CASE OFFICER'S REPORT

Application Reference:	PL/2024/00506
Application Type:	Householder planning permission
Site Inspection:	
Consultation ends:	07 March 2024
Case officer:	Brook Bishop

Site Address:	2 HOOK STREET, ROYAL WOOTTON BASSETT, SWINDON, SN4 8EF
Proposal:	Proposed Extensions, External Cladding of Existing Dwelling, Detached Garage & New Vehicle Access
Recommendation:	Approve with Conditions

SITE DESCRIPTION:
The application site is a mid to late-20th century, two-storey, semi-detached house externally clad in black timber weatherboarding. It has an open, flat-roofed porch to the front and a single-storey pitch-roofed outshot adjoining its east elevation. It enjoys a relatively open residential amenity area to the front, east side and rear. The site is reasonably overlooked from all sides.

The site forms a roughly symmetrical pair with 1 Hook Street. Although No.1 is now clad in red brick, it mirrors the overall built form of No.2. The setting is a corner plot on the junction of Hook Street with the C414, opposite the village hall. The Lydiard Tregoze War Memorial (Grade II listed) occupies a prominent spot on the corner of the junction.

The site is located in Hook, a small village within the Royal Wootton Bassett and Cricklade Community Area. However, it is not within a settlement boundary and is therefore in open countryside for planning purposes. It is within the designated Lydiard Tregoze neighbourhood plan area, but there is no draft or made plan. The site is not within a Conservation Area, but there is a Grade II listed war memorial in close proximity.

PROPOSAL:
The application seeks planning permission for a two-storey side and rear extension, a single-storey rear extension, external cladding, erection of porch, erection of a detached garage, creation of a new vehicular access and landscaping.

Two-Storey Side and Rear Extension
The two-storey side and rear extension replaces an existing single-storey pitched roof outshot on the east elevation. The side part has a width of approximately 4.6m, and a depth of 5.5m and is set back from the front elevation by around 300mm. The part to the rear of this has a width of approximately 5.1m and a depth of 3.5m. The extensions have pitched roofs, with gable ends facing east and south. The ridges of the roof are set lower relative to each other. There are first floor windows on the north and south elevations and on the ground floor there are windows and doors on north, east and south elevations. Externally the extensions will match the rest of the dwelling, being clad in brick and the roof covered with tiles to match.

Single-Storey Rear Extension

The proposed single-storey extension adjoins the proposed side and rear extension and projects out flush with the rear elevation of these. It has a width of approximately 6.9m and allows a gap of around 0.5m at the property boundary. The south elevation has glazed bifold doors, and the lean-to style roof has three rooflights spaced evenly apart. Externally it will be clad in brick and the roof covered with tiles to match other roof coverings.

Porch

The proposed porch projects approximately 1.6m from the front elevation and is of a lean-to design, similar in form to the porch found on the neighbouring dwelling. It will be externally clad in brick and have a tiled roof.

Detached Garage

The proposed garage is of a simple dual-pitched roof design and has internal dimensions of approximately (W) 3m by (D) 6m. Externally it will be constructed from brick and have a tiled roof. There is a window on the south elevation, a door on the west and the main garage opening on the north.

Cladding

The application seeks to retrofit the existing building by externally insulating it to improve its energy efficiency. The exterior will then be clad in brick, matching the colour and texture of the bricks found on the neighbouring dwelling. A section of external walling at first floor level on the rear (south) elevation is proposed to be clad in vertical boarding.

POLICIES:

Legislation:

Town and Country Planning Act 1990
Planning (Listed Buildings and Conservation Areas) Act 1990

National Policy:

National Planning Policy Framework 2023 (NPPF)
• Paragraphs 11, 115, 131, 135, 162, 164, 201, 203, 205, 206, 207, 208.
National Planning Practice Guidance (NPPG)
National Design Guidance (Planning practice guidance for beautiful, enduring and successful places) 2019 (NDG)

Local Policy:

Wiltshire Core Strategy (WCS):
• Core Policy 1: Settlement Strategy (CP1)
• Core Policy 2: Delivery Strategy (CP2)
• Core Policy 19: Spatial Strategy for Royal Wootton Bassett and Cricklade Community Area (CP19)
• Core Policy 41: Sustainable Construction and Low Carbon Energy (CP41)
• Core Policy 57: Ensuring High Quality Design & Space Shaping (CP57)
• Core Policy 58: Ensuring the Conservation of the Historic Environment (CP58)
• Core Policy 60: Sustainable Transport (CP60)
• Core Policy 62: Development Impacts on the Transport Network (CP62)
• Core Policy 64: Demand Management (CP64)

Wiltshire Local Transport Plan 2011-2026:
• Car Parking Strategy (CPS)

Historic England Advice Notes:
The Setting of Heritage Assets. Historic Environment Good Practice Advice in Planning: 3 (2nd Edition) (GPA3)
Managing Significance in Decision-Taking in the Historic Environment. Historic Environment Good Practice Advice in Planning: 2 (GPA2)

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.

Sections 66 and 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 require the local planning authority, in considering whether to grant planning permission and listed building consent respectively, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Section 72(1) of the same act requires special attention to be paid to the desirability of preserving or enhancing the character or appearance of the conservation area in which the building and land are situated.

RELEVANT PLANNING HISTORY:
There is no planning history for the site which is considered to materially affect consideration of this proposal.

ISSUES:
The main considerations which are material to the determination of this application are listed below:
• Principle
• Impact on Local Character and Appearance
• Impact on the Setting and Significance of the Listed Building
• Impact on Neighbouring Amenities
• Climate Emergency
• Access and Parking

CONSULTEE RESPONSES:
The Parish Council and Wiltshire Council's Highways Engineer were consulted on this application:
• Lydiard Tregoze Parish Council – no objection, but commented that the highway access should be set back as far as possible from the junction.
• Highways – no objection, subject to conditions.

Both comments are discussed in more detail under the Access and Parking part of the assessment.

RESPRESENTATIONS:
No letters of representation were received which would affect consideration of this proposal.

PLANNING ASSESSMENT:
Principle:
The principle of providing and extending facilities in association with existing residential accommodation is considered acceptable in principle and in accordance with policies CP1, CP2 and CP57 of the adopted Wiltshire Core Strategy, subject to assessment of site-specific impacts, related policy considerations and compliance with the other policies contained within the development plan and the guidance and provisions as contained within the National Planning Policy Framework.

The application site is outside of a defined settlement boundary and is within open countryside for planning purposes; however, the proposal is acceptable in principle subject to assessment of relevant impacts and material considerations.

Impact on Local Character and Appearance:
CP57 requires a high standard of design for all new developments, including extensions, alterations, and changes of use of existing buildings. Well-designed development should create a strong sense of place, reinforce local distinctiveness, and promote community cohesiveness and social wellbeing. No two sites share the same landscapes, contours, relationship with surrounding buildings, street pattern and features and so the design of new developments must draw on an understanding of the site itself and the local context, seeking to maximise the benefits of those characteristics and enhance the overall character of the locality. New development should integrate into its surroundings, but the proximity of poor quality or indistinct development is not a justification for standard or poor design proposals.

Two-Storey Side and Rear Extension
The proposed side and rear extension are noticeably larger than the single storey outshot it replaces, by approximately 2m in terms of width, and its overall width is over half the width of the core dwelling. However, it is set back from the principal elevation and its ridge height is set lower to the ridge of the core of the dwelling. Overall, it will be read as a subservient addition and is also acceptable in terms of its roof form and materiality. It is not considered to have a significantly harmful impact on the form or appearance of the host dwelling.

Single-Storey Rear Extension
The single-storey rear extension is of an appropriate scale, materiality and integrates well into the overall composition, whilst taking account of the compatibility of neighbouring dwellings. Although it projects flush with the rear elevation of the proposed two-storey extension, which gives it a mass and creates a bulky appearance, this will not impact on the street scene and is therefore not considered significantly harmful. Overall, the proposed single-storey extension will not result in significant harmful impacts to local character and appearance.

Porch
The proposed front porch emulates the form and materiality of the neighbouring dwelling's porch. Although the eaves of the porches will not match, which may look a little odd, the dwellings are

not mirror images of eachother as they vary in their details (windows etc) and so a minor difference in the design of the porch could only be considered clumsy and not out of character. Otherwise, the porch is considered to relate well to its surrounding context and is acceptable.

Cladding

The cladding of the exterior in brick to match the neighbouring dwelling is considered to help the application site integrate better into its setting, which has changed around it, and is therefore acceptable.

Detached Garage and Landscaping

The proposed detached garage is of an appropriate design and scale for its context and utilitarian purpose. It is set back from the principal elevation and will have minimal impact on the street scene. The proposed landscaping will provide ample space to allow use of the garage and retains an area of front lawn which provides attractive green space within the street scene. Overall, the proposed garage and landscaping will result in no harmful impacts on local character and appearance.

The proposal is in accordance with CP57 and is acceptable. However, a condition is recommended to ensure the materials used in the external construction of the development are as stated. Such a condition is considered appropriate and necessary in this instance and to meet the relevant tests.

Impact on the Setting and Significance of the Listed Building:

CP57 states that well-designed development should respond to the value of the historic environment by being sympathetic to and conserving heritage assets. This is reinforced by CP58, which states that development should protect, conserve and where appropriate enhance the historic environment, and that designated and non-designated heritage assets and their setting will be conserved in a manner appropriate to their significance.

The NPPF defines conservation as the “process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance”. It defines significance as the “value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic”. The significance of a heritage asset derives not only from its physical presence, but also from its setting which is defined as the surroundings in which a heritage asset is experienced. The setting of a heritage asset is not fixed and may change over time. Elements of its setting may have a positive or negative affect on our appreciation of that significance or may be neutral.

HEAN12 and GPA2 provide guidance on decision-taking, assessing significance and impacts on significance when managing change in the historic environment. The NPPF (Chapter 16) provides the policy framework and sustainable development objectives for the conservation of the historic environment. The process can be largely condensed into three steps:

1. Identify, understand and assess the significance of heritage assets likely to be directly affected by a proposal, or indirectly through development within their setting (NPPF 200-201),
2. Assess and understand the impact of the proposal on that significance (205-206),
3. Avoid, minimise and mitigate negative impacts, seek opportunities to better reveal or enhance significance, and weigh any harm against any public benefits which would be achieved (207-209).

Whether the heritage asset(s) affected by the proposal are designated or non-designated will determine the weight to be given to their conservation at step 3:

• Designated heritage assets: great weight will be given to the conservation of a designated heritage asset, and the more important the asset the greater the weight will be. Any harm to the significance of a designated heritage asset, irrespective of whether it amounts to substantial, total loss or less than substantial harm; requires clear and convincing justification and must be outweighed by the public benefits.

• Non-designated heritage assets: a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Local planning authorities have statutory duties under sections 66, 16(2) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 when considering planning or listed building consent applications affecting listed buildings, and/or their setting, and conservation areas respectively. The setting of conservation areas has no statutory protection, but harm to the significance of a designated heritage asset, through development within its setting, is covered by paragraph 206 of the NPPF.

Assessment of Significance

The application site is not a listed building, it is not within a Conservation Area, and it is not considered to merit identification as a non-designated heritage asset on the basis of current available information. However, it is in close proximity of the Lydiard Tregoze War Memorial which may be sensitive to the proposal:

Lydiard Tregoze Parish War Memorial (Designated heritage asset)

First and second world war memorials are found throughout Britain and, although their architectural quality varies greatly, they collectively illustrate, and form the focus of, the nation's grief felt at the loss of millions of lives during the conflicts of the 20th century. The Lydiard Tregoze War Memorial [NHLE: 1438134] is of a well-carved, granite wheel-headed cross design within a low brick-walled enclosure. It was erected in 1924 to commemorate the parishioners who died during the First World War (11 names), with names added later to commemorate the fallen of the Second World War (2 names).

The memorial occupies a corner plot on Hook Street opposite the village hall. Despite its humble stature, the memorial has a visual prominence and forms the centrepiece of an attractive focal point in the street scene which contributes positively to its significance. It is experienced against the backdrop of Nos.1 and 2 Hook Street which have long front lawns and have a roughly symmetrical built form, although they are not set centrally behind the memorial and external alterations have unbalanced their appearance. As such, although their long front lawns make a positive contribution, the dwellings Nos.1 and 2 contribute neutrally to the significance of the memorial.

Its heritage significance primarily comprises its architectural (design), historic (illustrative) interest, and the contribution made by its setting. Its special architectural and historic interest is recognised by its designation as a Grade II listed building and it is, therefore, of national significance.

Impact on Significance

The application site, and its neighbour 1 Hook Street, share a visual relationship with the war memorial and form part of the backdrop against which it is experienced. The built form of the paired dwellings is not inherently important in how the significance of the war memorial is appreciated, but their front lawns make a positive contribution to the attractiveness of the street scene and therefore the significance of the memorial.

The landscaping of some areas of the western part of the front amenity area will preserve the areas which contributes most positively to the setting of the memorial. The cladding of the application site in bricks to match the neighbour is also considered to return some uniformity to the external appearance of the paired dwellings. Overall, it is considered that the development helps No.2 integrate better into its setting and preserves the attractiveness of the focal point in the street scene created by the war memorial.

Heritage Balance

The proposal will result in no harm to the significance of the listed building, known as Lydiard Tregoze War Memorial, where part of its significance stems from the contribution made by its setting, thereby preserving its setting. The statutory duties under section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 have been fulfilled and the proposal is in accordance with CP57 and CP58.

Impact on Neighbouring Amenities:

CP57 requires that development should ensure the impact on the amenities of existing occupants/neighbours is acceptable and that appropriate levels of amenity are achievable within the development itself, including the consideration of privacy, overshadowing, vibration, and pollution (e.g. light intrusion, noise, smoke, fumes, effluent, waste or litter). Residential amenity is affected by significant changes to the environment including privacy, outlook, daylight and sunlight, and living areas within private gardens and this, therefore, needs to be carefully considered accordingly.

The proposed two-storey side and rear extension, by virtue of its window placement and distance form any boundary with neighbouring dwellings, is not considered to result in a significant loss or worsening of existing impacts on the residential amenity of neighbours.

The proposed single-storey rear extension would have initially been built up to the boundary line with No.1, which would have resulted in some overshadowing and loss of outlook from their ground floor window. The proposal was revised to set the side elevation in from the boundary by 0.5m which has sufficiently alleviated this impact.

Overall, the proposal is not considered to significantly harm the residential amenity of neighbours and is found in accordance with CP57.

Climate Emergency:

In February 2019, Wiltshire Council resolved to acknowledge a climate emergency and to seek to make the county of Wiltshire carbon neutral by 2030. CP41 states that new development, building conversions, refurbishments and extensions will be encouraged to incorporate design measures to reduce energy demand, confirming that proposals that aim to retrofit existing buildings, by improving their energy efficiency, should be supported. The NPPF (164) advises that significant

weight be given to the need to support energy efficiency and low carbon heating improvements to existing buildings, and this is irrespective of their size or scale for even small-scale projects make a valuable contribution to cutting greenhouse gas emissions and achieving a low-carbon future.

The submitted Design and Access Statement explains the proposal's objectives to improve the energy efficiency of the building by externally insulating and cladding the exterior in brick, similar to the neighbour at 1 Hook Street, and by using double glazed windows and doors. It is claimed that these works will meet U-values required by building regulations.

The proposal is considered to be in accordance with CP41 and can be supported.

Access and Parking:
Core Policy 62 of the WCS states that developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages. CP64 states that the provision of car parking associated with well-designed new residential development will be based on minimum parking standards. The LTP defines the Council's minimum parking standards and states that the number of spaces required will depend on the number of bedrooms in a residential development. It also describes the minimum size requirement for a garage to be 6m x 3m (internal dimensions) to ensure that there is sufficient room for an average sized family car, a cycle, and some storage provision.

The proposed garage complies with minimum size standards and is acceptable. Furthermore, the site has sufficient car parking provision and is complaint with minimum parking standards. The proposal also includes the creation of a new vehicular access close to the junction of Hook Street and the C414.

The Parish Council, while not objecting, commented that the proposed new access should be set as far back from the main junction as possible.

Highways were consulted and provided the following comment on the details of the new access:

"The proposal will introduce a new vehicle access close to the junction of Hook Street and the classified road from Hook to Purton, C414.
The proposed access will be within 4 m of an existing vehicular access that serves five properties.
While the access does not provide for a visibility splay to the required 43 m to meet manual for streets standards, it will be an improvement in highway safety terms where vehicles for the proposal site park on street and closer to the junction.
The new access will provide for turning and a correct alignment of cars perpendicular to the public highway with clear visibility to the junction and to the right of the access.

I am therefore inclined to raise no highway objection as this will lead to an overall improvement in highway safety for vehicles parking at the proposal site."

Highways have suggested two conditions and an informative if the Council were minded to grant planning permission. The two conditions suggested by Highways have been rationalised into one standard condition which can be attached to any approval notice. Such a condition is deemed necessary and in the interests of highway safety and to meet other relevant tests.

The proposal is not considered to have severe impacts on highway safety and is considered in accordance with CP62 and CP64 and can be supported, subject to relevant conditions and informatives.

CONCLUSION:
The proposal is not considered to conflict with the statutory requirements, the national and local planning policies. The proposal would not result in unacceptable harmful impacts to the residential character of the locality, to residential amenity, or highway safety. It will result in no harm to the significance of the listed building. The proposal can be supported.

RECOMMENDATION:
It is therefore recommended that planning permission be GRANTED subject to relevant conditions.

Conditions: (4)

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:

Proposed Floor Layouts, Elevations, site and Location Plan. 3002 02A. Received 16 February 2024.
Proposed Brick and Bond Sample. 1000008324.jpg. Received 16 February 2024.
Design and Access Statement. Received 18 January 2024.

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

3 The materials to be used in the construction of the external surfaces of the development hereby permitted shall match in material, colour and texture those stated in the approved plans.

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

4 No part of the development hereby permitted shall be first brought into use until the access,

turning area and parking spaces have been completed in accordance with the details shown on the approved plans with the first 5m from the edge of the highway finished with tarmac. The areas shall be maintained for those purposes at all times thereafter.

REASON: In the interests of highway safety.

Informatives: (4)

5 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.

6 The applicant is requested to note that this permission does not affect any private property rights and therefore does not authorise the carrying out of any work on land outside their control. If such works are required it will be necessary for the applicant to obtain the landowners consent before such works commence.

If you intend carrying out works in the vicinity of the site boundary, you are also advised that it may be expedient to seek your own advice with regard to the requirements of the Party Wall Act 1996.

7 The applicant should note that the grant of planning permission does not include any separate permission which may be needed to erect a structure in the vicinity of a public sewer. Such permission should be sought direct from Thames Water Utilities Ltd / Wessex Water Services Ltd. Buildings are not normally allowed within 3.0 metres of a Public Sewer although this may vary depending on the size, depth, strategic importance, available access and the ground conditions appertaining to the sewer in question.

8 The application involves an extension to the existing/creation of a new vehicle access/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.