen the link between the two villages, specifically the crossing of the main road dividing the two villages and improving access along Church Road.

Accordingly, the committee have worked diligently through the period to quantify analyse and express the collective wishes of the community and sincerely hope that this plan fully reflects that.

The committee would like to express thanks to the SSQ Parish Council, Councillor Howard Greenman, Mike Smith, Emma Walker, John Eley, John Seale and Lemon Gazelle consultancy.

The SSQ Steering Committee are Hilary Greene, Elspeth Schwenk, Gil Schwenk, Graeme Pattison, Stephanie Fenton, Roger Starling, Rosalind Brown and Paul Craven.