

APPLICATION FOR HOUSEHOLDER PLANNING PERMISSION DELEGATED REPORT

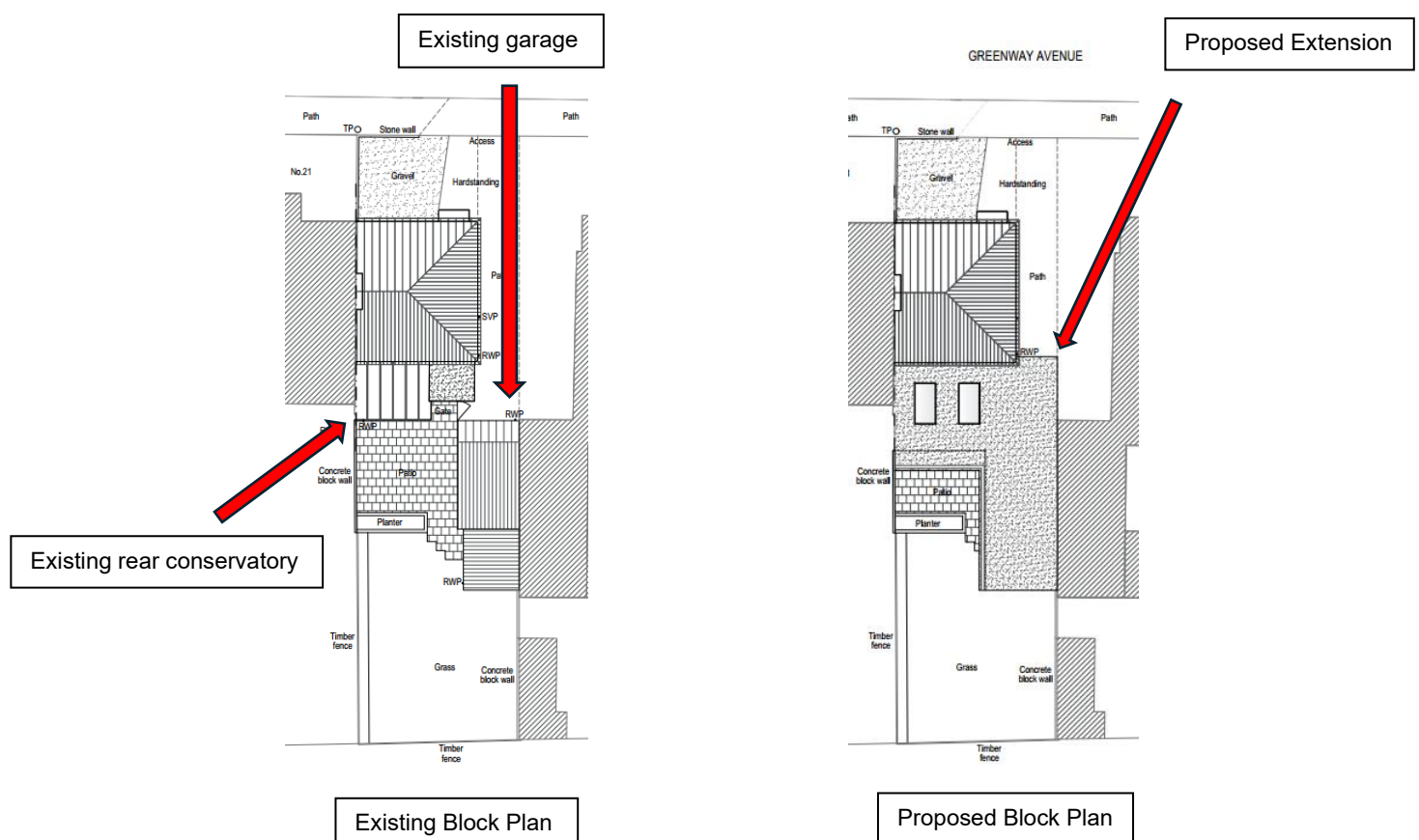
APPLICATION REFERENCE:	PL/2026/01917
APPLICATION TYPE:	Householder planning permission
SITE ADDRESS:	19 Greenway Avenue, Chippenham, SN15 1AH
DEVELOPMENT DESCRIPTION:	Single storey rear extension together with internal reconfiguration
RECOMMENDATION:	That Planning Permission be GRANTED

PROPOSAL

The proposal seeks planning permission for a single storey rear extension with associated internal reconfiguration. The application is submitted using Householder application forms.

During the course of the application, to address concerns raised by Wiltshire Council Highways Officers, a revised block plan was received to illustrate that the existing boundary wall would now be retained as opposed to removed, as well as removing the proposed extension to the existing dropped kerb. A revised Ownership Certificate B for the application form was also submitted to serve notice on Wiltshire Council Highways of the intention to extend the dropped kerb, however this is now no longer required given that it is now not proposed to alter the existing arrangement.

The extracts below demonstrate the existing layout of the property, together with the proposed layout subject to this application:

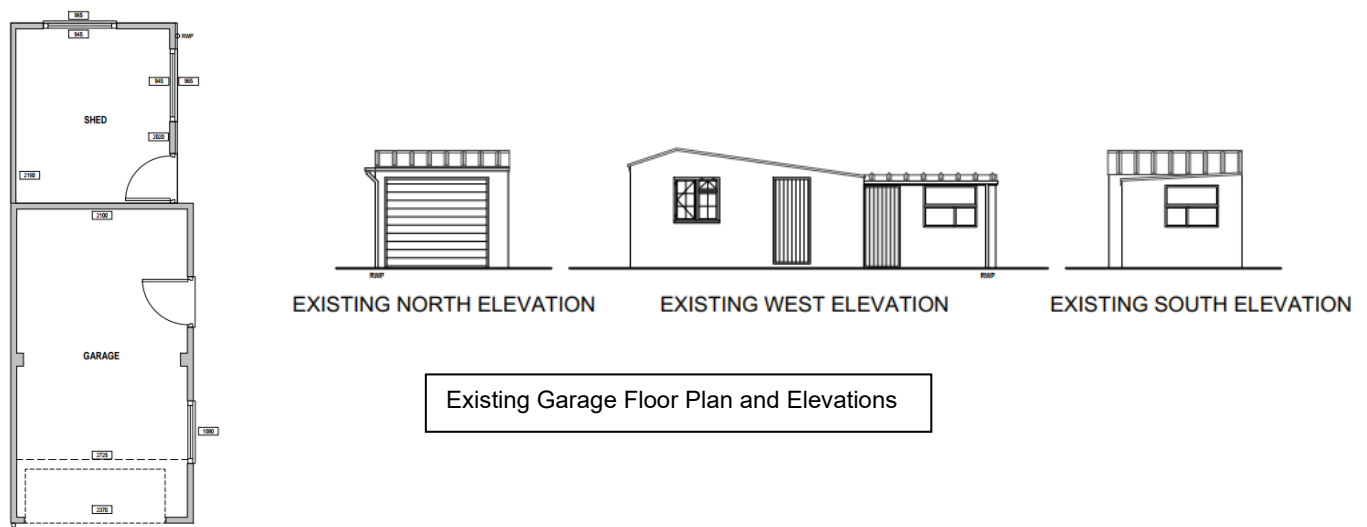


The proposed extension is configured to form an 'L' shaped addition to the rear of the property. It would span the full width of the rear elevation, extending up to the neighbouring boundary to the east, while also occupying the footprint of the existing garage, which would be removed alongside the rear conservatory and a partial section of the existing kitchen. Whereas the current garage exists as a detached structure, the proposed extension would occupy the intervening space between and integrate the extension wholly with the main building. The extension would feature a flat roof with 2 integrated flat rooflights and alongside internal reconfiguration, would enable the kitchen to be relocated into the current space occupied by the dining area, with the creation of a larger dining room with utility room, WC/ shower room and study within the new footprint.

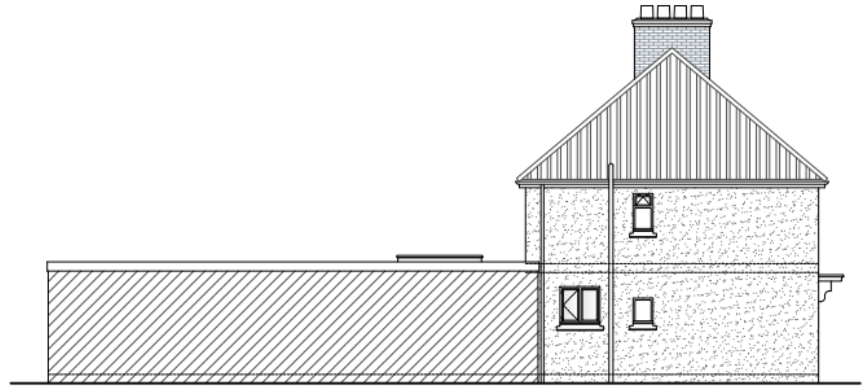
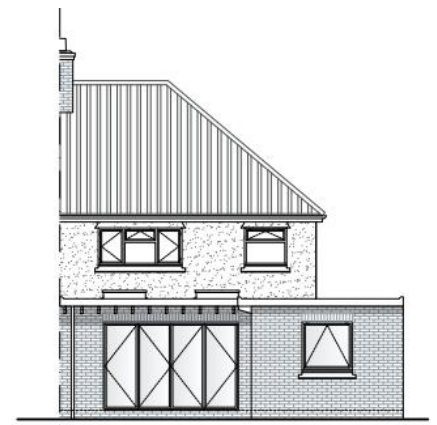
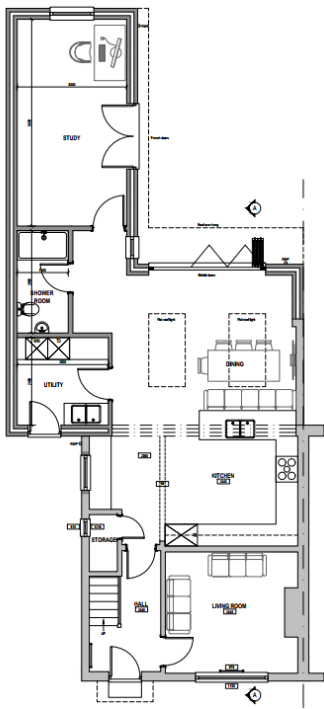
In terms of construction materials, the extension is proposed to feature roughcast render and red brick, with EPDM to the flat roof, dark grey UPVC windows and bi-fold doors with further white UPVC patio doors. With regards to fenestration, the proposed extension would feature bi-fold doors to the rear elevation serving the dining area with a casement window serving the rear end of the study, whilst patio doors and a small casement window are proposed to the side of the extension facing inwardly into the rear amenity space. To the front elevation, an entrance door is proposed to access the utility room, however this is set back from the principal elevation. To the side (east) elevation, a single casement window is proposed to the existing fabric of the building, whilst the rooflights proposed are flat, sitting flush to the flat roof.



Existing Floor Plan, Rear and Side Elevations



Existing Garage Floor Plan and Elevations



Proposed Floor Plan, Front, Rear and Side Elevations

SITE DESCRIPTION/CONTEXT

The site known as 19 Greenway Avenue is a two storey semi-detached dwellinghouse located within an established residential area within Chippenham. The existing property features a hipped roof, with a single storey rear conservatory and single storey rear flat roof element which houses part of the existing kitchen. To the rear of the building is an existing detached single storey garage/store, which features an asymmetrical roofline. To the front, the property has off-road parking for a vehicle adjacent to the dwelling, an area of hardstanding adjacent to the dwelling and an existing dwarf stone boundary wall. In terms of construction materials, the existing property is constructed from roughcast render and buff brick, clay double roman roof tiles and white UPVC windows and doors, whilst the garage is finished in white render. The surrounding area is characterised by semi-detached dwellings of similar age, appearance and construction materials.



Existing front elevation (Google Streetview Image July 2024) & existing rear elevation

The application site is subject to the following planning policy constraints:

- Countryside Character Area – Avon Vales
- Groundwater levels are between 0.025m and 0.5m below the ground surface

PLANNING HISTORY – None relating to this property

RELEVANT POLICIES AND GUIDANCE

Wiltshire Core Strategy

- Core Policy 57: Ensuring High Quality Design and Place Shaping
- Core Policy 61: Transport and New Development
- Core Policy 64: Demand Management

Wiltshire Design Guide

- Appendix D – Design Guidance for Householder extensions

Wiltshire Car Parking Strategy 2011-2026

The National Planning Policy Framework (NPPF)

- Section 12: Achieving Well Designed Places

The Planning Practice Guidance

National Design Guide

ISSUES

- Design and Impact upon the character and context of the area
- Residential Amenity
- Highways and Parking

CONSULTATION RESPONSES

Chippenham Town Council: No objection:

In response to the initial submission:

No Objection - Subject to the Case Officer confirming on site that the proposal would not adversely affect the amenity of the occupiers of No. 21 through loss of light or

being overbearing given the proposed extension would be built up to the boundary and may contravene the 45 Degree Code in relation to this neighbouring property. To remain in keeping with the streetscene it would be beneficial that the frontage retain some of the boundary wall and soft landscaping whilst still being able to provide for an off-street parking space.

Upon the submission of a revised block plan to remove the proposed extension to the dropped kerb and retention of the existing boundary wall, Chippenham Town Council were reconsulted with further comments received:

No Objection - Retention of some of the front boundary wall is welcomed.

Wiltshire Council Highways Officer: No objection:

In response to the initial submission:

The proposal will not increase the number of bedrooms in the property.

The site currently benefits from driveway parking to the side of the dwelling and an informal space angled across the front of the dwelling. The proposal includes removing the front boundary wall and extending the dropped kerb across the site frontage, this concerns me as it may encourage vehicles to park perpendicular to the highway at the front of the property which will result in vehicles overhanging the footway. Therefore the front boundary wall should remain and the dropped kerb also remain as existing. Please can these elements be removed from the scheme to prevent a highway objection.

Upon being reconsulted owing to the removal of the proposed dropped kerb extension and the retention of the existing boundary wall, Wiltshire Highways Officers were reconsulted with further comments received:

I refer to the amended site plan for the above application. The amendments revert the proposal to the existing arrangement where the front boundary wall remains and the parking arrangement is as existing. This is acceptable and I therefore raise no highway objection to the amended proposal for the single storey rear extension.

REPRESENTATIONS

The application was publicised by direct neighbour letter, however no comments were 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.

Design and appearance

WCS Core Policy 57 requires development to respond positively to the existing townscape and landscape features in terms of building layouts, built form, height, mass, scale, elevational design and materials, with particular regard required for the compatibility of the design with the existing property and its surroundings, together with the relationship to adjoining buildings and spaces. Section 12 of the NPPF expects a good standard of design.

The proposed development would result in a visible increase in built form to the rear of the property through the infilling of the currently vacant space between the existing garage and the main dwelling, which would help to consolidate the present arrangement and enable a more unified and coherent appearance across the rear façade. While it is acknowledged that the proposed extension would introduce a substantial footprint and linear projection from the rear of the building, it is important to note that the extent of development is broadly comparable to that of the existing garage structure, which is to be removed. As such, the net increase in footprint is relatively limited when comparing the current and proposed arrangements.

The proposed extension is clearly substantial in scale – and considerably more extensive when compared to the existing arrangement on site. However, as shown on the existing and proposed block plans within this report, the perceived increase is primarily attributed to the dining room extension, the forward projection of the side element beyond the current garage line to in-fill the intervening space, and a modest widening of the footprint compared to the existing garage. The extension will also adopt a single storey, flat roof format, which will keep its height reasonably low profile and well below cill level of the existing first-floor windows. Overall, the resulting built form and footprint is considered proportionate to the existing building, which doesn't overwhelm the main dwelling or result in an overdeveloped appearance.

The proposed design incorporates a flat roof form across the entirety of the extension, ensuring that the addition remains subservient to the main dwelling, but also perhaps being at odds with the traditional pitch of the existing roof. However, being at the rear of the property, it will not be overtly visible in the public realm. Indeed, the single storey height, in combination with the flat roof form, helps to mitigate against any potentially unacceptable visual impact resulting from the proposed works, and helps to avoid an overly dominant presence when viewed within the context of the site and from the rear of the building. Furthermore, the overall height of the proposed structure would be marginally lower than the existing asymmetrical garage roof and would align closely with the height of the neighbouring flat roof garage to the east, thereby maintaining visual consistency within the locality.

The use of red brick for the walls, whilst different to the render used for the existing property, is considered to be a complementary material. Red brick and render is seen elsewhere in the locality and the proposed addition is therefore considered to align with the established character and appearance of the dwelling, as well as the surrounding area. Whilst grey UPVC is proposed to be utilised throughout the development, this addition to the material palette of the site is not considered to result in an incongruous appearance and respects the overarching character of the application site and wider area.

Whilst acknowledging the scale of the proposed extension, overall, the design and appearance of the additions are considered to be acceptable when assessed against adopted planning policy. Therefore, the development is deemed to comply with CP57 of the Wiltshire Core Strategy, the Wiltshire Design Guide and section 12 of the NPPF.

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 properties in proximity to the proposed works are 17 Greenway Avenue (to the East), 21 Greenway Avenue (to the West) and No's 24 and 25 Ashfield Road to the south. Partial views of the development are also possible from 24 Greenway Avenue fronting the site.

No.17

The proposed works would be built hard up against the shared boundary with No.17, occupying the same footprint and position of the existing garage. It is noted that the existing arrangement is such that the present garage is in a similar position in relation to the boundary. However, in comparison, the proposed works would have a marginally lower roofline given that it would be a consistent flat roof across the entire extension, as opposed to the differing heights of the existing rear façade and existing garage. No.17 itself also has a single storey garage in broadly the same location as the application site (albeit in a 'handed' arrangement) which will largely obscure views to the proposed works from within their boundary given the comparable heights and positioning.

It is however apparent that the proposed extension would project further forward than the existing front wall of the garage, and would align with the end wall of the existing building. The current arrangement to the frontages of both sites is such that between No.17 and the application site, there is no defining boundary fence or wall, with the boundary defined by a linear mark within the differing hardstandings between the frontages. Therefore given the relative openness of this part of the site, the proposed forward projecting part of the extension would be visible to No.17. However given that it is not proposed to extend beyond the end wall of the dwelling, together with the footprint and flat-roof form, is not considered to obscure

vantage points to the current ground floor window to the side of No.17 overlooking the application site. The proposed positioning of the extension, together with the bulk, mass and flat roof form, is not considered to result in unacceptable loss of light or overshadowing, nor overbearing effects or a sense of enclosure. Whilst an additional ground floor window is proposed to the main dwelling that would look in the direction of the boundary with No.17, this would be offset by the removal of several of the existing windows already overlooking the boundary.

No.21

It is noted that No.21 itself already had a single storey flat roof extension in situ to the rear of the building. Currently the existing conservatory broadly aligns with the same projection as that of the neighbouring extension. However, the proposed extension would extend beyond this current rear projection but would be of overall comparable height to that of the neighbouring extension. The incorporation of the flat roof helps to minimise any sense of enclosure resulting from the extension, whilst the additional fenestration overlooking the boundary is situated within the linear section of the extension, enabling sufficient separation distances between the boundaries to mitigate against any increased overlooking or loss of privacy.

No's 24 & 25 Ashfield Road and 24 Greenway Avenue

These properties are to the front and rear of the property. Whilst the extension would be positioned to the rear of the property, it is not proposed to extend beyond the established rear projection of the existing garage, thereby not positioned in closer proximity to the rear boundaries with No's 24 and 25 and respecting the existing separation distances. The additional fenestration to the rear façade remains at ground floor level, thereby limiting the potential for adverse impacts on outlook or amenity. Given the positioning of the extension recessed from the principal elevation together with the lack of additional fenestration overlooking No. 24 Greenway Avenue, whilst the works may be visible to the occupants, it is not considered to result in additional overlooking or adverse impacts to residential amenity.

45 degree rule

It is noted that within their comments, Chippenham Town Council have referenced the "45 degree rule" in relation to the proposed works and potential impacts to residential amenity. It should be noted that there is no such reference to any 45 degree rule within adopted planning policy, and any reference which may be found in design guidance is in the context of specific circumstances. Accordingly, an assessment of a proposal's impact upon the amenity and living conditions of a neighbour must be assessed across a range of factors, not just an imaginary 45-degree relationship.

In this particular case, the proposed extension would extend across the entire rear façade, incorporating the existing footprint of the garage, with its overall height restricted given its flat roof, single storey form. As a result, the flat roof form helps to reduce the overall bulk, mass and overshadowing that may result from the extension. Whilst it is acknowledged that No. 17 Greenway Avenue has both a ground and first floor window overlooking the east elevation of the existing building, the proposed positioning and built form of the extension is such that it is

not considered to result in a reduction in natural light available to No.17. The positioning of their own existing garage also helps to partially obscure views to the proposed extension, which would be of comparable height to this structure. Additionally, the extent of the projection along the shared boundary remains broadly comparable to the existing garage arrangement, meaning that the relationship with neighbouring habitable room windows is not materially altered. In combination, the proposal overall is not considered to give rise to undue loss of light or outlook, thereby respecting the 45 degree rule.

Conclusion

Overall, whilst it is acknowledged that the proposed works will result in an increase in built form of the existing dwelling, it is considered that the proposal will not result in unacceptable impact upon the amenity or living conditions of the neighbouring occupiers. Whilst additional fenestration is proposed, it is not considered that this results in loss of privacy given the existing separation distances between the surrounding properties and the application site. 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 proposed works are centred to the rear and side of the property and do not seek to increase the current number of bedrooms serving the property, although the works would result in the loss of the garage as parking provision. Originally, the proposal sought to remove the existing low stone boundary wall and extend the existing dropped kerb to the front of the building. However, Wiltshire Council Highways Officers were concerned that this may result in vehicles parking perpendicular with the highway which could cause vehicles to overhang the footway. Upon their advice, the proposed dropped kerb extension was removed, with the existing stone wall now retained and existing access arrangements to remain.

To the side of the dwelling, and directly in front of the existing garage, is an area of existing hardstanding which provides vehicular parking adjacent to the dwelling in addition to the existing single 'angled' space directly in front of the property. Therefore, the loss of the garage is offset by the existing provision of parking within the site.

Overall, it is considered that the proposed development would not result in any adverse impact on highway safety. Adequate parking is provided in accordance with Wiltshire's adopted parking standards, and access arrangements are acceptable. Wiltshire Council Highways Officers have not objected to the scheme and therefore the proposal is considered to comply

with Core Policies 57 (xiv), 61 and 64 of the Wiltshire Core Strategy, the NPPF, and the Wiltshire Local Transport Plan.

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, by reason of its scale, design and use of materials, is considered to enable a subservient addition to the main dwelling which does not result in unacceptable visual impact to the main dwelling, its setting or the surrounding area. The extension is considered proportionate to the existing dwelling and its plot, and would not result in a crowded or overdeveloped appearance. Furthermore, the proposed use of materials are considered to be of acceptable design and appearance and will not unacceptable impact upon the character and appearance of the locality.

Additionally, the proposed works are not considered to result in unacceptable impact upon the amenity and living conditions of adjoining neighbours.

Regarding access arrangements and parking, the proposal is not considered to result in adverse impact on the highway, with current parking provision and access arrangements considered acceptable.

Accordingly, the development is considered to comply with Section 12 and other relevant provisions within the NPPF, Core Policies 57, 60 and 61 of the Wiltshire Core Strategy, together with the Wiltshire Design Guide and the Wiltshire Car Parking Strategy 2011-2026.

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 and documents:

AA/25/35/11 – Proposed Site Plan received 26.03.26

AA/25/35/12 – Proposed Ground Floor Plan received 26.03.26

AA/25/35/13 – Proposed First Floor Plan received 26.03.26

AA/25/35/14 – Proposed Elevations received 26.03.26

AA/25/35/15 – Proposed Section A-A received 26.03.26

AA.25.35/01 – Location Plan and Existing Site Plan received 23.04.26

AA.25.35/11 Rev A – Proposed Site Plan received 28.05.26

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