

APPLICATION FOR HOUSEHOLDER PLANNING PERMISSION DELEGATED REPORT

APPLICATION REFERENCE:	PL/2026/00980
APPLICATION TYPE:	Householder planning permission
SITE ADDRESS:	Ivy House Farm, Cheeseley Hill, Grittenham, Chippenham, SN15 4JU
DEVELOPMENT DESCRIPTION:	Creation of new access to serve existing house including erection of new fence, gate and gateposts
RECOMMENDATION:	That Planning Permission be GRANTED

PROPOSAL AND SITE DESCRIPTION

The proposal seeks planning permission for the creation of a new access to serve an existing house, including erection of new fence, gate and gateposts at Ivy House Farm, Cheeseley Hill, Grittenham. The proposal would reinstate a former access to provide improved access to the existing dwelling.

The application proposals have been amended during the course of the application to remove the originally proposed close-boarded fence and replace it with a post-and-rail fence. This change was made in response to concerns that a 1.8m high close-boarded fence, extending to approximately 30m in length, would appear incongruous within a countryside setting. While such boundary treatments are typical in more built-up areas, it is considered inappropriate in this rural location.

The application site relates to a domestic dwellinghouse, which is located in in the open countryside. It is not covered by any specific planning policy designation, but is located within a surface water flood risk (1 in 100 and 1 in 1000) on public highway and small area of site



PLANNING HISTORY

Proposal / Summary

N/87/02570/FUL - Full planning permission Decision - Refused Date: 30/11/1987 – CHANGE OF USE TO TOURING CARAVAN SITE
N/88/02903/FUL - Full planning permission Decision - Approved Date: 29/11/1988 – ALTERATIONS AND EXTENSIONS
N/97/02585/FUL - Full planning permission Decision - Unknown Date: 23/12/1997 – ALL WEATHER SURFACE FOR HORSES AND ASSOCIATED LANDSCAPING ALL WEATHER SURFACE
N/99/00555/FUL - Full planning permission Decision - Unknown Date: 16/6/1999 – ERECTION OF BOARDING CATTERY
N/92/00267/FUL - Full planning permission Decision - Approved Date: 6/4/1992 – CHANGE OF USE OF FORMER GRANARY STORE TO LIVING ACCOMMODATION ANCILLARY TO EXISTING DWELLING USE AS LIVING ACCOMMODATION
15/05092/FUL - Full planning permission Decision - Withdrawn Date: 26/10/2015 – Cable Route (Option D) to Support Planning Permission: 14/06989/FUL at MOD Lyneham, Lyneham, Chippenham, SN15 4PZ.

RELEVANT POLICIES AND GUIDANCE

Wiltshire Core Strategy

- Core Policy 51: Landscape
- Core Policy 57 Ensuring High Quality Design and Place Shaping
- Core Policy 61: Transport and New Development
- Core Policy 64: Demand Management
- Core Policy 67: Flood Risk

Brinkworth and Grittenham Neighbourhood Development Plan

- Policy BG01: Landscape character
- Policy BG06: Flood risk
- Policy BG15: Transport and accessibility

The National Planning Policy Framework (NPPF)

The Planning Practice Guidance

National Design Guide

CONSULTATION RESPONSES

Brinkworth Parish Council: No comment received.

Council Highway Engineer: Following the submission of amended plans demonstrating that the existing access will not be stopped up and electronic gates are proposed, raises no objection subject to conditions:

Thank you for the amended plan confirming that the proposed gates will be electronically controlled which is acceptable.

I raise no highway objection providing the following conditions are imposed:

No part of the development shall be first brought into use, until the visibility splays shown on the approved plans (IVY/02) have been provided with no obstruction to visibility at or above a height of 900mm above the nearside carriageway level. The visibility splays shall always be maintained free of obstruction thereafter.

Reason: In the interests of highway safety.

The development hereby permitted shall not be first brought into use until the first 5m 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.

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.

Any gates shall be electronically controlled in accordance with the details shown on the approved plans (IVY/03 rev C) and maintained as such thereafter, such gates to open inwards only.

REASON: In the interests of highway safety.

No part of the development hereby permitted shall be first brought into use until the access & turning area & parking spaces [3] have been completed in accordance with the details shown on the approved plans (IVY/03 Rev C). The areas shall always be maintained for those purposes thereafter and maintained free from the storage of materials.

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.

REPRESENTATIONS

No comments were received.

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.

Design and appearance

The proposal seeks to reinstate a former access to serve the existing dwelling. At present, the property has limited parking provision and no ability for vehicles to turn and exit the site in a forward gear. The proposal would provide a modest turning area and parking, thereby improving the functionality and safe use of the site.

The existing roadside boundary comprises a post and rail fence with a mature laurel hedge. The proposal would require the removal of a section of hedge to facilitate the access, cutting back of the hedge to achieve visibility, a replacement post-and-rail fence and electronic gated entrance. In addition, four cattery pens would be removed as part of the works.

The use of a post and rail fence represents a boundary treatment that is characteristic of rural areas and reflects the prevailing agricultural and countryside context. As such, it would appear in keeping with the character of the lane. The introduction of timber swan necked timber gates are acceptable in appearance.

The existing laurel hedge is proposed to be retained, but cut back to achieve visibility.

Given the modest scale of the development, their association with an existing dwelling, and the revised fence, the proposals are considered to be acceptable in design terms, and would not cause any harm to the character or appearance of the area.

Having regard to the above, the proposal is considered to accord with the design principles set out in Core Policies CP51 and CP57 of the Wiltshire Core Strategy, policy BG01 to the Brinkworth and Grittenham Neighbourhood Plan, and Appendix D of the Wiltshire Design Guide.

Amenity

The proposal comprises the formation of a new access, installation of gates, replacement boundary fencing, and the cutting back of an existing hedge. By its nature, the development

is limited in scale and does not introduce built form that would give rise to material impacts such as loss of light, overshadowing, loss of privacy, or overbearing effects.

The works are confined to boundary treatments and access arrangements associated with the existing dwelling and would not result in any unacceptable noise, disturbance, or overlooking of neighbouring properties.

The proposal therefore accords with Core Policy 57 point vii in respect of safeguarding residential amenity and Appendix D of the Wiltshire Design Guide.

Highways and parking

The proposal seeks to reinstate a former access onto the C76, a rural lane subject to the national speed limit. The submitted plans indicate visibility splays consistent with those achievable from the existing access point, and the Highway Engineer has confirmed that the proposal would not result in a worsening of the current situation. The inclusion of a turning area within the site represents an improvement, allowing vehicles to enter and exit the highway in a forward gear, thereby enhancing highway safety.

Concerns initially raised by the Highway Engineer in respect of gate positioning have been addressed through the submission of revised plans confirming the use of electronic gates. The existing access is to be retained. The Highway Engineer has confirmed no objection to the proposal subject to conditions. The existing hedgerow is now proposed to be retained and this is going to be cut back to accommodate the visibility splays.

The proposed development would not result in any adverse impact on highway safety. Adequate parking and turning provision is provided in accordance with Wiltshire's adopted parking standards, and access arrangements are acceptable.

The proposal is therefore considered to comply with Core Policies 57 (xiv), 61 and 64 of the Wiltshire Core Strategy, the NPPF, policy BG15 to the Brinkworth and Grittenham Neighbourhood Plan, and the Wiltshire Local Transport Plan.

Drainage and flood risk

Core Policy 67 of the Wiltshire Core Strategy and paragraph 181 of the NPPF requires that all new development avoids increasing flood risk on-site or elsewhere and, where appropriate, incorporates sustainable drainage measures. Development must also comply with national policy on flood risk management and drainage design. Paragraph 176 (via footnote 62) of the NPPF states that householder development should not be subject to the sequential test, nor the exception test.

The proposal comprises minor works including the formation of an access, installation of gates, replacement boundary treatment, and localised hedge removal. Given the limited scale and nature of these works, the development would not materially increase impermeable surfaces or alter existing drainage patterns to any significant degree.

While there is some surface water flood risk affecting parts of the highway and a small area of the site, the proposals do not introduce built development that would exacerbate this situation.

The proposal therefore complies with Core Policy 67 of the Wiltshire Core Strategy, policy BG06 to the Brinkworth and Grittenham Neighbourhood Plan, as well as policy in the NPPF, ensuring that flood risk is not increased and that surface water drainage is appropriately managed.

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.

CONCLUSION

The proposed development is considered to be acceptable in terms of its design, scale, and relationship with the surrounding area. It would not result in any unacceptable harm to the character of the locality, the amenities of neighbouring occupiers, or the interests of highway safety, or flood risk.

The proposal is therefore considered to comply with the relevant policies of the Wiltshire Core Strategy, the Brinkworth and Grittenham Neighbourhood Plan and the National Planning Policy Framework. As such, the application is recommended for approval, subject to the conditions set out below.

RECOMMENDATION: That Planning Permission be GRANTED subject to 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:

Plans as received 18 May 2026:
Proposed Elevation IVY/05 Rev A
Proposed Site Plan IVY/03 Rev D

Plans as received 12 February 2026:
Location Plan
Proposed Access IVY/02

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

3. No part of the development shall be first brought into use, until the visibility splays shown on the approved plans (IVY/02) have been provided with no obstruction to visibility at or above a height of 900mm above the nearside carriageway level. The visibility splays shall always be maintained free of obstruction thereafter.

REASON: In the interests of highway safety.

4. The development hereby permitted shall not be first brought into use until the first 3m 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.

5. 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.

6. Any gates shall be electronically controlled in accordance with the details shown on the approved plans (IVY/03 Rev D) and maintained as such thereafter, such gates to open inwards only.

REASON: In the interests of highway safety.

7. No part of the development hereby permitted shall be first brought into use until the access & turning area & parking spaces [3] have been completed in accordance with the details shown on the approved plans (IVY/03 Rev D). The areas shall always be maintained for those purposes thereafter and maintained free from the storage of materials.

REASON: In the interests of highway safety.

INFORMATIVE TO APPLICANT:

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.

INFORMATIVE TO APPLICANT:

Any alterations to the approved plans, brought about by compliance with Building Regulations or any other reason must first be agreed in writing with the Local Planning Authority before commencement of work.

INFORMATIVE TO APPLICANT:

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for development of land in England is deemed to have been granted subject to the condition (biodiversity gain condition) that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan, if one is required in respect of this permission would be Wiltshire Council.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. For further information on exempt developments please refer to:

<https://www.gov.uk/guidance/biodiversity-net-gain-exempt-developments>

Based on the information available this permission is considered to be one which will not require the approval of a biodiversity gain plan before development is begun because one or more of the statutory exemptions or transitional arrangements is considered to apply.