

HPC acknowledges that some amendments have been made in response to its December 2025 Reserved Matters comments. However, the revised submission does not resolve a number of fundamental issues, and additional concerns arise from the updated documents. The layout appears to have been driven by the retention of 55 dwellings, rather than a full response to site constraints. Redcliffe's pre-application scheme of approximately 40 dwellings represents a significantly lower number, more capable of being accommodated within the site.

HPC has identified clear discrepancies in relation to parking provision, the absence of defined EV charging, and wider layout functionality. The fact that these issues remain indicates that the scheme has not been assessed with the level of detail required, particularly in relation to highways, parking and overall deliverability.

HPC's principal concerns relate to parking provision, layout design and the implications of the proposed Future Access Sketch, as set out below.

1. Parking layout for Plots 47–52 (Issue Raised in December 2025 Comments)

HPC acknowledges that soft landscaping revisions have been made to this area, reflecting the alternative approach suggested where a full redesign was not achievable.

Visitor parking provision has now been deleted here. The absence of visitor parking, together with the likely additional demand associated with the 1-bedroom maisonettes, will place pressure on parking locally (addressed further in Section 2).

In contrast to the approved Bewley Homes Reserved Matters scheme, the applicant has not adopted HPC's preferred approach to redesign this layout in line with Wiltshire Design Guide expectations (5.4.4). As a result, parking continues to dominate the frontage of the dwellings.

HPC considers that there remains an opportunity to further refine this area to better reflect design guidance and the rural character of Holt.

2. Local Area of Play (LAP) – (Issue Raised in December 2025 Comments)

HPC welcomes the inclusion of more inclusive equipment within the LAP, which now better reflects the requirements of the s106 agreement.

However, the proposed location raises a concern. The Outline Decision Notice (Informative 30) clearly directed the applicant to use Wessex Water's letter dated 11th March 2025 when designing the layout. That letter states that no buildings or structures should be located within 5 metres either side of the strategic water main crossing the site. HPC therefore questions why the LAP has been positioned within this constrained area, contrary to that clear advice.

3. Early Implementation of the 30mph Limit and Highways – (Issue Raised in December 2025 Comments)

HPC continues to highlight the highways issues for this site, as set out in our December comments. Fundamentally the 30mph TRO should be introduced when reserved matters are agreed. Without early implementation, the development would introduce additional vehicle

movements and pedestrian activity into a 50mph environment that is not currently safe or suitable for this level of use.

HPC notes a number of parking discrepancies within the submission, as set out in later sections of this response, which raise wider concerns regarding the robustness of the highways assessment. By comparison, the approved Bewley Homes Reserved Matters scheme in Holt demonstrated a far more detailed assessment of highway standards. That level of scrutiny is not evident here.

4. EV Charging and Visitor Parking Across the Site to include Central Green Space

HPC has been unable to identify clear plans showing electric vehicle charging provision within the submitted plans and supporting documents, as required by Condition 6 of the outline permission. While EV charging is referenced within the Energy Strategy, no plans clearly demonstrate how or where this will be delivered across the site.

Following the removal of the visitor space by plots 47-52, the revised scheme provides 8 visitor parking spaces across the development. Wiltshire Council's Parking Strategy identifies a guideline of 0.2 visitor spaces per dwelling, which for 55 dwellings equates to 11 spaces. The current provision therefore represents a shortfall.

In addition, visitor parking is not evenly distributed across the site, with no provision serving parts of the central and western areas. One visitor space is now located within the central green space, which compromises the quality and intended function of this communal area.

Informative 28 of the Outline Decision Notice clearly advises that "a village green/social space should also be provided with benches to provide a meeting area for future residents". HPC considers that a village green should be a place for residents, not shared with vehicle parking, and that this approach does not reflect the intent of this guidance.

Given the edge-of-village location and likely reliance on private vehicles, HPC recommends that EV charging locations and visitor parking provision are reviewed to ensure it is sufficient, appropriately distributed and does not undermine residential amenity or the quality of shared spaces. Without adequate provision, there is a risk of informal parking along internal streets, which could affect the safe and effective functioning of the layout.

5. Biodiversity Integration

The site occupies a sensitive rural edge to Holt, visible from public rights of way linking National Trust properties between Holt and Great Chalfield. As such, the success of the development will depend on the strength of the landscape strategy and biodiversity measures.

HPC has considered the representation submitted by Salisbury and Wilton Swifts, which highlights current best practice encouraging the use of integrated swift bricks rather than externally mounted boxes, as these provide a more durable and effective long-term solution. The approved Bewley Homes site opposite will include integrated bird and bat boxes as well as hedgehog highways.

The submitted Biodiversity Net Gain documentation and Habitat Management and Monitoring Plan set out a range of proposed measures, including bird and bat boxes and hedgehog access gaps. HPC considers it important that these features are clearly integrated into the

final approved drawings and house type plans to ensure that the biodiversity enhancements are fully delivered in accordance with WDG statement 6.6.1. Without this clarity, there is a risk that biodiversity measures are not fully secured or delivered in practice.

6. Landscape Sensitivity and Tree Strategy

The Landscape Masterplan proposes significant new planting, including hedgerows, trees, species-rich grassland and areas of ecological habitat creation.

Given the site's sensitive position at the eastern edge of Holt, forming part of the wider open countryside, the success of the development will depend on the effective delivery of these proposals. However, this will depend on the measures being implemented in accordance with the Habitat Management and Monitoring Plan, including ongoing monitoring, maintenance and any necessary remedial works.

In particular, the success of the scheme will depend on the strength and continuity of the landscape buffer along all site boundaries, the successful establishment of hedgerows and tree planting and the long-term management of the landscape strategy.

HPC emphasises that the delivery and ongoing management of the landscape scheme will be critical to ensuring that the development integrates successfully with this sensitive rural edge.

7. Future Access Sketch

A Reserved Matters application should deal strictly with the details of the approved scheme. The introduction of a drawing showing a potential connection beyond the site boundary has no place in this submission. Holt has a clearly defined, plan-led approach to growth.

HPC therefore asks the planning officer to note:

- this land is not identified for development in the Holt Neighbourhood Plan
- it does not appear in the Wiltshire Core Strategy or emerging Local Plan
- the sketch indicates a route into land beyond both the approved site and the defined village boundary.

There is no policy basis or justification for this. It is also at odds with the agreed highways position, which is based on a single access onto the B3107 serving 55 dwellings, with no traffic calming in place and the 30mph limit not yet delivered.

This site is not approved as a gateway to further expansion into open countryside. The inclusion of this sketch fundamentally blurs the scope of the application and raises concern about intent. HPC is clear: the "Future Access Sketch" must be removed. The application must be confined to the approved site.

8. Layout, Connectivity and Design

HPC is aware that the Urban Design Officer relied on the Wiltshire Design Guide (WDG) in their December 2025 comments to support the safeguarding of future connections. That position is firmly rejected, as it goes beyond what was understood and accepted at outline stage for this speculative development.

The WDG does not support the creation or suggestion of access into land that is not allocated for development. It is being stretched here to justify something it was never intended to allow. This amounts to an attempt to introduce the principle of future expansion into open countryside through a Reserved Matters application.

This site marks the edge of Holt, the point at which built form stops and open countryside begins. That boundary matters to the character of Holt and to the integrity of the plan-led system. There is a clear and strongly held concern within the parish that this approach begins to erode that boundary and sets a precedent for incremental expansion without proper allocation, scrutiny or consent.

The scheme has already been accepted on the basis of a single access onto the B3107 serving 55 dwellings, with no traffic calming currently in place and the 30mph limit still to be implemented. Introducing, or even implying, additional connections would place further pressure on what is already a constrained and sensitive access.

It is also notable that the WDG has been applied selectively. One paragraph has been relied upon to justify future connectivity, while other equally important principles, particularly those relating to integrated biodiversity features (6.6.1) and parking design (5.4.4) have not been given the same weight.

Holt Parish Council is therefore clear and unequivocal: the layout must be revised so that the development is fully contained within the approved site, with no suggestion, explicit or implicit, of future connections into surrounding land.

Conclusion

Holt Parish Council has sought to engage constructively with this Reserved Matters submission and acknowledges elements of the revised scheme that respond to earlier comments. However, a number of important concerns remain, and in some cases new issues have arisen.

In particular, the layout does not fully demonstrate that it responds appropriately to known site constraints or to the Informatives and conditions established at outline stage. The inclusion of the “Future Access Sketch” is of particular concern, as it introduces uncertainty regarding potential connections beyond the application boundary. This is not relevant to the determination of Reserved Matters and should be removed to avoid any ambiguity regarding future expansion beyond the defined settlement boundary. The integrity of the village boundary and the plan-led approach to development must be maintained.

More broadly, the Parish Council is concerned that aspects of the layout appear to have been driven by the retention of 55 dwellings, rather than by a fully policy-compliant and deliverable design. This is evident in a number of areas where clarity or compliance has not been adequately demonstrated. By comparison, the nearby Bewley Homes scheme reduced dwelling numbers at Reserved Matters stage to achieve a more balanced and policy-compliant layout.

A number of key matters remain unresolved. These include

- the parking design for plots 47–52 in line with WDG 5.4.4
- the LAP positioned within a constrained easement area
- the absence of secured delivery of the 30mph speed limit at the point it is required to make the development safe and workable

- the number and distribution of visitor parking does not clearly align with Wiltshire Council's Parking Strategy across the site
- how the requirements of Condition 6 will be met across all tenures as the electric vehicle charging infrastructure is not clearly set out in detailed plans
- parking within the central green space, undermining its intended function
- insufficient clarity on the integration of biodiversity features in line with WDG 6.6.1
- removal of "Future Access Sketch"

HPC therefore considers that further revisions are required to ensure the scheme responds appropriately to its sensitive edge-of-village location and aligns with the expectations established at outline stage.

Holt Parish Council is not seeking to delay development, but to ensure that what is ultimately delivered is safe, functional, and appropriate to its position as a gateway to Holt. The current submission does not yet fully demonstrate this, and further work is required before the scheme can be considered acceptable.