

0APPLICATION FOR HOUSEHOLDER PLANNING PERMISSION DELEGATED REPORT

APPLICATION REFERENCE:	PL/2025/08908
APPLICATION TYPE:	Householder planning permission
SITE ADDRESS:	Harfield, Warminster Road, South Newton, Salisbury, SP2 0QW
DEVELOPMENT DESCRIPTION:	Installation of a pair of inward-opening aluminium double-leaf driveway gates, set between the existing brick piers
RECOMMENDATION:	That Planning Permission be GRANTED

PROPOSAL

The application seeks planning permission for the installation of inward-opening aluminium double driveway gates at the existing vehicular access serving the dwelling known as Harfield. The gates are proposed to be positioned between the existing brick piers on the east-facing elevation.

SITE DESCRIPTION/CONTEXT

The site comprises a detached two-storey dwelling with off-street parking to the front, situated within the Small Village of South Newton as defined by Core Policies 1, 2 and 33 of the Wiltshire Core Strategy. Vehicular access is taken from the A36. The site is adjoined by similar detached residential properties to the north and south, with the Grade II listed Newton Cottage located directly opposite on the eastern side of the road.



PLANNING HISTORY

Proposal / Summary
S/1987/0239 - Reserved Matters Decision - Approve with Conditions Date: 8/4/1987 – APPROVAL OF MATTERS RESERVED - ERECTION OF 4NO. DETACHED HOUSES WITH GARAGES AND ACCESS
S/1997/0819 - Full planning permission Decision - Withdrawn Date: 3/7/1997 – TO CONSTRUT A BACK DOOR PORCH
S/1984/0307 - Full planning permission Decision - Approved Date: 2/5/1984 – OUTLINE APPLICATION - ERECTION OF 2 DWELLINGS ANDCONSTRUCTION OF NEW VEHICULAR ACCESS
S/1985/0044 - Full planning permission Decision - Approved Date: 6/3/1985 – O/L APPLICATION - ERECTION OF 4 DETACHED HOUSES ANDGARAGES AND CONSTRUCTION OF NEW VEHICULAR ACCESS
S/1988/2317 - Full planning permission Decision - Approve with Conditions Date: 15/3/1989 – ERECTION OF DWELLING HOUSE AND CONSTRUCTION OF ACCESS



RELEVANT POLICIES AND GUIDANCE

Wiltshire Core Strategy:

- Core Policy 1: Settlement Strategy
- Core Policy 2: Delivery Strategy
- Core Policy 33: Wilton 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
- Core Policy 64: Demand Management

Salisbury District Local Plan policies (Saved by Wiltshire Core Strategy) (SDLP):

- C6: Special Landscape Area

Wiltshire Design Guide: Appendix D – Design Guidance for Householder extensions

The National Planning Policy Framework (NPPF)

The Planning Practice Guidance

National Design Guide

CONSULTATION RESPONSES

South Newton Parish Council: No response received.

WC Highways: No objection – with the following text received:

‘The gates are proposed to be electronically operated to prevent a vehicle having to wait on the public highway for them to be opened which is imperative as the site is accessed off the A36. Since this authority has no agency agreement in respect of the A36 trunk road I recommend that you also seek the views of National Highways. I raise no highway objection.’

National Highways (NH): No objection – a summary of the response is copied below:

‘National Highways has no objection to the proposed entry gates on the basis of the revised proposals now presented, but for the avoidance of doubt we are recommending planning conditions. We are willing to consider any alternative condition wording the local planning authority may wish to propose, subject to it securing the same or greater degree of protection for the SRN.’

National Highways recommends that planning conditions should be attached to any permission Wiltshire Council is minded to grant in respect of application reference PL/2025/08908.’

Two conditions were recommended by NH, both have been included on the decision notice.

REPRESENTATIONS

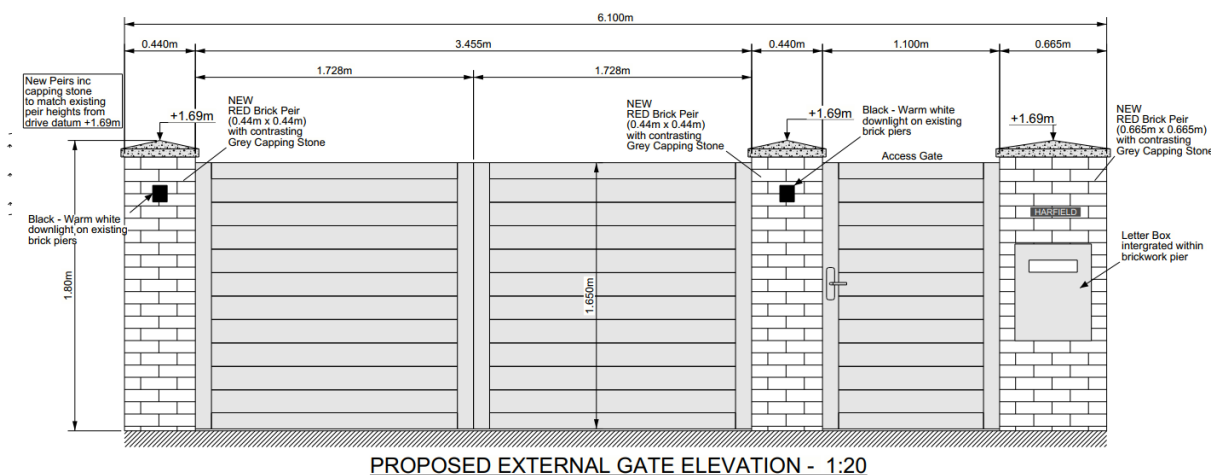
One third party representation was received from a South Newton resident who commented about the position of the brink plinths shown on the existing plans.

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 impact upon the character and context of the area, nearby listed building and the Special Landscape Area

Core Policy 57 of the Wiltshire Core Strategy seeks to ensure that all new development is of a high standard of design, reflecting local context, character and distinctiveness.

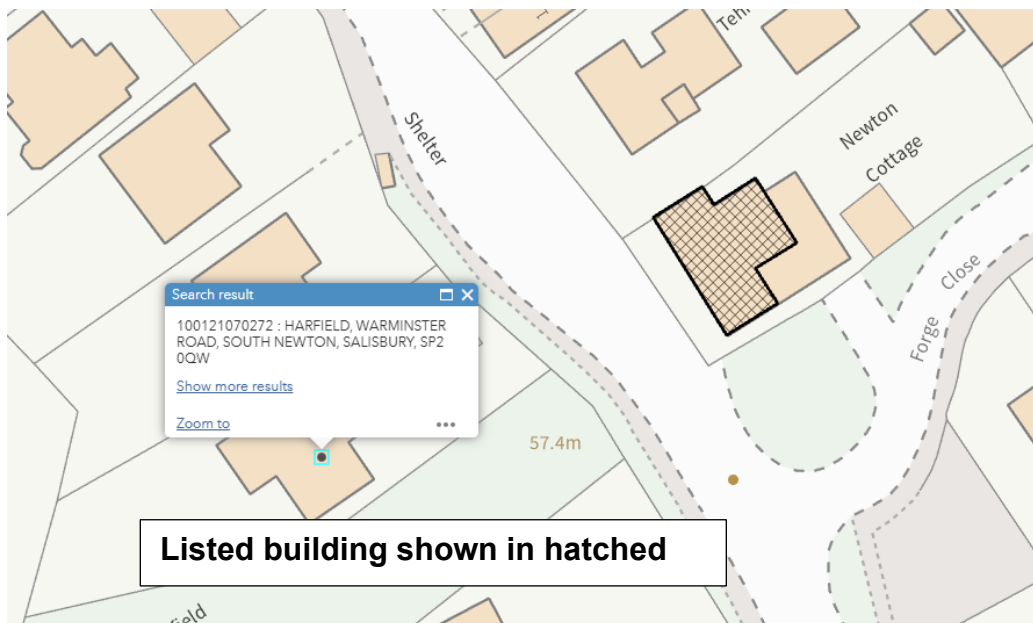
The proposal represents a modest addition at the front of the dwelling at the site boundary. Gates of varying materials and designs are a common feature along this stretch of the A36 in South Newton. Whilst a number of driveways remain open, it is evident that several neighbouring properties have installed either manual or automated gates. As such, the introduction of gates at Harfield would not appear incongruous or out of keeping with the prevailing character of the area.

The proposed aluminium gates, finished in a grey coating and measuring 1.43 metres in height, would present a simple and contemporary appearance that is consistent with the host dwelling and its associated garage. By virtue of their modest height, scale and siting between the existing brick piers, the gates would appear clearly subservient and would not give rise to a dominant or visually intrusive feature within the street scene. When read alongside the existing built form, the development would represent a logical and proportionate addition typical of modern domestic arrangements.

Having regard to the above, the proposal is considered to comply with the design principles set out in Core Policy 57 of the Wiltshire Core Strategy and Appendix D of the Wiltshire Design Guide.

In terms of the historic environment, the key statutory duty is set out in Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, which requires special regard to be given to the desirability of preserving listed buildings and their settings. National policy within Chapter 16 of the NPPF reinforces this, emphasising the conservation and enhancement of heritage assets. At a local level, Core Policy 58 seeks to conserve and, where appropriate, enhance the significance of heritage assets and their settings, while Core Policy 57 requires development to respond positively to local character, including the historic environment.

Newton Cottage, a Grade II listed building, is located on the opposite side of the A36. The proposed gates, by reason of their limited height, simple design, and position within an established residential frontage, would not compete with, obscure, or detract from views of the listed building. The development would be perceived as a minor domestic feature within the wider street scene and would not materially alter the setting in which the heritage asset is experienced. As such, the proposal would preserve the setting of the listed building and would not result in harm to its significance.



The development is therefore considered to comply with Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, Core Policies 57 and 58 of the Wiltshire Core Strategy, and the relevant provisions of the NPPF.

Saved Policy C6 of the Salisbury District Local Plan seeks to ensure that development within the Special Landscape Area conserves and enhances its scenic quality. In this case, the proposal relates to a minor domestic feature within an established residential curtilage, viewed in the context of existing built development along the A36. The scale, design and materials of the proposed gates would not result in any adverse impact on the wider landscape character or scenic qualities of the area. Accordingly, the proposal is considered to comply with Policy C6.

Amenity

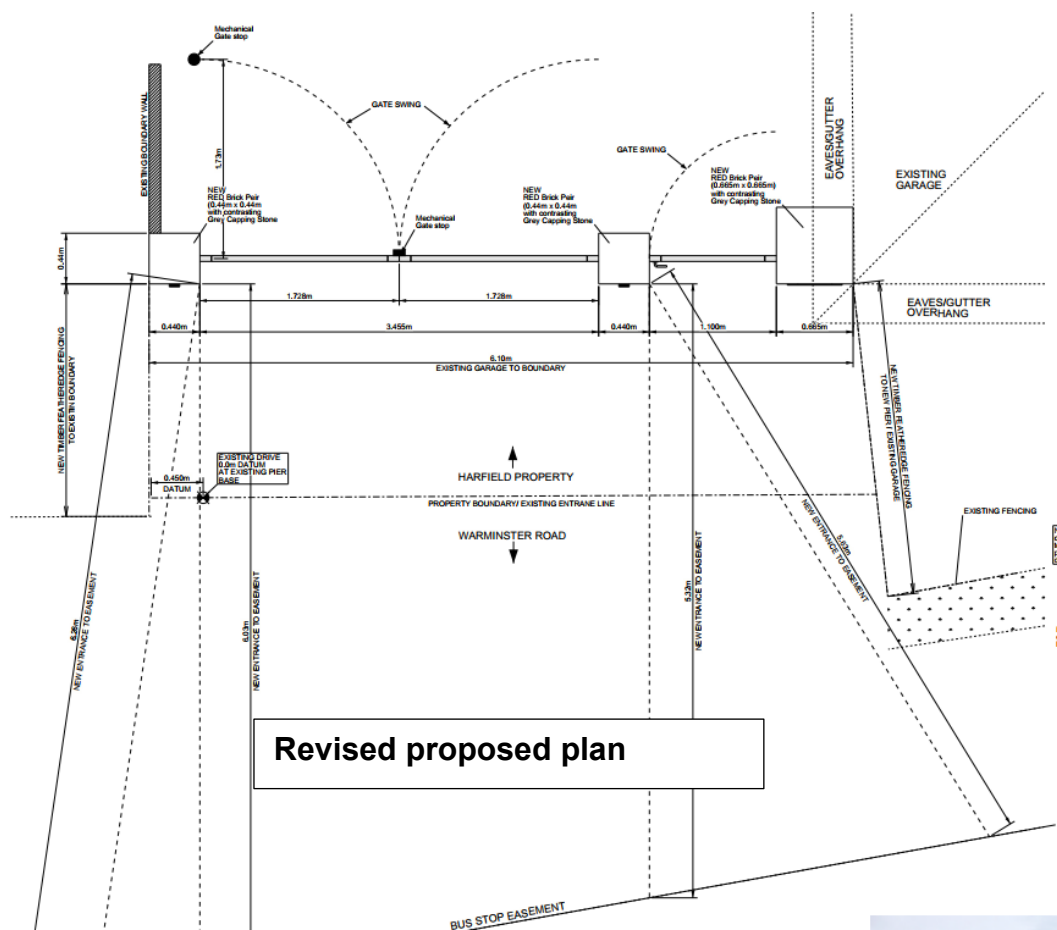
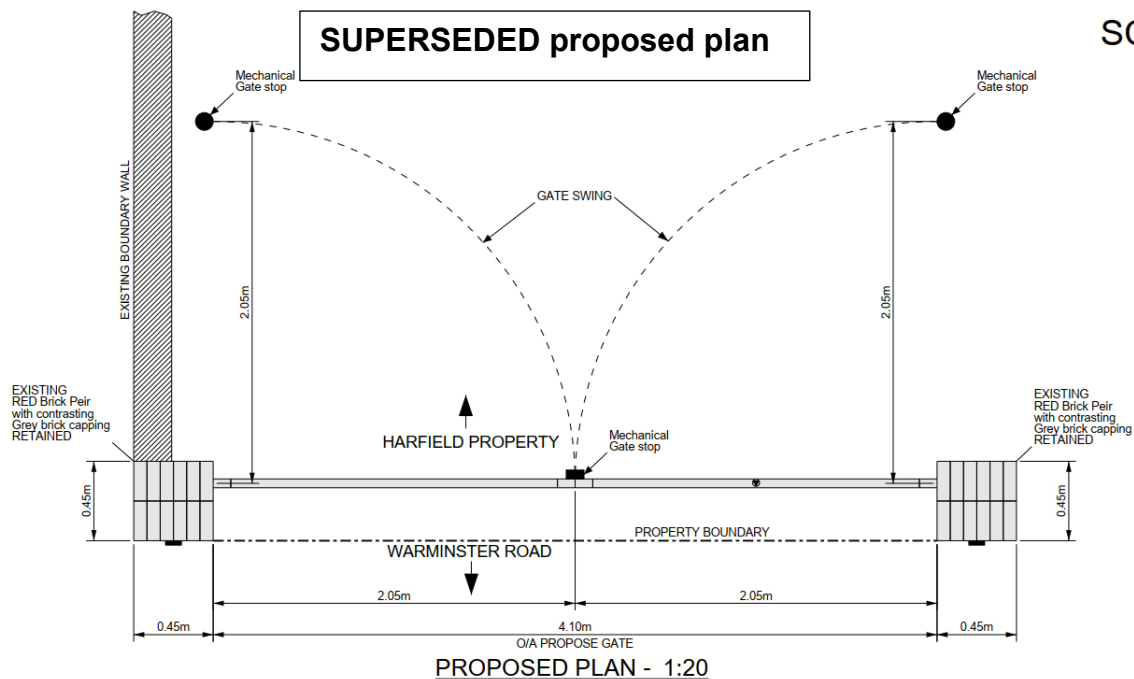
Point vii of Core Policy 57 of the Wiltshire Core Strategy seeks to ensure that development does not result in adverse impacts on neighbouring properties, while Paragraph 135(f) of the NPPF requires that a high standard of amenity is maintained for existing and future users. In this case, the proposal relates to the installation of gates at the existing access within the front curtilage of the dwelling. The alignment and positioning of neighbouring dwellings, together with the siting of the gates at the entrance to the parking area, means the development would not give rise to overlooking, loss of light, overbearing impact, or noise and disturbance to neighbouring occupiers. No third-party representations have raised concerns in relation to residential amenity. As such, the proposal is considered to accord with Core Policy 57 (vii) of the Wiltshire Core Strategy and Appendix D of the Wiltshire Design Guide, and no adverse amenity impacts are identified.

Highways impact

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 Paragraphs 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.

Wiltshire Council Highways have raised no objection to the proposal. Given the site's direct access onto the A36 trunk road, National Highways were consulted and initially raised concerns that the original scheme did not provide sufficient setback for vehicles to wait clear of the highway whilst the gates opened, which could have resulted in an obstruction to the safe and efficient operation of the Strategic Road Network.

In response, the applicant submitted revised plans repositioning the gates further within the site. The amended arrangement provides a setback of approximately 5.32 metres from the kerb edge, including the bus stop entry taper, allowing a vehicle to wait fully clear of the A36 whilst the gates are in operation. National Highways have reviewed the revised proposals and, on this basis, raise no objection subject to the imposition of conditions securing the minimum setback and ensuring the gates open inwards only. These conditions have been incorporated into the decision notice to ensure the safe and efficient operation of the A36 is maintained in perpetuity.



Having regard to the revised layout, the advice of National Highways, and the inclusion of the recommended conditions, it is considered that the proposal provides a safe and suitable access arrangement and would not prejudice the safe and efficient operation of the A36. Adequate on-site parking and turning provision would be retained in accordance with Wiltshire's adopted parking standards.

The proposed development would therefore not result in any adverse impact on highway safety. The proposal is therefore considered to comply with Core Policies 57 (xiv), 61 and 64 of the Wiltshire Core Strategy, the NPPF, and the Wiltshire Local Transport Plan.

Third party comment

One third-party representation was received which noted an observation regarding the positioning of the existing brick pier when compared with the original approved plans for the dwelling. The comment did not raise this as a concern but rather as an observation of a perceived difference in positioning. The case officer sought clarification from the respondent as to whether any material planning issue arose from this observation, and it was confirmed that no such issue was intended to be raised. The case officer has also reviewed the matter with reference to the application details and planning history and is satisfied that no material considerations arise which would affect the determination of the current application.

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 heritage.

The proposal is therefore considered to comply with the relevant policies of the Wiltshire Core Strategy, the Wiltshire Local 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 and documents:

- Application form – date received: 10/11/2025
- Location plan - date received: 10/11/2025
- Proposed plans – ref (HDG002 - REV A) – date received: 07/04/2026

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

3. Materials to be used in the construction of the development hereby permitted shall be in accordance with the details stated in the application form.

REASON: In the interest of the visual amenity and character of the area.

4. A set-back distance of not less than 5.32 metres shall be provided between the vehicle entrance gates and the A36 carriageway kerb line (including the bus stop entry taper), and the gate entry width shall be no less than 3.1 metres. Distances shall be maintained as such thereafter.

REASON: In the interest of the safe and efficient operation of the A36 trunk road, in accordance with DfT Circular 01/2022.

5. The gates shall be hung to only open inwards into the development site and shall be maintained in that condition at all times thereafter.

REASON: In the interest of the safe and efficient operation of the A36 trunk road, in accordance with DfT Circular 01/2022.