

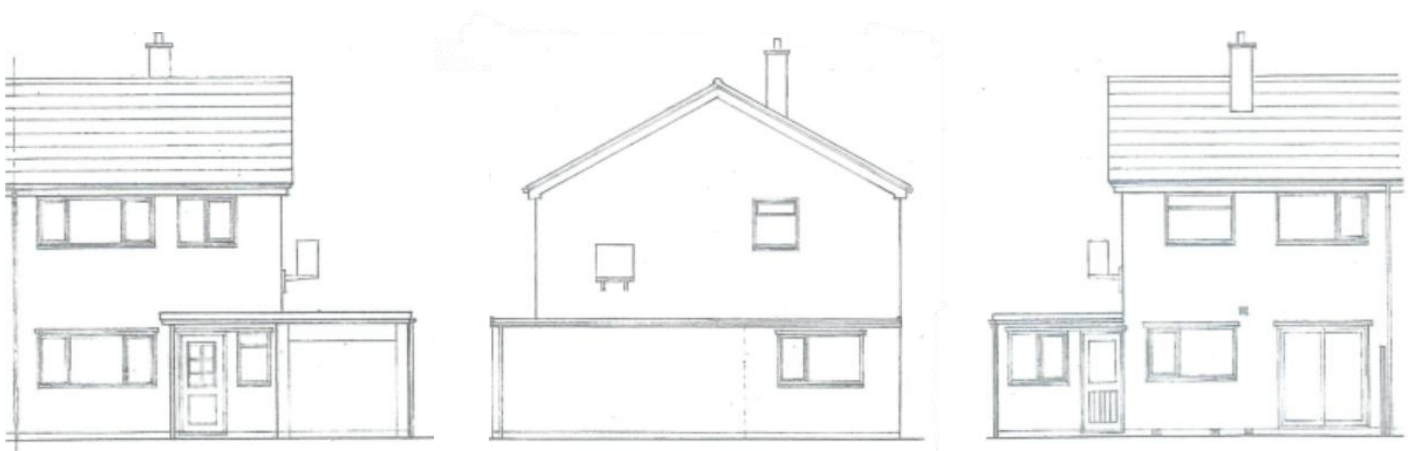
# APPLICATION FOR HOUSEHOLDER PLANNING PERMISSION DELEGATED REPORT

|                                 |                                                                                                                                                                                |
|---------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>APPLICATION REFERENCE:</b>   | PL/2026/02667                                                                                                                                                                  |
| <b>APPLICATION TYPE:</b>        | Householder planning permission                                                                                                                                                |
| <b>SITE ADDRESS:</b>            | 13 York Close, Chippenham, SN14 0QB                                                                                                                                            |
| <b>DEVELOPMENT DESCRIPTION:</b> | Refurbishment and re-purposing of garage and utilities, renovation of kitchen, and a single storey, rear extension to provide dining and lounge areas. Front extension to hall |
| <b>RECOMMENDATION:</b>          | That Planning Permission be GRANTED                                                                                                                                            |

## PROPOSAL

The proposal seeks planning permission for the refurbishment and conversion of the existing garage and utility room, renovation of the kitchen and the addition of a single storey rear extension with a single storey front extension to the hall. The application is submitted using Householder application forms.

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



(L-R) Existing Front, Side and Rear Elevations



(L-R) Proposed Front, Side and Rear Elevations

The proposed works would entail the garage being converted to become an office at the front of the property, with the existing utility room internally relocated and a new ground floor bathroom occupying its previous space. Other internal reconfiguration proposed include the conversion of the existing lounge to become a downstairs bedroom, whilst the existing kitchen is proposed to be enlarged (partly owing to the proposed extension).

The extension to the rear of the property would create a lounge and dining area off of the newly enlarged kitchen space and would be positioned to partially span across the entire width of the rear of the dwelling. The extension would be an asymmetrical design, featuring a 45 degree angle 'clipped' corner to enable a patio area directly off of the dining area. The rear extension would feature a flat roof, with the rear section of the roof featuring a parapet, creating a marginal 'stepped down' effect where it would join with the existing garage and utility room flat roof. The rear flat roof would also feature a raised roof lantern directly above the lounge area. Externally, the proposed extension would be constructed from reconstituted stone with UPVC windows and doors, whilst the flat roof would be constructed with an EPDM finish.

Regarding the front extension, the existing entrance is flush with the front wall of the property. A flat-roofed canopy spans the entrance, partly created by the garage projecting forward of the main elevation, with the garage roof extending across to form a covered entrance. It is proposed to extend the front entrance forward to align with the front wall of the garage. The flat roof will continue across the frontage to incorporate the proposed garage conversion, however the roof over the entrance and the front portion of the garage will be marginally raised in comparison to the existing arrangement.

In terms of fenestration, the proposed works will see altered arrangements across the property. To the principal elevation, the existing garage door would be replaced with a single casement window to serve the office, whilst the front door will have full length sidelights either side. To the rear elevation, it is proposed to include patio doors and full length window to serve the dining area, with a single casement window to the lounge area. Finally, to the side elevation, the existing windows serving the ground floor utility room will be replaced by an entrance door to the relocated utility room, and single casement window to serve the downstairs bathroom.

Regarding construction materials, it is proposed for the external finish to be reconstituted stone, with an EPDM roof and UPVC windows and doors.

## **SITE DESCRIPTION/CONTEXT**

The site known as 13 York Close is a two storey semi-detached dwellinghouse, located at the termination of a no-through road within an established residential area in Chippenham. The proposed is set back from the road with an attached single garage with off road parking and moderate sized rear garden. The property features a pitched roof, with a flat roof to the adjoining garage. The property is constructed from reconstituted stone to the external walls, brown double Roman concrete roof tiles and UPVC windows and doors. The surrounding area is characterised by semi-detached properties of similar age, appearance and construction materials with predominantly open frontages.



(L-R) Existing Front and Rear Elevations

The application site is also 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 67: Flood Risk

### Chippenham Neighbourhood Plan

- No applicable policies

### North Wiltshire Local Plan

- Saved policy NE14: Trees and new development

### 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
- Drainage and Flood Risk

### **CONSULTATION RESPONSES**

Chippenham Town Council: No objection, but makes following comment:

*It is requested that a third car parking space on the frontage is not implemented and that this area (or at least a proportion of the frontage) retains soft landscaping in order not to increase localised flood risk, for provision of biodiversity and for visual amenity reasons.*

Council Highways Engineer: No objection, subject to conditions:

*The proposal will increase the property from a 3 to a 4 bed dwelling and as such 3 off street parking spaces are required to meet Wiltshire's current parking standards. Three spaces are shown on the submitted plan which is acceptable.*

*I therefore raise no highway objection providing the following conditions are imposed:*

*The development hereby permitted shall not be first brought into use until the area between the back edge of the footway and a line drawn 2.4m parallel thereto over the entire site frontage has been cleared of any obstruction to visibility at and above a height of 600mm above the nearside carriageway level, and maintained as such thereafter.*

*REASON: In the interests of highway safety.*

*The development hereby permitted shall not be first brought into use until the first 5m of the access, measured from the edge of the carriageway, 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.*

*The proposed development shall not be first brought into use until means/works have been implemented to avoid surface water from entering the highway.*

*REASON: To ensure that the highway is not inundated with surface water.*

*The vehicle access and parking spaces shall remain ungated.*

*REASON: In the interests of highway safety.*

*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 plans. 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.*

*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](mailto: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: No objection:

*The drainage team have no comment to make on this application, as an informative – the applicant must ensure all development complies with building regs, part H*

## **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 host dwelling and its surroundings, together with the relationship to adjoining buildings and spaces.

The proposed works would result in a visible increase to the footprint and built form of the property, however the proposed increase would be solely to the ground floor. To the frontage of the building, the proposed appearance would be of limited variation to the existing appearance, with the overall retention of the flat roof to connect the main building with the converted garage. Whilst the front elevation would see an increased built form from the front entrance extension, this would not project further forward than the existing garage structure, aligning with the established front wall. Whilst the rear elevation will demonstrably increase the footprint to the rear of the building, its overall form would remain single storey.

In terms of bulk, scale and massing, the incorporation of a flat roof to the rear extension would provide a continuation of the roof form to the existing ground floor garage which enables the extension to integrate with the existing building, resulting in a unified and more coherent appearance. The overall built form and positioning of the rear extension would remain subservient to the main dwelling and whilst the extension would span across the majority of the rear of the building, the proposed built form is considered proportionate to the building and avoids overwhelming the rear façade. The restricted 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.

Whilst notably the extension features a 45 degree angle 'clipped' area to the rear façade, this is not considered to result in an incongruous or out of keeping appearance when viewed in the context of the site, whilst the proposed layout still retains sufficient amenity space to the rear to serve the property.

The proposed extension to the front of the building would still align with the established character and appearance of the dwelling, respecting its overall built form. Whilst the flat roof to the frontage would be marginally taller and extensive than the existing arrangement, it is not considered overtly dominant when viewed in context. The resulting appearance to the principal elevation would still broadly align with the existing appearance despite the replacement of the garage door with a ground floor window. Furthermore, the use of matching construction materials further enables the works to align with the existing material palette and overarching character and appearance of the building.

Within their submitted comments, Chippenham Town Council have requested that the third proposed parking space is not implemented, due to concerns that this may have on the visual amenity to the site, potential impacts on biodiversity and localised flood risk. The frontage of the site currently has an established blossom tree, with a variety of other shrubs and planting. There would be a necessary degree of removal of this planting to facilitate the off-road parking required to serve a property of this size (although eh plans appear to suggest the retention of the tree on the site, just the removal of shrubs). Whilst these concerns are duly noted, the

surrounding properties are somewhat characterised by open frontages, with many of the properties benefitting from off road parking fronting or adjacent to the dwelling. Whilst the removal of the landscaping would be unfortunate, none of it is protected (and therefore could be removed at any time), and is outweighed by the requirement of the parking provision in this case. Given the overarching character of the surrounding area and comparisons to the open frontages, it is not considered that the additional parking would result in unacceptable visual impact to the streetscene, however it is encouraged, where possible, for the retention or relocation of shrubs and planting which may help soften the appearance. Similarly, the proposed removal is considered to have limited impact on biodiversity, given the small scale nature of what would be required to be removed.

By reason of the bulk, scale, design and materials used, the proposed works are compatible with the character of the main dwelling and the wider locality. The proposed extensions would represent development that is sympathetic to and respects the architectural integrity of the main dwelling, which contributes positively to the character of the area. Therefore, the development is deemed to comply with CP57 of the Wiltshire Core Strategy, saved policy NE14 to the North Wiltshire Local Plan, the Wiltshire Design Guides 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 close proximity to the application site are No 12, to which the application site is semi-detached to, and No.14 and No's 6 and 7 Wells Close – all to the west. No 9 York Close is directly across the road from the application site.

Both the front and rear extensions are not proposed to be built in closer proximity to the neighbouring boundaries with No's 12, 14, 6 or 7. Whilst the extensions may be visible to these properties, given their limited height and scale, it is not considered that the proposed extensions would result in a loss of light, a perceived sense of enclosure or overbearing effects given the single storey, flat roof built form and overall increase in bulk and mass. Whilst it is evident that the proposal will be hard up to the boundary fence with No's 14, 6 and 7, the erection will be a continuation of the existing rear wall, thereby not diminishing the existing separation distances between the properties.

In terms of fenestration, whilst the proposed works would include an additional ground floor window to the front elevation, there is not considered to be an overall net increase in fenestration when drawing comparisons with the existing fenestration across the front, rear and side elevations. Overall, it is not proposed to increase the overall level of fenestration across the property. Whilst the rear elevation would include the patio doors and full length

window on the 45 degree 'clipped' section, this is not considered to result in increased overlooking or loss of privacy to No. 12 given the proposed design and orientation of the rear extension, together with this section of fenestration not located in closer proximity to the adjoining boundary with No.12, thereby mitigating against any perceived additional overlooking. Given the window to the ground floor serving the bathroom, it is necessary to impose a condition ensuring that this window is finished in obscure glazing, due to its proximity with the neighbouring boundaries.

Finally, whilst the proposed front extension and minor increase in height to the entrance and adjoining office would be visible to No.9 across the road, it is considered that the intervening road acts as a physical buffer between the properties to mitigate against any unacceptable overlooking.

Overall, whilst it is acknowledged that the proposed works will result in an increase in built form and mass to the existing dwelling, it is considered that the proposal will not result in unacceptable loss of light, overlooking, overshadowing or overbearing effects to the neighbouring properties. Whilst additional or altered 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 extensions are centred to the ground floor and whilst they do not include additional bedrooms, it is noted on the proposed floor plans that internally, the relocation of the existing lounge would enable the creation of a downstairs bedroom, taking the overall number of bedrooms within the property to 4. To accord with the Wiltshire Car Parking Standards, a 4 bedroomed property is required to demonstrate provision for 3 vehicles.

The proposal would see the conversion of the existing garage, however the current parking provision fronting the garage would remain. The proposed site plan also demonstrates that there is sufficient space for the creation of 2 additional spaces to the front of the property, served by an existing dropped kerb. To facilitate the creation of these additional spaces, it would be required to partially remove a degree of the existing landscaping and planting to the front garden. As detailed previously, Chippenham Town Council have requested for the third parking space to not be created, as it is considered that the removal of the landscaping may be detrimental to the existing street scene, biodiversity and the visual amenity within this location. Whilst these concerns are fully understood and appreciated, it is considered that the

provision of a policy compliant number of off-road parking spaces would outweigh the relatively minor impact on the visual amenity of the locality, given that the required parking provision can be provided without impact to the current access and parking arrangements both to the application site itself and the surrounding area, especially given that the application site is at the termination of a no-through road. The degree of landscaping which would be required to be removed would be considered minimal, with the resulting visual appearance of the site similar to the surrounding properties who currently have minimal planting and relatively open frontages.

Wiltshire Council Highways have not objected to the proposed works and consider that the plans demonstrate parking and access arrangements that are acceptable. However, they have requested for a number of conditions to be imposed, relating to the proposed parking including the access remaining ungated, the proposed surfacing of the parking spaces and in relation to the avoidance of any surface water from entering the highway.

Therefore, and subject to conditions, it is considered that 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. The proposal is therefore considered to comply with Core Policies 57 (xiv) and 61 of the Wiltshire Core Strategy, the NPPF, and the Wiltshire Local Transport Plan.

#### 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 site lies within an area identified by mapping as having groundwater levels at or close to the ground surface, which indicates a potential susceptibility to groundwater flooding under certain conditions. The proposal, however, comprises a modest rear front and rear ground floor extension within the residential curtilage of an existing dwelling and would not result in a significant increase in impermeable surfacing, including the removal of elements of landscaping and shrubbery to the front garden to facilitate the creation of further off-road parking spaces.

Given the scale and nature of the development, it is not considered that the proposal would materially alter existing drainage patterns or increase surface water runoff to the detriment of neighbouring land or properties. A proportionate approach to surface water management is therefore considered appropriate, and the development is not expected to increase flood risk on or off the site. Therefore, the proposal is considered to comply with Core Policy 67 and the relevant provisions within 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**

Overall, the proposed works are considered acceptable and would not result in unacceptable visual impact to the main dwelling or its setting. By reason of the scale, design and proposed materials, the proposed front and rear extensions are considered proportionate and sympathetic to the main dwelling, remaining subservient to the existing building and aligning with the existing character and appearance of both the main building and the surrounding area. The use of sympathetic construction materials further enables the proposed works to align with the existing building and would not result in an incongruous or overdeveloped appearance. Additionally, the proposed works are not considered to result in unacceptable impact on residential amenity to neighbouring properties, nor is it considered that the proposal would materially alter existing drainage patterns or increase surface water runoff to the detriment of neighbouring land or properties. In these respects, the proposal complies with the relevant provisions of policies CP57 and CP67 to the Wiltshire Core Strategy as well as the Wiltshire Design Guide.

Whilst the loss of the garden planting (which includes no trees) to facilitate all three parking spaces is unfortunate, it is not considered to be of such a harmful impact to the visual appearance of the locality that it would outweigh the need to provide a policy compliant number of off-street parking spaces in this location. Accordingly, and subject to conditions, the proposals will not result in an adverse impact on highway safety nor cause a residual cumulative impact on the road network and will comply with policies CP57 and CP61 to the Wiltshire Core Strategy, the adopted Parking Strategy as well as saved policy NE14 to the North Wiltshire Local Plan.

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:

Drawing 48/1 – Existing Floor Plans, Elevations and Location Plan and Proposed Block Plan received 23.04.26

Drawing 48/2 - Proposed Floor Plan and Elevations received 23.04.26

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

3. The development hereby permitted shall not be first brought into use until the area between the back edge of the footway and a line drawn 2.4m parallel thereto over the entire site frontage has been cleared of any obstruction to visibility at and above a height of 600mm above the nearside carriageway level, and maintained as such thereafter.

REASON: In the interests of highway safety.

4. The development hereby permitted shall not be first brought into use until the first 5m of the access, measured from the edge of the carriageway, 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.

5. The proposed development shall not be first brought into use until means/works have been implemented to avoid surface water from entering the highway.

REASON: To ensure that the highway is not inundated with surface water.

6. The vehicle access and parking spaces shall remain ungated.

REASON: In the interests of highway safety.

7. 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 plans. 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.

8. Before the development hereby permitted is first brought into use, the ground floor window in the west elevation to the bathroom shall be glazed with obscure glass only to an obscurity level of no less than level 4 and the window shall be maintained with obscure glazing in perpetuity.

REASON: In the interests of residential amenity and privacy

**INFORMATIVES:**

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](mailto:vehicleaccess@wiltshire.gov.uk) and/or 01225 713352 or visit their website at <http://wiltshire.gov.uk/highways-streets> to make an application.

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.