

APPLICATION FOR HOUSEHOLDER PLANNING PERMISSION DELEGATED REPORT

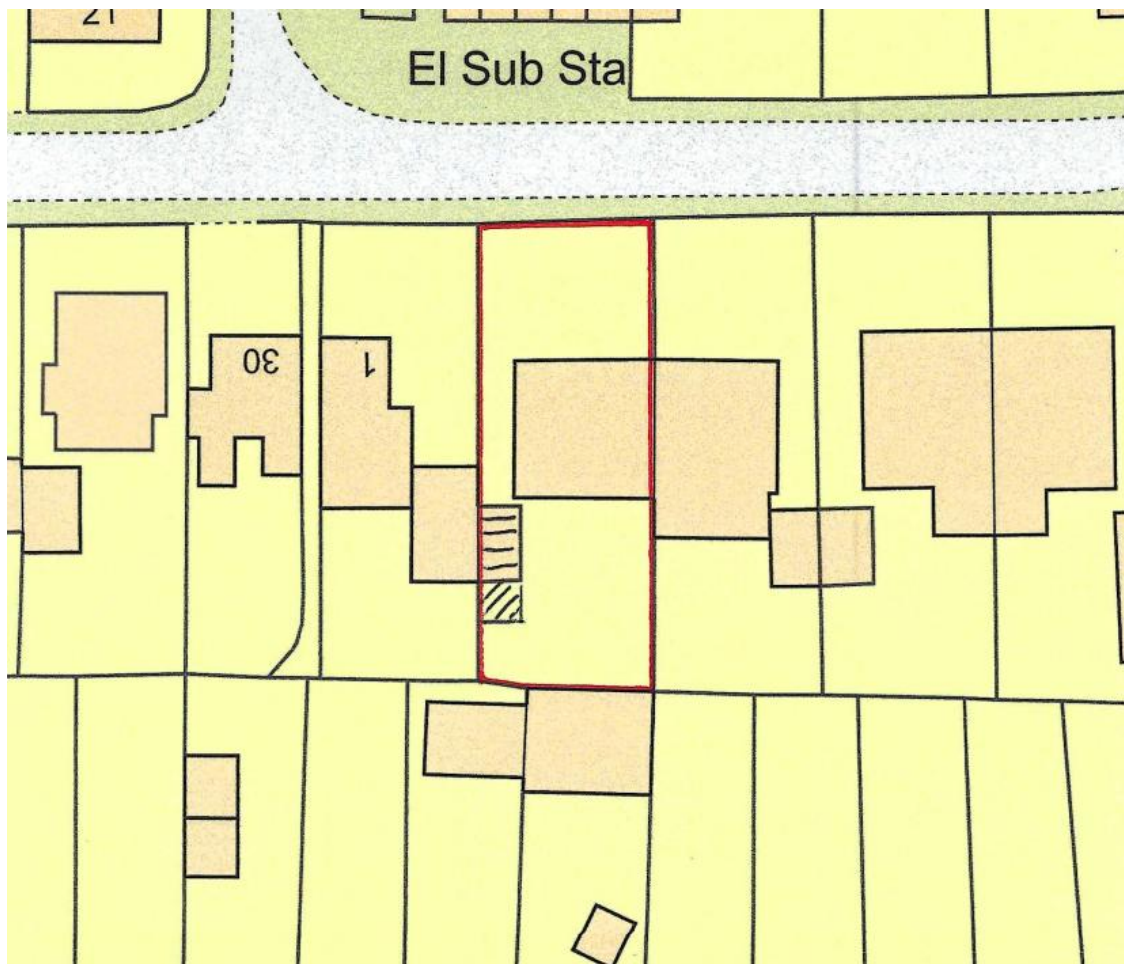
APPLICATION REFERENCE:	PL/2025/08748
APPLICATION TYPE:	Householder planning permission
SITE ADDRESS:	2 Marina Close, Durrington, Salisbury, SP4 8DD
DEVELOPMENT DESCRIPTION:	Garage extension and conversion into self contained annex
RECOMMENDATION:	That Planning Permission be GRANTED

PROPOSAL

The proposal seeks planning permission to extend the existing detached garage and convert it into a self-contained annex providing one additional bedroom. The garage is positioned south-west of the main dwelling, within the rear garden and set back from the main dwelling.

SITE DESCRIPTION/CONTEXT

The site is a semi-detached bungalow within an established residential area characterised by other bungalows and two storey detached dwellinghouses. The site is within the settlement of Durrington forming part of the Market Town of Amesbury as defined by Core Policies 1,2 and 4 of Wiltshire Core Strategy.



PLANNING HISTORY

There is no relevant planning history.

RELEVANT POLICIES AND GUIDANCE

Wiltshire Core Strategy:

- Core Policy 1: Settlement Strategy
- Core Policy 2: Delivery Strategy
- Core Policy 4: Amesbury Community Area
- Core Policy 57: Ensuring High Quality Design and Place Shaping
- Core Policy 61: Transport and New Development
- Core Policy 64: Demand Management

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

- H33: Ancillary accommodation

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

Durrington Town Council: No response received.

WC Highways – no objection subject to condition – with the following comment received:

‘Three parking spaces are shown, however it has not been confirmed how many bedrooms the main dwelling has. Providing the main dwelling has no more than 3 bedrooms, the parking as shown is adequate, 2 spaces for the main dwelling and one for the annexe and I raise no objection subject to the following conditions, however if the main dwelling has more than 3 bedrooms, please can I be reconsulted. I note that the vehicle access is proposed to be widened to allow vehicles to make the manoeuvres to access the parking spaces.’

The suggested condition and informative have been added at the end of this report and to the decision notice.

Stonehenge and Avebury World Heritage Site Coordination Unit – comment – a summary of the response is below:

'It is our assessment that the proposal will not impact the Outstanding Universal Value of the World Heritage Site and its setting.'

REPRESENTATIONS

National Annexe Planning Consultancy (NAPC) – support

A response was received from the NAPC offering general support for annex accommodation and noting its associated benefits.

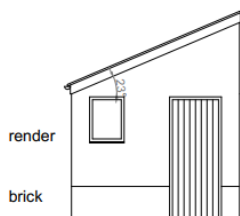
ASSESSMENT

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

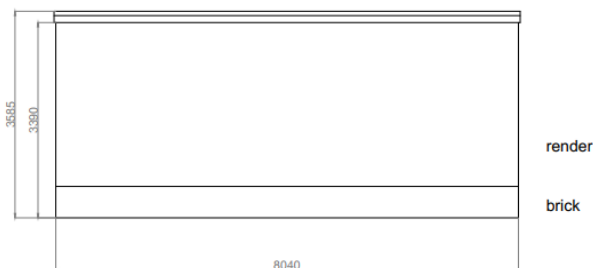
"If regard is to be had to the development plan for the purposes of any determination to be made under the planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise."

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.

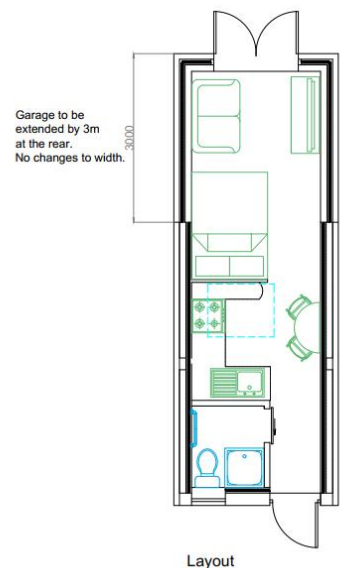
Proposed garage



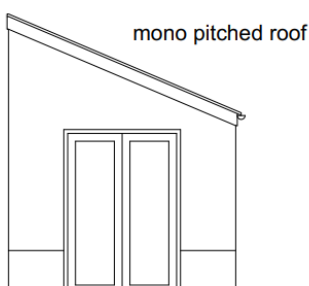
Front elevation - North



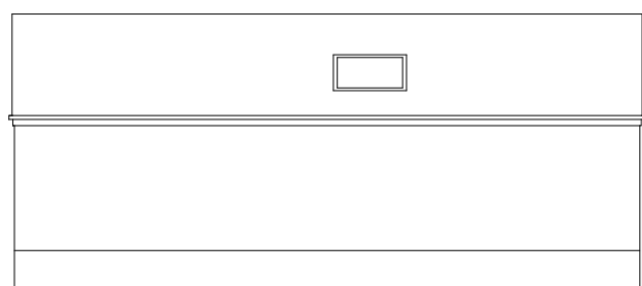
Side elevation - West



Layout



Rear elevation - South



Side elevation - East

Principle of development

The application is proposing a new residential annex, to be used ancillary to the main house known as 2 Marina Close. Saved SDLP policy H33 is therefore relevant. This policy acknowledges that in '...some instances a separate unit of accommodation may be required for a dependent person'. The policy therefore confirms that: 'Proposals to create separate units of accommodation for dependent persons will be permitted provided that either:'

(i) the accommodation is created wholly or partly within the existing dwelling or takes the form of an extension to that dwelling;

(ii) the design and internal arrangement of the proposed unit of accommodation would allow it to be re-absorbed into the main dwelling when it is no longer required to house a dependent person; and

(iii) where an extension is proposed, its siting and design is acceptable and the remaining external space around the building is adequate or,

(iv) the accommodation is created as a result of a conversion of an existing building within the curtilage of the main dwelling; and

(v) is subject to a restrictive occupancy condition or, if outside a Housing Policy Boundary, Housing Restraint Area, Special Restraint Area or New Forest Housing Policy Area, is subject to the applicant entering into a legal agreement with the Local Planning Authority that the ancillary accommodation will not be let or sold separately from the main dwelling.

The proposal meets point iv of saved policy H33 given the proposal to create ancillary accommodation is from an existing building within the curtilage of the dwelling namely the garage. A condition has been added to this permission stating the annexe created is to remain ancillary to the residential use of the main dwelling.

Using the submitted plans, the case officer is able to make a further assessment of the relationship between the proposed annex and the main dwelling. The annex will be positioned within the rear garden, south-west of the main dwelling, and the short distance between the two buildings, understood to be approximately 1 metre, will maintain a clear physical and functional connection. Its siting within the immediate domestic garden reinforces the impression of a shared relationship, and the structure will read as part of the same residential planning unit.

The appearance of the annex will also support this relationship. Its form and scale will remain subservient to the main dwelling, and the proposed entrance door on the north elevation, facing directly towards the main dwelling, will indicate a degree of dependence and interaction between the two buildings. The layout shown on the floor plan comprises a modest level of accommodation, with a single open-plan living space including a small kitchenette and a separate bathroom. The level of internal provision is consistent with what is typically expected for ancillary accommodation.

The limited scale of the accommodation demonstrates that the annex will provide only the basic functional requirements for the intended occupant, without offering the level of independence and living space that would enable it to operate as a separate dwelling. Shared use of outdoor amenity space and the continued reliance on the main dwelling for wider domestic facilities are considered evident. Overall, the proposed annex will remain ancillary in nature and will not amount to the creation of a new planning unit.

Design and impact upon the character and context of the area

Core Policy 57 - Ensuring High Quality Design and Place Shaping of the Wiltshire Core Strategy seeks to ensure that all new development is of high design quality, reflecting local context, character, and distinctiveness.

The visual impact from the public realm will be low because the existing garage is set back from the public highway and positioned to the rear of the main dwelling. The extension will result in a modest increase in footprint of the garage, adding less than half of the existing floor area and extending southwards into the rear garden. The building will remain single-storey, with an increased maximum roof height of approximately 1.2 metres. This will bring it broadly in line with the height of the neighbouring garage at 1 Marina Close, which sits directly beside the proposed annex. The roof form will change from flat to a simple slanted design.

The entrance door will be positioned logically on the north elevation at the end of the driveway, with French doors on the south elevation opening into the rear garden. In terms of size and scale the building will remain subservient and non-dominant in relation to the main dwelling. The modest increase in footprint and height means the effect on the character of the area will be limited and of no adverse harm.

The proposed materials include rendered walls to match the existing dwelling, an EPDM rubber-based roof covering and white UPVC windows. These are common features within Marina Close and are consistent with the established palette of materials, ensuring the development will integrate with its surroundings without resulting in design harm.

In summary, the proposed extension will integrate appropriately with the main dwelling and surrounding street scene, resulting in no harm to the character or appearance of the area. Having regard to the above, the proposal complies with the design principles set out in Core Policy 57 of the Wiltshire Core Strategy and Appendix D of the Wiltshire Design Guide.

Amenity

Point vii of Core Policy 57 - Ensuring High Quality Design and Place Shaping of the Wiltshire Core Strategy seeks to ensure that developments do not adversely affect neighbouring properties. The National Planning Policy Framework (NPPF), particularly Paragraph 135(f), stresses that planning decisions should ensure developments provide a high standard of amenity for existing and future users.

The proposed development has been assessed in terms of its potential impact on the residential amenity of neighbouring properties, with particular regard to loss of light, overshadowing, loss of privacy, and overbearing effects.

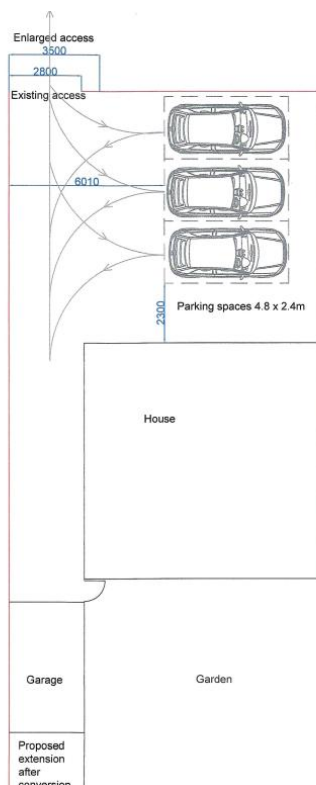
The increase in maximum roof height and overall footprint will not lead to an overbearing or overshadowing effect, nor will it cause an adverse loss of light to any neighbouring property. This is due to the single-storey form of the building and the path of the sun, which limits the potential for harmful overshadowing. The annex will sit directly adjacent to the detached garage at 1 Marina Close, and the proposed ridge height will broadly align with this existing structure. As a result, the development will not introduce a new dominant feature. The annex is also positioned at a sufficient distance from the main dwellings of nearby neighbours, ensuring no unacceptable enclosure or visual dominance.

There will be no loss of privacy or overlooking arising from the proposals. The modest fenestration shown on the submitted plans avoids opportunities for overlooking, and no windows are proposed on either side elevation apart from a single roof light on the east side. The west elevation, being closest to the neighbouring boundary, contains no openings and therefore does not give rise to amenity concerns. Daylight for the annex will be achieved instead through an entrance door on the north elevation facing the main dwelling and French doors on the south elevation opening into the rear garden.

In conclusion, the scale, siting and fenestration of the proposed annex will ensure that the development does not result in harm to neighbouring residential amenity in terms of light, privacy or overbearing impact. 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 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 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.



In its consultation response, WC Highways raised no objection to the proposal, subject to a condition requiring the provision and retention of 3 parking spaces as shown on the submitted 'parking plan'. WC Highways assessed the scheme on the basis that the main dwelling contains no more than 3 bedrooms, with the annex resulting in a 4-bed dwelling overall. In accordance with the Wiltshire Parking Standards, a 4-bed dwelling is required to provide 3 parking spaces, which the 'parking plan' demonstrates can be accommodated with suitable dimensions and access. The recommended parking condition and a vehicle access informative have been included on the decision notice.

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

Supportive comments were received from the National Annexe Planning Consultancy (NAPC) highlighting the general benefits of annexes. The comments are not material planning considerations.

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.

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: 03/11/2025
- Location plan – date received: 03/11/2025
- Block plan – date received: 03/11/2025
- Parking plan – date received: 09/01/2026
- Existing and proposed elevations and floor plans – (ref: 01/25) – date received: 03/11/2025

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

3. The development hereby permitted shall not be occupied at any time other than for purposes ancillary to the residential use of the main dwelling, known as 2 Marina Close, and it shall remain within the same planning unit as the main dwelling.

REASON: The additional accommodation is sited in a position where the Local Planning Authority, having regard to the reasonable standards of residential amenity, access, and planning policies pertaining to the area, would not permit a wholly separate dwelling.

4. No part of the development hereby permitted shall be first brought into use until the access & parking spaces [3] have been completed in accordance with the details shown on the approved 'parking plan'. 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.

5. 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.

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or reenacting or amending that Order with or without modification), no windows, doors or other form of openings other than those shown on the approved plans, shall be inserted in the development hereby permitted.

REASON: In the interests of residential amenity and privacy.

Informatives

Vehicle access

The application involves an extension to the existing 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.