

APPLICATION FOR HOUSEHOLDER PLANNING PERMISSION DELEGATED REPORT

APPLICATION REFERENCE:	PL/2026/02493
APPLICATION TYPE:	Householder planning permission
SITE ADDRESS:	15 Bouverie Park, Stanton St Quintin, Chippenham, SN14 6EE
DEVELOPMENT DESCRIPTION:	Proposed single storey rear extension and part garage conversion
RECOMMENDATION:	That Planning Permission be GRANTED

PROPOSAL

The proposal seeks planning permission for a proposed single storey rear extension and part garage conversion. The application is submitted using Householder application forms.

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



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



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

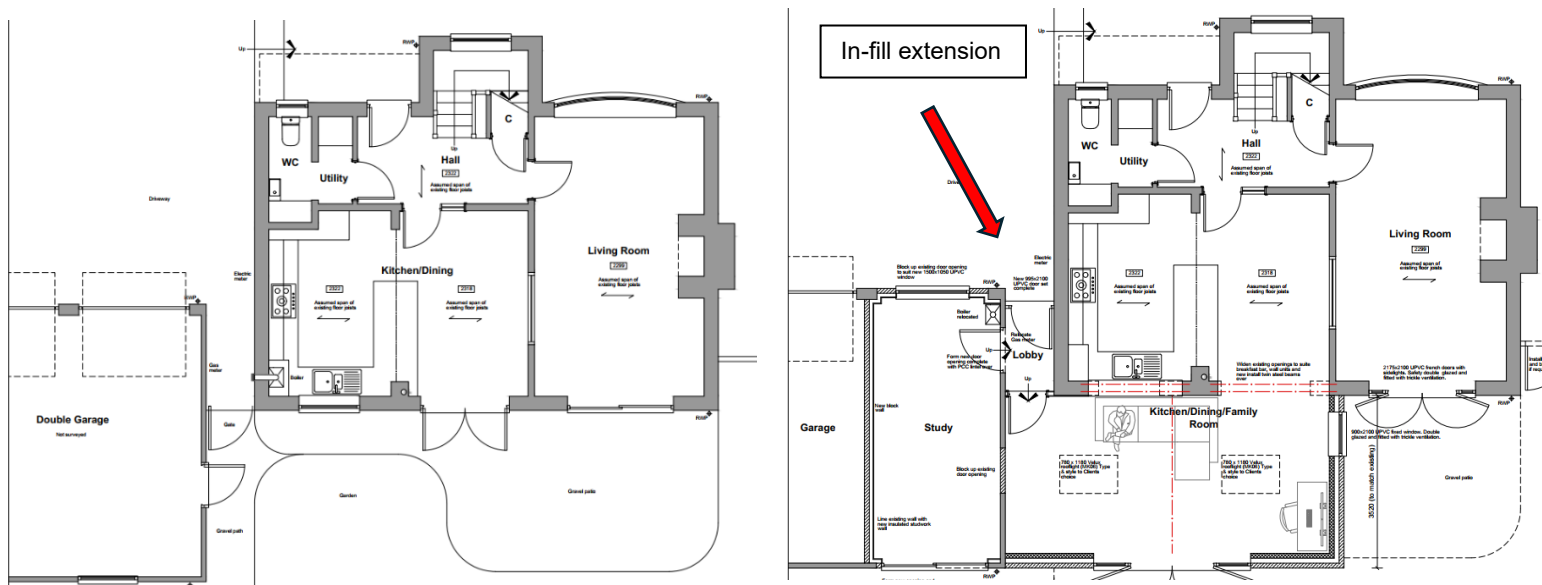
The proposal seeks to provide a single storey rear extension to the property to provide a family room off the existing kitchen diner. The extension would be positioned to the left-hand side of the rear elevation but would not span across the entire width of the rear of the building. The extension would feature a pitched roof with integrated rooflights to each roof slope, with the eaves meeting at the eaves of the flat roof rear section of the adjacent garage, whilst the

overall ridge height would be positioned just beneath the upper first floor windows. The built form and arrangement of the extension is such that it will be an effective 'L' shape, given that it is proposed to also infill the current vacant space between the main house and the adjacent garage with a single storey section. This addition would create a lobby area and separate entrance to the rear of the extension. The in-fill extension would result in the property being link detached to the adjacent property – 14 Bouverie Park – given that the double garage serving the application site is constructed against the side wall of No.14. The infill extension would include a continuation of the existing pitched roof to the garage, thereby is not proposed to be constructed at a differing height to the existing structure.

The proposed construction materials for the proposed rear extension are reconstituted stone to the bottom section, with horizontal timber cladding above, interlocking concrete roof tiles and grey UPVC/powder coated aluminium windows and doors. The in-fill extension between the main house and garage would only show the entrance door and thereby no external materials would be visible apart from the interlocking concrete roof tiles to match the existing roof to the garage.

In terms of fenestration, the rear extension would feature patio doors with a full length side light either side to the rear elevation, whilst the side (south) elevation would feature a full length window. As previously mentioned, each roof slope to the extension would also feature a flat rooflight, whilst the in-fill extension would see an entrance door to the front elevation, with patio doors to the rear wall.

Additionally, it is proposed to convert one half of the garage into a study. One of the front garage doors would be removed and replaced with a triple casement window, whilst patio doors are proposed to the rear. The study would be accessed internally via a door directly within the in-fill lobby area, with the remaining half of the garage retained.



(L-R) Existing and Proposed Ground Floor Plans

SITE DESCRIPTION/CONTEXT

The site known as 15 Bouverie Park is a modern two storey detached dwellinghouse with detached double garage, located at the end of a no-through road within an established residential area in the village of Stanton St Quintin. The property is situated within a small courtyard arrangement that is located directly off of the termination of the no-through road. The main building incorporates a pitched roof, with a centrally positioned forward projecting gable to the front elevation adjacent to a sloping roof covered porch. The garage to the side is a single storey pitched roof structure, built against the side wall of No.14 Bouverie Park. To the rear of the garage includes a flat roof section with entrance door to enable direct access to the rear of the structure. The property has an open frontage, with off-road parking fronting the garage and a modest rear garden. In terms of construction materials, the building is constructed from reconstituted stone blocks, with interlocking concrete tiles to the main dwelling and garage and UPVC windows and doors. The surrounding area within the courtyard is somewhat similar to the application site in terms of age, appearance and construction materials, which also extends beyond into further reaching parts of Bouverie Park.



(L-R) – Existing Front and Rear Elevations



Existing Garage

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

Proposal / Summary
ENQ/2025/01149 - PD Enquiries Decision - PD Rights Intact Date: 23/7/2025 – PERMITTED DEVELOPMENT RIGHTS CHECK
N/76/00126/D - Approval of reserved matters Decision - Accept Date: 12/7/1976 – Details of 17 Houses and Garages
N/79/00821/FUL - Full planning permission Decision - Approve with Conditions Date: 2/7/1979 – Residential development (17 houses and garages)

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
- Core Policy 67: Flood Risk

Stanton St Quintin Neighbourhood Plan: There is currently no Neighbourhood Plan

Wiltshire Design Guide: Appendix D – Design Guidance for Householder extensions

Wiltshire Council Local Transport Plan

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
- Flood Risk

CONSULTATION RESPONSES

Stanton St Quintin Parish Council: No objection.

REPRESENTATIONS

The application was publicised by direct neighbour letter. Comments were received from neighbouring properties No's 12 and 14 Bouverie Park, with their comments summarised below:

- It is not considered that the proposed design and appearance is sympathetic to the existing character of the development.
- the proposed timber cladding appears visually incongruous and out of keeping with the surrounding properties and established appearance of the shared development.
- Request that more traditional and complementary external materials be considered to be in keeping with the visual appearance of the rest of the properties in the cul de sac.
- Concerns regarding the practical implications of the construction works, particularly due to the shared private driveway arrangement
- The proposal is likely to result in prolonged use of the drive by contractors, delivery vehicles, skips and associated trades during the construction period, creating increased wear, obstruction and disruption for neighbouring residents.
- To help mitigate disruption, we would also strongly suggest that any proposed separate side access is formed at the commencement of works, prior to major construction activity taking place, in order to reduce contractor reliance on the shared driveway wherever possible.
- In addition, we consider the proposed rear extension roof pitch to be unnecessarily high and visually dominant to both our property and for Number 16. A flat roof design incorporating rooflights/light boxes would appear far more appropriate, less overbearing and more in keeping with neighbouring amenity and the scale of the surrounding development
- Concerns that the proposal would materially alter the relationship between the two properties by effectively creating a directly connected structure where one does not presently exist
- Concerns regarding potential acoustics arising from the link-detachment
- Concerns regarding the potential implications to parking and access, with the title deed to the access serving the courtyard held by No12
- Suggestion that access to No 15 by builders and workmen involved should be by the proposed new side gate to No 15.
- Builders and Workmen should in the first instance avoid using the access driveway as their preferred means of access to No 15, with the financial burden of reinstatement of the driveway afforded to the Applicant
- Concerns regarding potential fire risk in the link-detached arrangement

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 Impact upon the character and context of the area

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 Wiltshire Design Guide elaborates on WCS Core Policy 57 and requires consideration that should be given to the external appearance, design and materials used for development. Section 12 of the NPPF expects a good standard of design.

Proposed rear extension

Overall, in terms of the scale and design of the proposed works, it is considered that the proposed rear extension would not result in unacceptable visual impact to the rear of the dwelling. The extension would be largely concealed from view from within the courtyard and wider streetscene, whilst the single storey built form enables the extension to remain subservient to the main building. The pitched roof would not obscure vantage points from the upper first floor windows, whilst the fenestration serving the extension would not result in an overall increase in glazing in comparison to the existing arrangement across the rear façade. Whilst demonstrably increasing the footprint to the rear of the building, overall the proposed extension is not considered to overwhelm the rear façade or result in an overdeveloped or cramped appearance. The eaves of the pitched roof would align with the height of the adjoining flat roof section to the rear of the garage, whilst the pitched roof to the existing garage is of a height to conceal this joining of roof forms from vantage points within the streetscene.

It is acknowledged that the rear extension proposes a variation to the existing material palette in relation to the external construction materials, which is an issue which has also been raised by the adjoining and surrounding neighbours who have commented on the application, as it is considered to not be in-keeping with the established character and appearance of the courtyard and surrounding area. Whilst incorporating reconstituted stone blocks to the lower section of the extension to match the existing dwelling, the introduction of timber cladding does indeed alter the material palette, however with the rear extension wholly contained to the rear elevation and obscured from public view to the surrounding streetscene, the timber cladding

is not considered to appear incongruous or alien within this setting, enabling the extension to blend and integrate with the existing building.

Overall, it is considered that the rear extension would provide a sympathetic addition to the main dwelling, which would be both in-keeping and proportionate to the existing built form.

In-fill Extension

The proposed in-fill extension would effectively create a link detached arrangement, given the existing garage is attached to the neighbouring property – No.14 Bouverie Park. Comments have been received by the occupants of No.14 to express concerns regarding this part of the proposal and the impact that this may have on their own residential amenity given the current appearance and layout of the dwellings, which will be discussed in more detail within the residential amenity section of this report. However, in terms of the scale and design of the in-fill extension, this section would align with and respect the existing height of the garage structure, with the roof being a continuation of the current built form. The proposed infill extension is considered modest in scale and subservient to the host property and while there are currently no examples of link-detached properties within the immediate courtyard vicinity or wider surrounding area, given the modest scale of the in-fill extension, the development would not appear visually intrusive or incongruous within the street scene. The extension would read as a minor ancillary addition rather than a dominant structural change, and would not harm the overall character and openness of the area. As such, it would not be considered to give rise to unacceptable visual impact or harm to the character and appearance of the locality.

Garage Conversion

The proposed garage conversion is considered acceptable in design terms. The development would facilitate the conversion of one half of the existing double garage into a study, providing additional ground floor living accommodation without intensifying the residential use of the property. Importantly, the proposal does not seek to create additional bedrooms and therefore would not result in an increase in occupancy or associated pressures such as increased parking demand.

In design terms, the conversion would not alter the overall built form, scale, or footprint of the existing garage structure and would remain subservient to the host dwelling. The external alterations are limited to the replacement of the existing garage door with a triple casement window, with this change considered modest and sympathetic to the host property. The introduction of domestic fenestration in place of the garage opening would be read as a natural evolution of the building rather than an incongruous addition.

While it is acknowledged that other properties within the courtyard have retained their garages in their original form, each application must be assessed on its own merits. In this instance, the garage occupies a relatively discreet position within the courtyard, recessed from the principal elevation of the dwelling. This siting, combined with the enclosed nature of the courtyard, ensures that the visual prominence of the altered elevation would be limited and largely contained within the immediate context of the site. As such, the proposed changes would not materially disrupt the uniformity or character of the wider courtyard scene.

Conclusion

The proposed works are not considered to result in unacceptable visual impact to the main dwelling, the surrounding properties or the wider streetscene. Whilst additional bulk and mass will be introduced to the front and rear of the property, this increase in footprint is considered proportionate to the existing building, with the works considered sympathetic to the existing character and appearance of the main dwelling and its setting. The works would remain subservient to the main dwelling, whilst the introduction of timber cladding to the rear elevation is not considered out of keeping or incongruous within this vicinity. Furthermore, whilst the garage conversion and in-fill extension will demonstrably alter the external appearance of the dwelling, it is not considered to result in unacceptable visual impact or be viewed as overdevelopment of the site. The creation of a link-detached arrangement, whilst not currently apparent within the wider street setting, would not be an incongruous addition. It is considered that the resulting external appearance would still remain sympathetic to the established and overarching character within both the courtyard setting and wider streetscene.

Therefore, the development is deemed to comply with CP57 of the Wiltshire Core Strategy, the Wiltshire Design Guide and section 12 of the NPPF.

Residential 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.14 Bouverie Park (to the north), No.16 at the rear of the property (to the west) and Nos 10, 11 and 12 Bouverie Park within the existing courtyard, positioned directly across from the application site.

No.14

No.14 is situated to the north of the application site, however the double garage serving the application site is semi-detached to the side wall of No.14. The proposed in-fill extension would result in a link-detached arrangement with No.14, whose occupants have raised concerns regarding the implications and possible impact of becoming link-detached and the loss of separation. They have raised concerns over noise and noise transference from the application site to their adjoining ground floor lounge area. Currently, the properties remain physically separate, and somewhat acoustically separate bar any residual noise accountable from the use of the garage. Additionally, No.14 have voiced concerns over the aesthetics of the proposed works, with the height and roof form of the rear extension considered to be unnecessarily high and visually dominant.

Careful consideration has been afforded to any potential impact that the proposed works may have to the residential amenity to No.14. This dwelling is located to the north of the application site, and the existing garage attached to the host dwelling adjoins the side wall of this neighbouring property. The proposal would alter this relationship through the conversion of part of the garage to a study and the introduction of a rear extension, resulting in a link-detached arrangement. Concerns have been raised by the occupiers of No.14 regarding potential noise transmission and the loss of separation between the properties.

These concerns are acknowledged. However, the use of the converted space as a study is considered to be relatively low intensity and unlikely to give rise to materially greater levels of noise than would typically be associated with residential occupation. The insertion of internal partitioning within the garage, including the separation of the study from the retained garage space and the extension, would provide additional buffering and assist in limiting noise transmission.

Having regard to the nature of the proposed use and the internal configuration of the development, it is not considered that the proposal would result in unacceptable harm to the residential amenity of the occupiers of No.14.

Notwithstanding the above assessment in respect of neighbouring amenity, the proposed conversion would be subject to Building Regulations. These include requirements relating to sound insulation between adjoining properties, which would ensure that the relevant separating walls are upgraded to meet appropriate acoustic standards.

The overall built form of the rear extension would not be in closer proximity to the site boundary with No.14 than the current arrangement. Concerns have been raised regarding the roof height of the extension. It is noted that the rear roof would feature a rear pitched roof, however the ridge of this roof would be some 9.5m from the boundary with No.14. On this basis it is not considered that the roof pitch and height would give rise to an unacceptable sense of dominance or sense of enclosure, particularly with the existing garage acting as a physical and visual buffer to the rear extension. The ridge of the extension would be overall lower than the existing garage roof, although it is acknowledged that the side profile of the pitched roof would be visible to No.14 given the flat roof section to the rear of the garden.

The current positioning of the rear extension is not considered to result in a loss of light or loss of privacy, given that the side elevation nearest No.14 would be built flush with the existing garage rear projection. Whilst an integrated roof light is proposed within the roof slopes, the height, positioning and angled design of the rooflights would primarily allow light into the space without facilitating direct views across to No.14.

No.14 Bouverie Park

Application Site



No.16

No. 16 is positioned to the rear (west) of the application site. The rear elevation of No.16 is c21m from the rear elevation of the application site, with an intervening boundary. No.16 benefits from a modest rear garden and whilst views of the proposed extension would be possible, the current stone boundary wall and established planting to the shared boundary would help to mitigate against any unacceptable visual impact arising from the development. The overall height and scale of the extension is largely restricted due to its single storey built form, thereby mitigating against any unacceptable or increased overlooking towards No.16.

No's 10, 11 & 12

No's 10, 11 and 12 are also situated within the courtyard arrangement within which the application site is located. The only element of the proposed works that would be prominently visible to these properties would be the in-fill extension and garage conversion. Whilst it is proposed to remove one garage door and replace with a triple casement window, the current separation distances between the application site and No's 10-12 is considered sufficient to mitigate against any increased overlooking or loss of privacy, especially given that the built form is not proposed to be positioned in closer proximity to any of these properties.

Concerns have been raised by No.12, similar to those from No.14, regarding the proposed materials for the rear extension and the in-fill extension creating the link-detached arrangement. The link-detached appearance is acknowledged to introduce something new within the area, particularly when viewed from Nos.10-12. However, the overall scale and design of the in-fill extension and resulting appearance is not considered to give rise to unacceptable visual impact to these properties. The in-fill extension is relatively minor in terms of built form and massing, respecting the current roofscape of the garage and would present as a modest addition to the dwelling rather than a prominent feature to the frontage and is thereby not considered to give rise to any material impact to their outlook.

Additionally, as detailed throughout this report, it is encouraged that the Applicant is understanding of the concerns raised by neighbouring properties in relation to access and parking arrangements throughout the construction phase. Whilst a degree of disturbance is expected, the parking and access arrangements for the courtyard properties is required to be considered so as not to result in difficulties for the neighbouring properties to enter and exit their driveways or direct impact to the courtyard itself. Where possible, provisions should be taken to minimise any disruption to these properties.

Conclusion

Whilst the proposed works would result in a demonstrable increase in bulk and mass to the dwelling, the majority of the proposed works would be located to the rear of the property and concealed from public view within the streetscene. The rear extension is not proposed to be built in closer proximity to the surrounding boundaries, whilst any increase in fenestration is sufficiently distanced from neighbouring boundaries to avoid additional or direct overlooking and loss of privacy. Whilst the in-fill extension would result in a link-detached arrangement with No.14, the internal partition walls and proposed use as a study is not considered to give rise to unacceptable acoustic levels or transference of noise. Additionally, the overall built form of the rear extension is not considered to give rise to loss of light, overshadowing or overbearing effects.

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 rear extension and garage in-fill would not increase the number of bedrooms serving the property, however it would see the reduction in garage space for the off-road parking of vehicles as a result of the partial garage conversion. Currently, the double garage can accommodate 2 vehicles, with further off-road parking fronting the garage for at least 3 vehicles. No alterations are proposed to the existing car parking and access arrangements, with sufficient parking still available to serve the property despite the partial loss of garage parking.

However it is noted that concerns have been raised from neighbouring occupants regarding access arrangements to the property with regards to construction vehicles within the courtyard, and any possible resulting impacts this can have both on the physical road itself as well as creating difficulties for the other occupants regarding access and parking within the courtyard and wider area. Concerns have also been raised regarding the potential disruption

arising from construction activities, including the use of the shared access by contractors, delivery vehicles and associated works. Whilst these concerns are acknowledged, such impacts would be temporary in nature and are an inevitable consequence of carrying out development.

The planning system does not typically control the day-to-day management of construction works, nor the use of private access arrangements during the construction phase. These matters are more appropriately addressed through separate legislation, including environmental health controls where necessary.

As such, the concerns raised in relation to construction activity and associated disruption do not weigh against the proposal in the determination of this application. However, the Applicant is encouraged to discuss the matter of construction vehicle movements and parking directly with the neighbours predominantly within the courtyard who may be affected. Additionally, it is encouraged that the side gate to the rear of the property adjacent to the living room it utilised where possible for deliveries and moving of materials, to also help avoid any disruption to the access and parking arrangements of neighbouring properties.

Overall, 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), 61 and 64 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. In terms of footprint, the proposal comprises a modest rear ground floor extension and single storey in-fill extension within the residential curtilage of an existing dwelling and would not result in a significant increase in impermeable surfacing.

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.

Other issues

Title Deed to No 12

It is noted that a neighbouring party from No. 12 Bouverie Park holds title ownership of the courtyard area which provides shared access and parking for surrounding properties, which is also detailed within their submitted comments. The application site, as defined by the red line boundary, relates solely to the established residential curtilage of the dwelling and does not appear to include any land within the title deed.

The proposed development would not result in any physical encroachment or alteration to existing access or parking arrangements. Matters relating to land ownership, rights of access and covenants are private legal matters between the relevant parties and do not affect the planning merits of the proposal.

Fire Risk

Comments received from a neighbouring property have raised concerns about the potential implications to fire risk arising from the proposed link-detached arrangement. Whilst these concerns are fully understood, these matters are primarily controlled through Building Regulations, which set detailed requirements in respect of fire safety, including fire separation and construction standards.

As such, these considerations do not weigh against the proposal in the determination of this planning application.

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 development is considered acceptable in terms of the scale and design, and the proposed works are not considered to result in unacceptable visual impact to the main dwelling, its plot of the surrounding area.

Whilst the proposal would introduce a link-detached arrangement, this is not considered to appear visually incongruous within the vicinity or out of place within the established vernacular.

Furthermore, the proposed built form is not considered to result in an overdeveloped appearance, with the works considered proportionate and sympathetic, remaining subservient to the main building.

Whilst alternative materials are proposed to the rear extension, they are still considered in-keeping with the overarching character and appearance of the building and would not result in unacceptable visual impact.

Additionally, the proposal is not considered to result in an unacceptable loss of light or privacy to the neighbouring properties, maintaining the established spatial relationships and not resulting in overbearing effects. Lastly, the proposed loss of the garage is not considered detrimental to the existing parking and access arrangements, with sufficient parking available to serve the property.

The proposal is therefore considered to comply with the relevant policies of the Wiltshire Core Strategy, the Wiltshire Local Transport Plan and the relevant provisions within the National Planning Policy Framework.

As such, the application is recommended for approval, subject to the conditions set out below.

RECOMMENDATION: That Planning Permission be GRANTED subject to conditions.

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans and documents:

BBP/25/1300 – Proposed Site Plan received 17.04.26

BBP/25/1100 – Proposed Ground Floor Plan received 17.04.26

BBP/25/1200 – Proposed Elevations received 17.04.26

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

INFORMATIVE:

Building Regulations

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.