

APPLICATION FOR PLANNING PERMISSION DELEGATED REPORT

APPLICATION REFERENCE:	PL/2026/01815
APPLICATION TYPE:	Full planning permission
SITE ADDRESS:	Land adjoining 79 Dickens Avenue, Corsham, SN13 0AQ
DEVELOPMENT DESCRIPTION:	Proposed New Dwelling & landscaping
RECOMMENDATION:	That Planning Permission be GRANTED

PROPOSAL

Planning permission is sought for the erection of a new two-bed dwelling.

The submitted plans show the new dwelling to be added to the left hand (when viewed from the front elevation) of a pair of semi-detached dwellings. The built form of the dwelling will have a comparable ridge and eaves height to that of the existing semi-detached pair and is to be finished in brick to match the existing properties. The roof will be finished in tiles to match the existing property with the addition of solar panels on the rear roof slope. Windows, doors and rainwater goods will be white UPVC to match the existing.

The front garden will be paved with permeable materials and has two parking spaces (providing one EV charging point). The rear garden is to be finished with a patio area and lawn.

Following the initial comments of the Council's Highway Engineer, an amended site plan was submitted by the applicant showing the provision of a secure, undercover cycle store in the rear garden area.

SITE DESCRIPTION/CONTEXT

The proposed site is within the settlement boundary of Corsham, which is designated a market town in the Core Strategy.

The application site is located in a residential area, which consists of semi-detached and terraced properties of reasonably consistent architectural style and relationship with the road frontage. Extensions have been added to varying properties in the locality which adds a degree of variation. Several of the properties have created car parking to the front, although many have not. There appears to be no parking restrictions on the roads in the vicinity of the application site.

The site is not covered by a conservation area, in proximity of any listed buildings and is not within the Cotswold AONB or Green Belt designations.

RELEVANT PLANNING HISTORY

N/08/00827/FUL - Full planning permission Decision - Approve with Conditions Date: 29/5/2008 – Erection of two storey side extension to form two flats

RELEVANT POLICIES AND GUIDANCE

Wiltshire Core Strategy

- Core Policy 1: Settlement Strategy
- Core Policy 2: Delivery Strategy
- 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

Corsham Neighbourhood Plan and Design Guide

- Policy HE1: Design

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

Corsham Town Council: No objection

Council Arboriculturist: No objection

Council Highway Engineer: No objection subject to condition and informatives (extract below):

....Further detail has been provided in the form of a plan demonstrating the proposed cycle parking.

The site is located with existing access onto Dickens Avenue, an unclassified section of public highway subject to a speed limit of 30mph. the proposals include alterations to the public highway which will require a licence/permit to carry out the works.

The proposed development comprises a single residential unit adjacent to an existing residential unit. The proposed dwelling would have 2 bedrooms and as such will require 2 vehicle parking spaces within the curtilage, this has been demonstrated to the front of the dwelling and within the curtilage. The vehicle parking and dwelling are located such that they would remove the existing parking provision for no.79, this has been replaced by frontage parking proposed within the curtilage of the existing dwelling. The new dwelling is proposed to also have EV charging.

The plans detail that there would be sufficient space to accommodate the vehicle parking provision required to minimum standard. The proposals for access would require a dropped kerb as shown on the plans with new surfacing to the public highway where there is footway or verge, surfacing should be consolidated to prevent loose materials entering the public highway.

Cycle parking has now been demonstrated within the curtilage at a level which accords with the required standards.

The proposals would not represent a significant adverse impact on the surrounding highway network and can provide off-street parking in line with required standards; therefore, no highways objection is raised subject to the following condition and informative:

SURFACING

The development hereby permitted shall not be first brought into use/occupied until the first 5m of the access, measured from the edge of the carriageway and/or whole of the parking area, 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

INFORMATIVE - VEHICLE CROSSOVERS

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.

Council Drainage Engineer: Objection:

"At this stage, a full assessment cannot be completed due to insufficient information. The following documents/information are required to enable a proper review of the drainage and flood risk aspects of the proposal:

In order to discharge the above drainage condition the following additional information must be provided:

- *The applicant needs to confirm the extent of additional impermeable areas created by the proposed parking spaces and new access and clarify whether these surfaces will be permeable. If they are impermeable, a suitable drainage strategy must be provided to ensure surface water is managed appropriately and does not increase flood risk.*
- *A drainage plan showing any existing drainage features on the site and detailing the proposed drainage strategy, including provisions for any access /parking areas.*
- *A plan showing overland exceedance routes that minimise the risk of people and property.*
- *Evidence that Soil percolation tests/soakage tests have been undertaken in accordance with Building Regulations / BRE 365, and confirmation of infiltration rates. (National Standards for SuDS: Standard 3: management of extreme rainfall and flooding, paragraph 3.14-3.15).*

Evidence or calculations to demonstrate that the proposed soakaway has been designed for:

- o 1 in 10yr + cc flows*
- o Half drain time <24hrs*
- o Highest groundwater level at least 1m from base of the soakaway*
- o Appropriate factor of safety in line with CIRIA C753 (Table 25.2) guidance has been included.*

INFORMATIVES

- *The EA's standing advice for minor extensions will apply.*
- *All new drainage will need to comply fully with Building Regulations Part H (and they should engage with the building control department in order to ensure this).*
- *In line with the NPPF and National Standards for SuDS, the applicant should seek to use SuDS wherever practicable as part of the surface water drainage strategy."*

REPRESENTATIONS

No representations have been 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.

Principle of development

In this instance, it is necessary to consider whether the proposed development is acceptable in principle. The proposal is located within the town of Corsham and Market Town as identified in the WCS.

Policy CP1 and CP2 of the WCS identify that there is a presumption in favour of development when a proposal is within the settlement boundary. In this instance the proposal is wholly within the settlement boundary of Corsham.

As such, the principle of development is considered acceptable, subject to the detailed assessment of design, amenity, and other material considerations set out below.

Design and appearance

It is noted that a previous application was submitted which sought permission for the construction of two flats in the same location, albeit with a gabled roof profile which is divergent from the main built form.

In contrast to that earlier permission, the proposed design of the new dwelling is more comparable to the existing run of pairs of semi-detached dwellings – with matching eaves and ridge arrangements and heights. The proposal is a typical residential property and will effectively read as small scale terrace. Whilst not seen in the immediacy, there are terraces elsewhere in the Dickens Avenue locality and it is considered to be an entirely appropriate form of development in terms of scale and massing.

Furthermore, the proposal's palette of materials is sympathetic and comparable to that found in the surrounding property. This approach will further reduce the potential for negative impacts on the character and design of the wider area as the property will weather overtime and will ultimately be read as an extension to the existing built form.

The scale of the built form in relation to the available plot is appropriate and does not suggest that the immediate plot or wider area is being overdeveloped. Both the new and existing properties will see the introduction of hard surfacing to the frontage to accommodate car parking, but this is not considered to result in such an intensity of development that is inappropriate in the locality. Indeed, such arrangements can be seen elsewhere in Dickens Avenue.

The totality of the scale and design of the proposal is also compliant with the requirements of both CP57 of the WCS, the Corsham Neighbourhood Design Guide and Policy CNP HE1 of the Corsham Neighbourhood Plan.

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.

Loss of light and overshadowing

The proposal will see the delivery of a new dwelling which will follow the existing building line and does not protrude forward of this. As such it is considered that the proposal would not result in an unacceptable impact on the principal elevations of the neighbouring properties.

Similarly the proposal is located within the plot, with a sufficient distances from the immediate neighbour at No 77 so it is not considered that the new dwelling would result in an unacceptable impact upon the amenity of the occupiers in terms of loss of light or overshadowing. There does not appear to be any first floor windows to the gable elevation of No.77 facing the application site, thereby reducing the extent of impact.

Other existing properties are orientated and positioned at distances that will not result in unacceptable impacts to their amenity or living conditions as a result of the development taking place.

Loss of privacy

While it is noted that the new windows at first floor level have the potential for overlooking into neighbouring gardens. It is considered that due to the proposal's location within an established residential area, and the sufficient distances involved, any overlooking would be comparable to that already experienced and would not be such an unacceptable impact as to warrant a refusal.

The side facing first floor window on the gable elevation is to serve a bathroom. This is a new window introduced at reasonably close distance to that of the immediate neighbour (No.77), but there is not considered to be unacceptable levels of overlooking into the rear garden of that property or side area (which appears to be used by the neighbour for domestic activities and is host to several structures and outbuildings), since it is possible to make use of a condition which requires it to be permanently fitted with obscure glazing. The use and nature of new window is such that it is not an inappropriate feature. It is further noted that no first floor windows are in existence to the facing gable of No.77, thereby further reducing the potential for overlooking and loss of privacy of respective occupiers.

New first floor windows are proposed to the rear and front elevations, which will face existing residential properties. The front facing windows will present to the public highway, thereby mitigating any potential for unacceptable loss of privacy of occupiers. Those new windows to the rear elevation will present to the rear gardens of other properties which are arranged in a square, with adjoining rear garden boundaries. However, the distance, depth and arrangement

of properties is considered to mitigate against unacceptable levels of overlooking or loss of privacy from those new windows. Indeed, the additional new dwelling will not introduce new features which do not already exist, since the arrangements of the adjoining dwellings already result in a degree of mutual overlooking of gardens.

Overbearing Impact

As has been previously noted the proposal is comparable in built form and building line to the neighbouring properties. Whilst the application site is in close proximity to existing residential properties (and most particularly, no.77), the extent of plot available, separation distances, as well as the comparable nature of its massing and built form compared to existing development will not result in an unacceptable impact upon the neighbouring properties in terms of overbearing impacts.

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

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.

The site is located with existing access onto Dickens Avenue, an unclassified section of public highway subject to a speed limit of 30mph. the proposals include alterations to the public highway which will require a licence/permit to carry out the works.

The proposed development comprises a single residential unit adjacent to an existing residential unit. The proposed dwelling would have 2 bedrooms and as such will require 2 vehicle parking spaces within the curtilage, this has been demonstrated to the front of the dwelling and within the curtilage. The vehicle parking and dwelling are located such that they would remove the existing parking provision for no.79, this has been replaced by frontage parking proposed within the curtilage of the existing dwelling. The new dwelling is proposed to also have EV charging.

The plans detail that there would be sufficient space to accommodate the vehicle parking provision required to minimum standard. The proposals for access would require a dropped kerb as shown on the plans with new surfacing to the public highway where there is footway or verge, surfacing will be consolidated to prevent loose materials entering the public highway by way of a condition.

Following the submission of an amended plan, secure undercover cycle parking has been shown as being able to be provided within the curtilage at a level which accords with

the required standards. It is reasonable to make use of a planning condition to compel the delivery of that facility.

The Council's Highway Engineer raises no objections to the proposals and there is no evidence or reason to reach a different conclusion. Accordingly, and subject to conditions, the proposed development will not result in an unacceptable impact on highway safety and the residual cumulative impact on the road network will not be severe. The proposal is therefore considered to comply with Core Policies 57 (xiv), 61 and 64 of the Wiltshire Core Strategy, the Wiltshire Local Transport Plan as well as relevant paragraphs of the NPPF.

Ecology

Core Policy 50 of the Wiltshire Core Strategy seeks to protect and enhance biodiversity and geodiversity, including through ensuring that development avoids harm to protected species and habitats.

The National Planning Policy Framework (NPPF), in Paragraphs 193, requires that development minimises impacts on and provides net gains for biodiversity, including ensuring mitigation is secured where harm cannot be avoided.

The application site is not subject to any statutory or non-statutory ecological designations, and the scale and nature of development is such that significant harm to biodiversity is unlikely. No objections have been raised by the Council's Ecologist.

As such, the development complies with Core Policy 50 of the Wiltshire Core Strategy and the relevant provisions of the NPPF.

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 application has not been supported with a Site-Specific Flood Risk Assessment (FRA). However, the Wiltshire Council Strategic Flood Risk Assessment, SFRA Data Explorer, has indicated that the site is located within Flood Zone 1 and has a low level of risk from fluvial flooding. The site has a low level of risk from surface water flooding, although the road along the front of the site falls within the 1 in 1000-year flood extent.

The comment/objection received from WC Drainage is noted. As discussed previously the proposed drive way will be finished with a permeable paving material. As such the first element of the objection has been addressed. This is detailed on the submitted plans and as such it is considered that the use of the permeable paving can be secured by way the approved plans condition.

The remainder of the comment from WC Drainage requires further details of the surface water management. Given the lack of detail supplied within the application, it is considered reasonable to require such matters to be agreed via the imposition of an appropriately worded condition. However, in this particular instance it is not considered reasonable to include the level of detail requested by the Drainage Engineer since the installation and effectiveness of drainage is also covered by the separate Building Regulations process.

By way of appropriately worded conditions, it is considered that the proposal therefore complies with Core Policy 67 of the Wiltshire Core Strategy and the policy in the NPPF, ensuring that flood risk is not increased and that surface water drainage is appropriately managed.

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, heritage, or ecology.

The proposal is therefore considered to comply with the relevant policies of the Wiltshire Core Strategy, the Wiltshire Local Plan, Corsham 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 the following 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:

PLG1 Existing and Proposed Elevations, Floor Plans and Location Plan

PLG2 Existing and Proposed Block Plans

(Received by LPA 18th March 2026)

202581 Plan showing Cycle Storage

(Received by LPA 29th April 2026)

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

3. Prior to the first occupation of the dwelling hereby granted planning permission, the secure, undercover cycle parking facilities shown on the submitted plans shall be provided and made available for use. The cycle parking shall remain available for use for such purposes thereafter.

REASON: In the interests of securing a form of development that provides sufficient facilities to make use of sustainable modes of travel.

4. Before the development hereby permitted is first occupied, the window at first floor level on the side gable (south) elevation shall be glazed with obscure glass and the windows shall be maintained with obscure glazing in perpetuity.

REASON: In the interests of residential amenity and privacy.

5. Prior to development to slab level, a drainage plan showing any existing drainage features on the site and detailing the proposed drainage strategy, including provisions for any access/parking areas, shall have been submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, in the interests of flood prevention.

6. The development hereby permitted shall not be first brought into use/occupied until the first 5m of the access, measured from the edge of the carriageway and/or whole of the parking area, 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.

Informative

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.