

APPLICATION FOR HOUSEHOLDER PLANNING PERMISSION & LISTED BUILDING CONSENT DELEGATED REPORT

APPLICATION REFERENCE:	PL/2026/02316 (LBC) PL/2026/02110 (HH)
APPLICATION TYPE:	Listed building consent (Alt/Ext) and Householder Planning application
SITE ADDRESS:	Rose Cottage, Sevington, Grittleton, Chippenham, SN14 7LD
DEVELOPMENT DESCRIPTION:	Demolition of Part of Boundary Wall and Creation of New Vehicular Access
RECOMMENDATION:	That Planning Permission be GRANTED That Listed Building Consent be GRANTED

PROPOSAL

The proposal seeks planning permission for the demolition of part of the boundary wall and creation of a new vehicular access. The proposal comprises of the following element;

- Removal of a limited section of existing boundary wall
- Formation of a new private driveway
- Installation of a timber five-bar gate set back from the wall line
- Formation of a gravel driveway within the site, including a 5m section of stone setts or cobbles (permeable surface) at the access point

While it is noted that there is no precedent in the planning system, the supporting statement confirms that the proposal has been influenced by the similar development at the neighbouring property at Apple Tree Cottage.

SITE DESCRIPTION/CONTEXT

The site forms one of a pair of semi-detached dwellings located within the hamlet along the north side of the rural road which runs through the settlement. To the immediate east is the attached Rose Cottage, beyond which is linear residential form fronting the highway; to the west is the large residential property of East Sevington Farmhouse. To the north is open agricultural land and residential development is on the opposite southern side of the highway. The building is listed jointly with the neighbouring Rose Cottage, with the list description stating (List Entry No. 1363883):

*“GRITTLETON SEVINGTON ST 87 NE
7/31 The Cottage and Rose Cottage
GV II*

Pair of estate cottages, c1850, probably by J. Thomson for J. Neeld of Grittleton. Rubble stone with imitation stone slate half-hipped roof and centre ridge stack. Two storeys, 2-window range with triple casements below and triangular oriels above under eaves dormer gables. Pennant stone unmoulded details: ground floor sills and hoodmoulds, string course and brackets and slab bases to upper oriels. Oriels have

casements each side and imitation stone slate roofs extending into dormer gables. End walls have half-hipped lean-to enclosed porches and square oriels above. Parallel rear range with end-wall triangular oriels on pennant stone brackets. Included for group value."

The site is located within the Sevington Conservation Area; it falls within flood zone 1 and is not crossed by any Public Rights of Way.

The boundary wall is not individually listed nor explicitly referenced in the list description, although that description is largely for identification purposes and not definitive of the historically important fabric or features. Given the likely age of the wall however, and the fact that it forms the boundary to the property, it is likely to benefit from being curtilage listed, hence the need for listed building consent alongside any planning permission.

RELEVANT POLICIES AND GUIDANCE

Wiltshire Core Strategy:

- Core Policy 57 Ensuring High Quality Design and Place Shaping
- Core Policy 58: Ensuring the Conservation of the Historic Environment
- Core Policy 60: Sustainable Transport
- Core Policy 61: Transport and New Development

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

Grittleton Parish Council: No objection

"No Objection - Subject to the approval of the Highway Authority, should the existing kerb stones not be suitable for reuse suitable heritage stones should be used in line with the neighbouring property."

Wiltshire Council Highways: No objection

"No objection"

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."

Wiltshire Council Conservation: Support

"As discussed, the proposals follow the precedents established by the consideration of PL/2024/10084 on the adjacent building, which is jointly listed with the application site. Overall the works will maintain the sense of symmetry with the wider building group."

REPRESENTATIONS

One comment in support has been received. Full comment available on the application's webpage.

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

The principle of alterations to the boundary of residential curtilage land is generally acceptable in principle, subject to consideration of all material planning issues and site-specific constraints. In this instance, highway and conservation are important material considerations.

Impact on the character and appearance of the area

Core Policy 57 states that:

A high standard of design is required in all new developments, including extensions, alterations, and changes of use of existing buildings. Development is expected to create a strong sense of place through drawing on the local context and being complementary to the locality.

This is set within the context of Section 12 of the NPPF which advises that:

"The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make

development acceptable to communities” (paragraph 131).

The low stone boundary wall is a consistent and very prominent boundary feature in the street scene along the northern side of the highway largely through the entire extent of the settlement. The creation of a new opening in this strong boundary feature thus needs careful consideration. The opening proposed would be of a 5-bar gate form of approximately 3.6m in width. Whilst the boundary wall is a strong and consistent feature of the settlement, there are other gated vehicular accesses to dwellings along both sides of the highway.

As such, the impact on the character and appearance of the area is considered to be localised and relatively limited. The resultant removal of cars parked on the highway in front of the dwelling would benefit the street scene.

On balance, in this instance the impact on the character and appearance of the area is considered to be limited to a sufficient extent as to not result in any conflict with Core Policy 57 (WCS). The issue of precedent is relevant given the consistency of the boundary wall as a feature through the settlement.

As the preceding neighbouring applications are for a similar form of development. As such due weight is given to the potential impact on the wider street scene. Due to the modest nature and the overall benefits to removing the on-road parking it is considered that the result will be an overall benefit.

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.

Given the nature of the proposal, there is not considered to be any resulting unacceptable amenity impacts arising for the occupants of either the application site dwelling or of any other dwelling.

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.

The Highway Officer has confirmed that the site is situated along a section of C classified public highway, where the speed limit is 30mph. They also confirm their view that: "The proposed access would be acceptable and the provision of off-street parking would be seen as a benefit to the existing public highway," and have responded with 'no objection' on that basis.

There are no other highway impact or safety considerations arising and the application is considered to be acceptable in terms of Core Policies 60 and 61 (WCS) and Section 9 of the NPPF.

The proposed development would not result in any adverse impact on highway safety. Adequate parking and turning provision is provided in accordance with Wiltshire's adopted parking standards, and access arrangements are acceptable.

An informative will be added to the HH application decision notice which reminds the applicant of the need to create a new vehicle access/dropped kerb.

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.

Heritage Impact

From the point of view of the historic environment the main statutory tests are set out within the Planning (Listed Building and Conservation Areas) Act 1990.

Section 66 requires that special regard be given to the desirability of preserving listed buildings, their settings or any features of special architectural or historic interest which they possess.

Section 72(1) of the Act requires the Council to pay special attention to the desirability of preserving or enhancing the character or appearance of designated Conservation Areas.

The Council's Core Strategy Policy CP58 'Ensuring the conservation of the historic environment' requires that designated and non-designated heritage assets and their settings will be conserved, and where appropriate enhanced, in a manner appropriate to their significance and encourages proposals which improve the condition of heritage assets at risk.

The Council's Core Strategy CP 57: Ensuring high quality design requires a high quality of design in all new developments. The policy requires applicants to "demonstrate how the proposal will make a positive contribution to the character of Wiltshire through (amongst other things) responding to the value of the natural and historic environment and being sympathetic to and conserving historic buildings and landscapes. Development is required to respond

positively to the existing in terms of building layouts, built form, height, mass, scale, building line, plot size, elevational design, materials, streetscape and rooflines to effectively integrate the building into its setting.

The NPPF outlines government policy for planning. Chapter 16 of the NPPF 'Conserving and enhancing the historic environment' sets out the Government's high-level policies concerning heritage and sustainable development.

The Conservation Officer provided comments and raised no objection; it is noted that there is some limited harm arising as a result of the loss of the boundary wall to the listed building and Sevington Conservation Area.

Whilst there remains a degree of harm, that resulting impact is such that the harm such is at the lower end of 'less than substantial'. Even taken cumulatively, given the style of opening proposed – the detail of which can be covered by way of Condition, and the fact that there are other gated vehicular accesses to dwellings off the highway within the settlement, the harm arising to the Conservation Area in this instance is similarly considered to be 'less than substantial'. Reflecting the advice set out in the NPPF (paragraph 215), in such circumstances this harm should be weighed against the public benefits of the proposal.

It is noted there is clearly a private benefit derived through the occupants being able to park their vehicles within the curtilage of the dwelling rather than on the public highway. There is some public benefit arising from the provision of off-street parking (as below); this public benefit also relates the visual and street scene benefit arising from the removal of parked cars on the highway verge in front of the dwelling.

The Parish Council comments regarding reuse of the kerbing stones is noted. This would be desirable and failing that good quality materials being used. However this element of the works is more a matter to be agreed with the highway authority as part constructing the dropped kerb.

In this instance and on balance, it is concluded that the public benefits in this instance are sufficient to outweigh the 'less than substantial' harm arising, as per paragraph 215 of the NPPF. This is consistent with the local planning history and assessment of very similar proposals.

Ecology Impact

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.

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

This application relates to a proposed new vehicular opening from the public highway to allow vehicles to crossover the pavement and park within the curtilage of the dwelling. The opening will be in the form of a 5-bar gate, with posts set behind the retained wall on either side and it will require a new dropped kerb. A new parking and turning area will be provided within the site.

The proposals are consistent with similar development recently approved and other developments already evident in the street scene. Even taken cumulatively it is considered that the proposal will lead to 'less than substantial harm' to the designated heritage assets of the setting of the listed building (the pair of cottages) and the Conservation Area. In line with paragraph 215 of the NPPF, this less than substantial harm is required to be weighed against the public benefits arising. In this instance, these relate to the removal of parked cars from the public highway with the consequent highway and streetscene benefits.

On balance, the conflict arising from Core Policies 57 and 58 in terms of impact on the designated heritage assets is considered to be outweighed by the public benefits, in accordance with paragraph 215 of the NPPF. With no other policy conflicts identified – including CP60 and CP61, the applications are recommended for approval subject to conditions.

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:
2601-RC-XX-DR-A-2002-A Existing and Proposed Layouts
2601-RC-XX-DR-A-2003-A Existing and Proposed Elevations

(Received by LPA 30th March 2026)

2601-RC-XX-DR-A-2000-B Location Plan

2601-RC-XX-DR-A-2001-B Existing and Proposed Site Plan

(Received by LPA 13th April 2026).

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 detailed on the approved drawings and application form.

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

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.

RECOMMENDATION: That Listed Building Consent be GRANTED subject to conditions.

1. The works for which Listed Building Consent is hereby granted shall be begun before the expiration of three years from the date of this consent.

REASON: To comply with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) 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:

2601-RC-XX-DR-A-2002-A Existing and Proposed Layouts

2601-RC-XX-DR-A-2003-A Existing and Proposed Elevations

(Received by LPA 30th March 2026)

2601-RC-XX-DR-A-2000-B Location Plan

2601-RC-XX-DR-A-2001-B Existing and Proposed Site Plan

(Received by LPA 13th April 2026).

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 detailed on the approved drawings and application form.

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

4. Within two months of the access being first brought into use, all sections of walling adjoining the removed section which have been disturbed by any of the approved works shall be made good with materials and finishes to match those of existing undisturbed areas.

REASON: In the interests of preserving the character and appearance of the listed building and its setting.