

APPLICATION FOR HOUSEHOLDER PLANNING PERMISSION DELEGATED REPORT

APPLICATION REFERENCE:	PL/2025/09302
APPLICATION TYPE:	Householder planning permission
SITE ADDRESS:	BRIGHTSIDE, THE ALLEY, BISHOPSTONE, SALISBURY, SP5 4DB
DEVELOPMENT DESCRIPTION:	Creation of a new driveway
RECOMMENDATION:	That Planning Permission be GRANTED

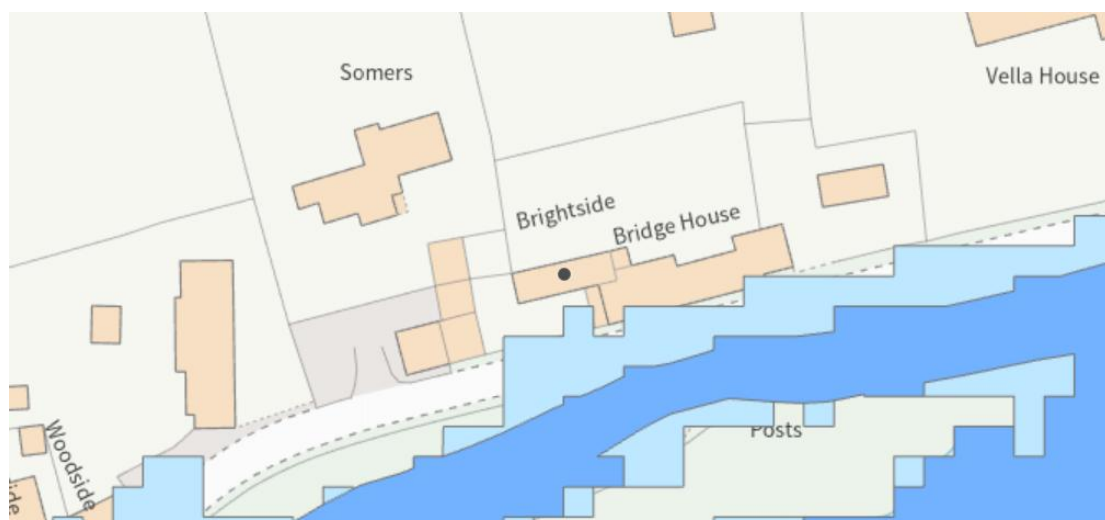
PROPOSAL

The proposal seeks planning permission for the creation of a new driveway to access an existing dwelling.

SITE DESCRIPTION/CONTEXT

The site is located in Bishopstone, outside of a defined settlement boundary as defined by Wilshire Core Strategy (WCS) policies CP1, CP2, and CP23. The site lies within the Bishopstone Conservation Area and the Cranborne Chase and West Wilshire Downs Area of Outstanding Natural Beauty (AONB) National Landscape (NL). It is situated within the Hampshire River Avon Catchment and within the 13.8- kilometre recreational buffer of the New Forest Special Protection Area (SPA). However, these designations have no impact on the assessment of this householder planning application because of the nature of the proposed development.

The application site is bordered by The Alley on the south, the associated dwellinghouse on the north, and residential dwelling on the east, and an outbuilding on the west. The red line boundary of the application site is partly within Flood Zone 2 and 3 with River Ebble located 10 metres south of the application site.



PLANNING HISTORY

Reference	Proposal / Summary	Decision
16/01942/FUL	Proposed reduction in height of part of boundary wall, construction of new brickwork on adjacent part of boundary wall and construction of small buttressing wall on garden side	Approve with Conditions
S/2010/1296	Demolition of existing shed and erection of garden office	Approve with Conditions

RELEVANT POLICIES AND GUIDANCE

National Planning Policy Framework (NPPF)

- 2. Achieving sustainable development
- 4. Decision-making
- 12. Achieving Well-designed places
- 15. Conserving and enhancing the natural environment
- 16. Conserving and enhancing the historic environment

Wiltshire Core Strategy (WCS)

Core Policy 1: Settlement Strategy

Core Policy 2: Delivery Strategy

Core Policy 23: Spatial Strategy: Southern Wiltshire Community Area

Core Policy 51: Landscape

Core Policy 57: Ensuring High Quality Design and Place Shaping

Core Policy 58: Ensuring the conservation of the historic environment

Core Policy 61: Transport and new development

The Planning (Listed Building and Conservation Area) Act 1990

Section 16

Section 66

Section 72

CONSULTATION RESPONSES

Bishopstone Parish Council: No Objection.

Conservation: No Comment.

Highways: No Objection subject to condition. (The consultation response is in the relevant section below)

REPRESENTATIONS

1 Letter of support was written by the neighbours.

ASSESSMENT

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

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

In accordance with this statutory requirement, this application has been assessed against the relevant policies of the Development Plan, including the adopted Wiltshire Core Strategy (2015) and, where applicable, any made Neighbourhood Plans.

In accordance with this statutory requirement, this application has been assessed against the relevant policies of the Development Plan, including the adopted Wiltshire Core Strategy (2015) and, where applicable, any made Neighbourhood Plans. Core Policy 57 (xiv) of the Wiltshire Core Strategy seeks to ensure that development must meet the requirements of Core Policy 61. This policy requires proposals to be capable of being served by safe access to the highway network. Core Policy 64 seeks to ensure compliance with parking standards set out in the Local Transport Plan.

The National Planning Policy Framework (NPPF), particularly Paragraph 115 and 116, requires that development proposals do not have an unacceptable impact on highway safety and that safe and suitable access to the site can be achieved for all users.

The application site consists of a semi-detached dwelling set back from the highway located on the west of the red line boundary. On the east of the red line boundary is a garage connected to the garage of the neighbouring dwelling on the north. The design and access statement notes: *The front garden extends to the west, rising from the highway to the rear boundary with a level change of approximately 1.35 metres and featuring a raised platform with brick and flint planters.*

Along the southern boundary of the application site and adjacent to the highway is a mature hedgerow with the site currently accessed off a pedestrian gate. The frontage of the application site includes a brick wall with stepped coping which was a remnant of a previously demolished building. This is adjacent to an outbuilding of the neighbouring property on the west. Planning approval was granted in 2016 with reference: 16/01942/FUL for *Proposed reduction in height*

of part of boundary wall, construction of new brickwork on adjacent part of boundary wall and construction of small buttressing wall on garden side.

This planning application proposes works to create a new vehicle access and driveway into the residential property and allow for on site parking within the red line boundary. The application site does not currently have vehicular access to the site, at present, vehicles park on the highway. The submitted heritage and design and access statement notes: *Although the road is lightly trafficked and terminates in a dead end, the situation results in vehicles regularly being parked along the narrow highway, which restricts access and movement. This also detracts from the visual character of the area, as parked cars associated with the property appear intrusive within the streetscene and setting. The proposed on-site parking aims to alleviate these issues, reducing the visual impact of parked vehicles and improving functionality for occupants.*

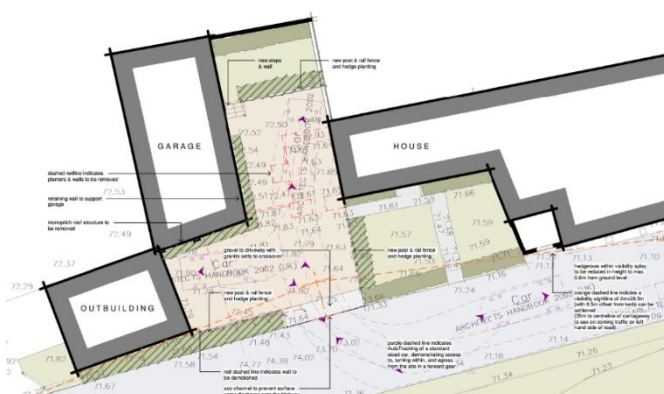


The DAS notes that the proposed access location is the only feasible location. However, to facilitate the proposed driveway and the visibility splays required, the existing brick wall is proposed to be demolished. This brick wall was constructed after the 20216 application with reference: 16/01942/FUL. The application site is not a listed building but is located within a conservation area.

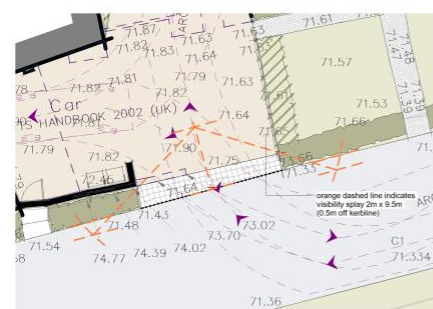
The application is assessed with regards to Section 66 of the Planning (Conservation Areas) Act 1990 requires 'special regard' to be given to the desirability of preserving a listed building or its setting. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in the exercise of any functions, with respect to any buildings or other land in a conservation area, under or by virtue of any of the provisions mentioned in this Section, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. In paying 'special attention' (in relation to conservation areas) the NPPF states that regard must be had as to whether the proposal will cause 'substantial harm', 'less than substantial harm' or no harm to the asset.

Para 208 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The conservation officer has not commented on the proposed application as the works lie outside the consultation matrix. The proposed wall to be demolished is not listed, nor does it lie within the curtilage of a listed building. The wall itself underwent re-construction in 2016. The application has noted that the proposed development is to facilitate parking within the red line boundary of the application site as the occupants currently have to park on the highway itself. In terms of planning balance, it is considered that while the loss of the brick wall is noted, the removal of the wall is necessary to achieve visibility splays. This is further discussed in the relevant section below. In terms of impact to the conservation area, the application would allow for parking within the red line boundary thus removing the need to have vehicles parked on the street. The application proposes to create a permeable driveway with a granite sett crossover which leads to the existing internal courtyard area of the residential dwelling. In addition to this, the application includes: *A new post and rail fence with native mixed hedge planting is proposed to mitigate the visual change and maintain the soft, rural character of the frontage.* The proposed development has a public benefit in removing vehicles parked on the road. On balance, it is considered that this would outweigh the changes to the streetscape caused by the demolition of the wall.



3 – Form vehicle access and parking area but retain wall
Although this option allows the retention of the wall, the visibility sightlines for egress are severely restricted. Despite being an improvement relative to Option 2, significant concerns regarding highway safety would remain.

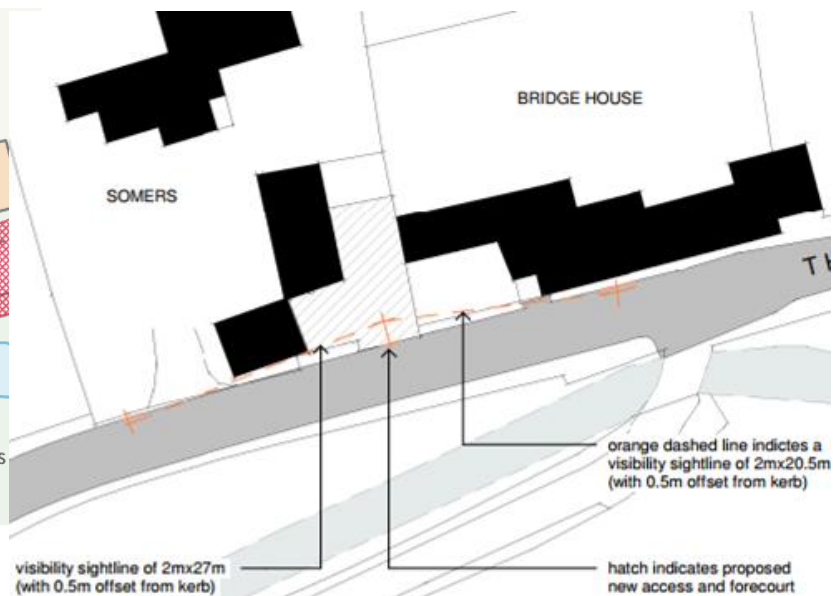
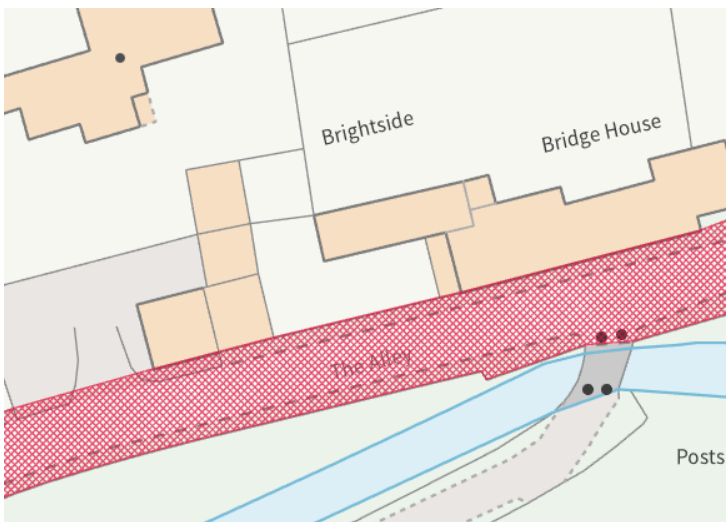


Highways

The highways officer has provided consultation response to this application. They have noted:

The site is accessed off the unclassified The Alley, which is a relatively narrow rural road, the site is accessed between two 90degree bends and as such although the visibility that is achievable from the proposed vehicle access is not in line with guidance it is considered adequate for the location.

The highways officer has imposed conditions which have been included in the recommendation. The creation of parking spaces within the red line boundary is considered to be beneficial in reducing the amount of cars parked on the road. All of the visibility splays is either over the applicants land (within the red line) or over public highway (see snip of highway hatched below).



Flooding

The existing hardstanding, terrace, and planters will be removed and replaced with a permeable gravel driveway. The application site sits just outside of Flood Zone 2 and 3. However, as the proposed works to the driveway propose a permeable gravel driveway, it is not considered that there will be an additional impact to flooding in the surrounding area.

Trees

The submitted document has noted: *The existing hedgerow at the front of the site will be retained, albeit reduced in height to facilitate visibility. No trees on or adjacent to the site will be impacted by the proposed development. The scheme also provides an opportunity to introduce new planting, enhancing the landscape and reinforcing the character of the frontage.*

The proposed alterations to the front garden of the application site are considered to be in keeping with the setting of the wider conservation area. New soft landscaping and planting are welcome additions to the application site.



Biodiversity Net Gain

Householder planning applications are exempt from the requirement to deliver Biodiversity Net Gain under Schedule 7A, Section 4(2)(a) of the Town and Country Planning Act 1990, as inserted by the Environment Act 2021.

RECOMMENDATION

That Planning Permission be GRANTED subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

Location and Block Plan Drawing Reference: P01B Received: 26 November 2025

Photographs Drawing Reference: P02A Received: 26 November 2025

Proposed Site Plan Drawing Reference: P03A Received: 26 November 2025

Sketches Drawing Reference: 768 P04 Rev A Received: 26 November 2025

Heritage Design and Access Statement Received: 26 November 2025

REASON: For the avoidance of doubt and in the interests of proper planning.

3. Materials to be used in the construction of the works hereby permitted shall be as stated on the application form and in the submitted documents.

REASON: In the interests of visual amenity and the character and appearance of the area.

4. No part of the development shall be first brought into use, until the visibility splays shown on the approved plans have been provided with no obstruction to visibility at or above a height of 600mm (as stated on the approved plans) above the nearside carriageway level. The visibility splays shall always be maintained free of obstruction thereafter.

Reason: In the interests of highway safety.

5. The development hereby permitted shall not be first brought into use until the first 2m of the access, measured from the edge of the carriageway, has been consolidated and surfaced (not loose stone or gravel). The access shall be maintained as such thereafter.

REASON: In the interests of highway safety.

6. The proposed development shall not be first brought into use until means/works have been implemented to avoid surface water from entering the highway.

REASON: To ensure that the highway is not inundated with surface water.

7. The vehicle access and parking spaces shall remain ungated.

REASON: In the interests of highway safety.

Informative

The application involves the creation of a new vehicle access. The consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a licence will be required from Wiltshire's Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. Please contact our Vehicle Crossing Team on vehicleaccess@wiltshire.gov.uk and/or 01225 713352 or visit their website at <http://wiltshire.gov.uk/highways-streets> to make an application.