

APPLICATION FOR HOUSEHOLDER PLANNING PERMISSION OFFICER DELEGATED REPORT

APPLICATION REFERENCE:	PL/2026/03871
APPLICATION TYPE:	Householder planning permission
SITE ADDRESS:	126 Reids Piece, Purton, Swindon, SN5 4AY
DESCRIPTION:	Formation of means of access to the highway and associated driveway hardstanding
RECOMMENDATION:	APPROVE WITH CONDITIONS

PROPOSAL

The description of development was amended on 3 August 2026 following discussion with the applicant. The amendments were made for reasons of precision and, as such, it was not deemed necessary to renotify any interested parties.

The application seeks planning permission for the formation of a means of access to the highway and associated driveway hardstanding within the site providing parking for two vehicles. The surfacing would be completed in block paving with a French drain to a soakaway for management of surface water.

SITE DESCRIPTION

The application site is a semi-detached bungalow known as 126 Reids Piece. It has walls of brick, a gabled tile roof, uPVC fenestration, a flat-roof side outshot, and surrounding gardens. It forms part of a group of identical bungalows arranged around a cul-de-sac; its setting is characterised by the surrounding suburban residential street scene. It is in the settlement boundary of Purton. Relevant designations and constraints include access via unclassified highway (30mph), North Meadow SAC 9.4km recreational buffer and nearby public footpath PURT142.

PLANNING HISTORY

PL/2026/01708 - Single-storey side extension (APPROVED WITH CONDITION 06/05/2026).

RELEVANT POLICIES AND GUIDANCE

Wiltshire Core Strategy (WCS):

- Core Policy 57: Ensuring High Quality Design and Place Shaping (CP57)
- Core Policy 61: Transport and new development (CP61)
- Core Policy 62: Development Impacts on the Transport Network (CP62)
- Core Policy 64: Demand Management (CP64)

Saved policies of the North Wiltshire Local Plan 2011 (NWLP)

Purton Parish Neighbourhood Plan 2025-2040 – Made June 2026 (PNP):

- Policy PUR9: Design Principles
- Policy PUR10: North Meadow & Clattinger Farm Special Area of Conservation

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guide (NDG)

Wiltshire Design Guide SPD (WDG):

- Appendix D – Design Guidance for Householder extensions

CONSULTATION RESPONSES

The following consultees and interested parties were invited to comment on the application:

Purton Parish Council – No objection (17/08/2026).

Wiltshire Council's Highways Team – Comment, raising no objection in principle but advising that the parking area should have no fences, should allow cars to park side-by-side perpendicular to the road, and that adjacent hedgerows must be cleared of obstruction. Recommends conditions to approve and maintain a visibility splay, to require consolidation of access and parking area, and to ensure implementation of means for interception of surface water run-off, and suggested an informative about licencing arrangements (28/07/2026)

REPRESENTATIONS

Immediate neighbouring dwellings were notified of the application. No letters of representation were made by members of the public.

ASSESSMENT

Section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 require that the determination of planning applications be made in accordance with the development plan unless material considerations indicate otherwise.

Preliminary matters

In carrying out the assessment, consideration has been given to the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (GPDO), which grants planning permission for developments subject to the limitations and conditions set out in Schedule 2. These are known as 'permitted development rights', where an express grant of planning permission is not required for such developments.

As relevant to this application, Schedule 2, Part 2, Class B of the GPDO grants planning permission for the formation, laying out and construction of a means of access to a highway which is not a trunk road or a classified road, where that access is required in connection with development permitted by any Class in this Schedule (other than by Class A of this Part). Schedule 2, Part 1, Class F of the GPDO provides permitted development rights for hard surfaces incidental to the enjoyment of a dwellinghouse.

The site is accessed via an unclassified highway. The formation of the access would be required in connection with hard surfaces for parking of vehicles, which would be a purpose incidental to the enjoyment of the dwellinghouse. The hard surfaces would cover the site frontage and exceed 5sqm, but provision would be made to manage surface water run-off.

No evidence of a restriction on permitted development rights at the site has been found. Furthermore, having regard to the above, the development under consideration is capable of being carried out without an express grant of planning permission. This therefore provides a weighty fall-back position.

Highway safety

Core Policy 57 (xiv), 60, 61 and 62 of the Wiltshire Core Strategy (WCS) together seek, among other things, to ensure new development, including improvements to the highway network, is served by and safe means of access to the highway network and makes appropriate provision to mitigate any adverse impacts during both the construction and operational stage. CP64 seeks to manage demand on the highway network, including through adopted parking standards.

TR3, 4 and 6 of the NPPF sets out guidance for ensuring development delivers sustainable patterns of movement and incorporates mitigation as necessary to ensure no severe impacts on highway safety.

The planning history for 126 Reids Piece shows it is undergoing development to increase its accommodation from a one to two-bedroom bungalow. Adopted minimum

parking standards expect a two-bedroom bungalow to provide off-street parking for two vehicles, but the site is currently dependent on on-street parking.

The development would form a vehicular access in the site frontage, with associated driveway hardstanding within the front amenity area allowing parking for two vehicles. The site occupied a corner on a junction within a cul-de-sac; the roads are unclassified highway subject to 30mph speed limits.

The red line area defines the site, within which operational development consists primarily in the engineering operations to form access to the adopted highway. The adopted highway abuts the site at the back of the pavement/footpath.

Although the plans show works within the highway outside the red line area, including installing a dropped kerb, works required for the maintenance or improvement of a road are excluded from the meaning of development under S55(2)(b) of the Town and Country Planning Act 1990 and instead controlled by separate licensing arrangements.

Wiltshire Council's Highways Team (WCHT) raise no objection in principle but advise that for the parking area to be useable the site frontage would need to be cleared of fences to enable cars to park perpendicular to the road and parallel to each other. They also advise that the adjacent hedgerow needs to be cleared to remove obstructions to visibility.

The development would provide access to and from an unclassified highway, where turning within the site would not normally be required. Although regard is had to WCHT concerns, and that the manoeuvre could be less easy, there is no clear reason the proposed layout would not be incapable of providing functional and safe access and parking for vehicles within the site.

They also raise concerns regarding visibility due to potential obstruction by an adjacent hedgerow on the corner. The area is a low-speed cul-de-sac, with short sections of footpath. Potential for conflict between users would be low and not likely to have a severe impact on highway safety. Having regard to the fallback position, a condition to require approval of a visibility splay, together with maintenance provision for surrounding hedgerows, is not considered to meet the tests.

Conditions are recommended to ensure the parking area is consolidated, to ensure loose material does not enter the highway, and to ensure implementation of means for intercepting surface water. Such matters are confirmed by the approved plans and conditions to secure the implementation are therefore considered to meet the tests.

Subject to recommended conditions, the development would not cause unacceptable harm to the safety of the public highway. It would not therefore conflict with CP57 (xiv), CP60, CP61, CP62 or CP64 of the WCS.

The development plan remains broadly aligned with the national guidance at TR3, 4 and 6 of the NPPF, in so far as they relate to access and highway safety; and would not therefore lead to different conclusion.

Design and local character and appearance

Core Policy 57 of the WCS requires all new development, including extensions and alterations to existing buildings, to meet a high standard of design by, among other things, ensuring a positive response to the features of the site itself and its landscape or townscape setting.

Policy PUR9 of the Purton Neighbourhood Plan (PNP) requires development proposals inside or outside of the settlement boundary to respond to valued characteristics of the area, as defined in the policy, and national and local design guidance.

Appendix D of the Wiltshire Design Guide (WDG) expects, amongst other things, that a well-designed householder development should be carefully considered to respect the original building and the neighbouring properties to fit into the general street scene.

DP3 and 4 of the NPPF sets out principles for achieving well-designed places and advises that substantial weight should be given to compliance with relevant development plan policies when assessing design quality.

The development would replace the verdant site frontage with hardstanding, also creating an opening in the frontage for a vehicular access. Most of the dwellinghouses in the cul-de-sac have vehicular accesses, so the application site is something of an outlier.

The formation of a vehicular access, despite the loss of verdancy to the site frontage, would not cause unacceptable harm to the character or appearance of the surrounding area. Accordingly, it would satisfy the expectations of adopted design guidance and the requirements of PUR9 of the PNP and CP57 of the WCS.

The development plan remains broadly aligned with the national guidance at DP3 and 4 of the NPPF, in so far as they are relevant to achieving well-designed places; and would not therefore lead to different conclusion.

Residential amenity

Core Policy 57 (vii) of the WCS seeks to ensure that the design of new development has regard to the compatibility of adjoining buildings and uses, the impact on the amenities of existing occupants and that appropriate levels of amenity are achievable within the development itself.

Appendix D of the WDG expects a well-designed householder development to respect neighbouring properties by advising, amongst other things, that they should not be unduly overbearing or unduly obtrusive, and that windows should not directly overlook neighbouring properties.

The closest neighbouring dwellings to the application site are 119 (east), 127 (west) and 124 (north) Reids Piece.

The development would not materially increase the massing or bulk of built form within the plot. Accordingly, it would not cause overshadowing or a loss of outlook for neighbouring dwellinghouses. Furthermore, it would not materially affect the privacy enjoyed by neighbouring dwellinghouses.

The use of the site frontage for access and parking by motorised vehicles could introduce some additional noise and light pollution impacts, particularly during the darker hours of the day. However, such effects would not be unacceptable having regard to the layout and character of the surrounding area.

The development would not harm the living conditions enjoyed by occupants of the site itself or neighbouring land. Furthermore, it would satisfy the expectations of adopted design guidance and the aims of CP57 (vii) of the WCS.

The development plan remains broadly aligned with the national guidance at DP3 and 4 and P3 of the NPPF, in so far as they are relevant to design and living conditions, which would not therefore lead to different conclusion.

Ecological matters, including Biodiversity Net Gain (BNG)

The site is in the recreational buffer zone of the North Meadow and Clattinger Farm SAC where Wiltshire Council has published an Interim Recreation Mitigation Strategy (2023-2028). However, a financial contribution to mitigate impacts on the SAC would not be required in this instance as the proposal does not create an additional residential unit.

The development is also exempt from the requirement to deliver 10% BNG, introduced by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021), and the decision notice shall include the relevant informative note.

PLANNING BALANCE AND CONCLUSION

The development would have acceptable effects in respect of matters of acknowledged importance to the public interest, subject to the recommended conditions. Furthermore, it would not conflict with the development plan, and other material considerations do not indicate that a decision should be made other than in accordance with the development plan. The statutory requirements have therefore been fulfilled, and the application should be supported.

RECOMMENDATION

That planning permission be GRANTED subject to the following conditions:

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:

Location Plan and Block Plan. 01. Received 13 July 2026.

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

3. The access and parking area hereby permitted shall not be first brought into use for access or parking by motorised vehicles until it has been surfaced in consolidated material (not loose stone or gravel) in accordance with the approved plans. The access and parking area shall be maintained as such for the life of the development.

REASON: To prevent loose material entering the highway, in the interests of highway safety

4. Prior to the first use of the access and parking area by motorised vehicles, means of preventing surface water run-off from entering the highway shall be implemented. The measures shall be maintained for the life of the development.

REASON: To ensure that the highway is not inundated with private water, in the interest of highway safety.

Informatives to Applicant:

1. The application involves the creation of a new vehicle access with dropped kerb. 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.