

APPLICATION FOR HOUSEHOLDER PLANNING PERMISSION DELEGATED REPORT

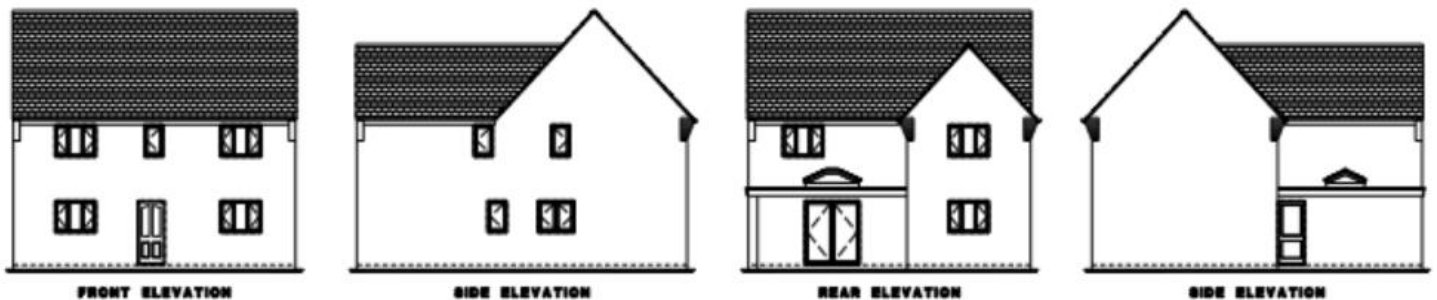
APPLICATION REFERENCE:	PL/2026/03909
APPLICATION TYPE:	Householder planning permission
SITE ADDRESS:	3 Dace Road, Calne, SN11 9QL
DEVELOPMENT DESCRIPTION:	Loft Conversion
RECOMMENDATION:	That Planning Permission be GRANTED

PROPOSAL

The proposal seeks planning permission for a proposed loft conversion. The application is submitted using “householder” application forms.

During the course of the application, an amended red line was received to address a small anomaly in relation to the garage and driveway adjacent to the dwelling.

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



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



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

The proposed loft conversion would enable the creation of a further bedroom, increasing the total number within the dwelling from 4 to 5, with an en-suite bathroom and additional storage space within the created floorspace. The loft conversion would be facilitated by the insertion of 2 pitched roof dormers on the rear roof slope, positioned marginally below the existing ridgeline of the dwelling and would be recessed from the side gable end of the building. Additionally, 3 rooflights are proposed to be positioned equidistantly across the roof to the principal front elevation.

In terms of finishing materials, the proposed dormers would be clad in composite timber with concrete tiles and UPVC fenestration to match the existing dwelling.

Permitted development rights have been removed for extensions and external alterations to any building forming part of the wider housing estate (condition 1 of reserved matters consent 02/01852/REM). For this reason, planning permission is required for the new dormer windows.

SITE DESCRIPTION/CONTEXT

The site known as 3 Dace Road is a modern, detached dwellinghouse located within a modern residential estate in Calne. The dwelling occupies a corner plot with a single garage recessed from the side elevation with vehicular parking fronting the garage on existing hardstanding. The property is constructed from reconstituted stone to the main building with a tiled roof and UPVC windows and doors. A single storey extension appears to have been added under planning permission N/07/01235/FUL.

No.3 is dual frontage to the road, with the rear elevation and garden facing onto a triple-bay open frontage garage structure and parking area serving other properties in the locality.

The surrounding area is characterised by detached and semi-detached dwellings of similar age and appearance, with a mixture of construction materials including stone and red brick, tiled roofs and UPVC windows and doors. Dormer windows and rooflights are features in the locality; being inserted into both front and rear roof slopes of various properties.

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

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

PLANNING HISTORY

Proposal / Summary
N/07/01235/FUL - Full planning permission Decision - Approve with Conditions Date: 27/7/2007 – Rear Conservatory

RELEVANT POLICIES AND GUIDANCE

Wiltshire Core Strategy (WCS)

- Core Policy 57: Ensuring High Quality Design and Place Shaping

Calne Community Neighbourhood Plan 2 2023-38

- Policy BE1: Design Principles for Local Distinctiveness

Wiltshire Design Guide

- Appendix D – Design Guidance for Householder extensions

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 Impact

CONSULTATION RESPONSES

Calne Town Council: No objection.

REPRESENTATIONS

The application was publicised by direct neighbour letter; however no representations have been received.

ASSESSMENT

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

"If regard is to be had to the development plan for the purposes of any determination to be made under the planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise."

In accordance with this statutory requirement, this application has been assessed against the relevant policies of the Development Plan, including the adopted Wiltshire Core Strategy (2015) and, where applicable, any made Neighbourhood Plans.

Design and appearance

Policy CP57 of the WCS seeks to ensure that all development proposals are of a high standard of design that responds positively to the local context and contributes to a sense of place. This includes consideration of layout, form, materials, scale, and relationship to the surroundings. Proposals should reinforce local distinctiveness, protect the character of settlements, and promote inclusive and attractive environments.

Policy BE1 of the Calne Community Neighbourhood Plan states that development should demonstrate good design which contributes to the conservation, enhancement and extension of positive and distinctive characteristics in the various character areas of the Plan area, with good design being important for all locations with the highest standards required for development in sensitive locations, including Conservation Areas and the settings of listed buildings.

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, whilst Section 12 of the NPPF expects a good standard of design.

The proposed loft conversion would be facilitated by the insertion of 3 rooflights to the front roof slope, with 2 dormer windows on the rear roof slope. Due to the settlement pattern within this part of Dace Road, the rear elevation of the property is partially visible from within the surrounding area due to its proximity to the street and the orientation of the building within the corner plot. However, views of the rear dormer windows may be partially concealed due to the positioning and built form of the rear two storey section of the building which intercepts vantage points to the entirety of the dormers.

Whilst the dormers would take up a large section of the rear roof slope, their height and positioning is not considered to overwhelm the rear façade. Whilst positioned close to the ridgeline of the main building, the dormers would respect the established roofline and would not exceed this height, however they would be stepped in from the side wall of the building which would help to soften their overall appearance when viewed in the context of the site. When viewed from the side of the dwelling, the dormers are of a fairly substantial depth in comparison to the existing gradient of the roof. However, it is not considered that they would appear bulky or overly prominent and would not overwhelm or dominate the rear façade. Furthermore, the proposed fenestration within the dormer windows would broadly align with the positioning of the first floor window beneath, with the dimensions of the physical window units being consistent with those evident throughout the property.

Additionally, whilst introducing timber cladding to the dormers would introduce a variant to the existing material palette of the dwelling, this finishing material is not considered to result in an incongruous or unsympathetic appearance amongst the backdrop of the main building and within the surrounding area.

Critically, both dormer windows and rooflights of the general type proposed can be seen in multiple neighbouring properties in and around Dace Road. The new insertions would not be novel features in the locality.

Therefore, and in light of the character of the locality where such features in the roof are reasonably commonplace, the design and appearance of proposed development would be in-keeping with the main dwelling and the surrounding area. Having regard to the above, the proposal complies with the design principles set out in Core Policy 57 of the Wiltshire Core Strategy, Policy BE1 of the Calne Community Neighbourhood Plan, Appendix D of the Wiltshire Design Guide and the relevant provisions within 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 closest proximity of the application site are Nos 6, 8, 10 and 12 Zander Road to the west and NW of the site. The property is also visible to further properties 12, 14, and 16 Dace Road to the south of the site. No.18 Dace Road also fronts the application site.

No 6, 8, 10 Zander Road

These properties are located to the west of the application site, thereby the outlook of the rear of the dwellings is in the direction towards the rear of the application site, albeit with an intervening garage block and parking area. The settlement pattern of these properties form a linear arrangement of dwellings on a corner plot and consequently, views of the proposed development from these properties would vary depending on their individual positions. However, there is a fairly substantial separation distance between the application site and No's 6-10, with an intervening garage block and parking area. Indeed, during the site visit, it was noted that there is an existing pitched roof garage building within the space between No's 6-10 and the application site, providing a form of physical and visual buffer to the dormer windows. Whilst its single storey scale would only partially screen the proposed rear dormers due to their greater height relative to the garage building, it nevertheless contributes to mitigating visual impacts and unacceptable overlooking from the new windows.

Nos. 6-10 are all two-storey dwellings. Although the proposed dormers would be located on the rear roof slope, they would be positioned within the principal roof plane of the dwelling, which is set back from the two storey rear projecting element. This siting reduces their visual

prominence when viewed from neighbouring properties and ensures they are not located in closer proximity to shared boundaries.

The spatial relationship between the application site and Nos. 6-10 is such that generous back-to-back separation distances are maintained. These distances are considered sufficient to mitigate against any resulting loss of light, overshadowing or overbearing impacts as well as any unacceptable losses of privacy. Whilst the dormers would introduce additional fenestration, one window would serve the stairwell leading to the second floor, whilst the adjacent window would be located within a recessed area. As a result, it is not considered likely that these windows would facilitate unacceptable overlooking or losses of privacy of neighbouring properties. Accordingly, the proposal would not give rise to an unacceptable level of overlooking or a material loss of privacy for adjacent occupiers.

12 Zander Road

No.12 is located to the NW of the application site with the associated rear garden and amenity area adjacent to the northern elevation of the application site. The garage serving the application site is located adjacent to the boundary with No.12. Whilst the existing ground floor garage is an intervening feature between the shared boundary, its overall height would not wholly conceal the dormer windows when viewed from the side profile from within the boundary of No.12. However, whilst it is acknowledged that the dormers would introduce additional bulk and mass at second floor level, by virtue of their positioning and projection from the roof slope, it is not considered that the dormers would result in unacceptable loss of light, overbearing effects or an undue sense of enclosure. The projection of the dormers is somewhat limited given the gradient of the roof slope, with their overall position being recessed from the end wall of the main building which helps to reduce their overall dominance when viewed from the rear of No.12. Also, due to the positioning of the main dwelling, the outlook from the associated fenestration within the dormers would in a westerly direction as opposed to directly overlooking No.12.

12, 14 and 16 Dace Road

No's 12, 14 and 16 Dace Road are positioned to the south of the application site and overlook the side elevation of the main building. It is also possible that there would be vantage points of the dormer windows from No's 12 and 14 given their positioning within the street and the ability to observe the rear elevation in varying degrees. However, the existing built form of the two storey rear projecting element to the application site may help to partially conceal visuals of the dormer windows given its overall height and positioning in relation to the roofslope. As previously, the outlook of the dormers would be in a westerly direction so it is considered that the proposed works would not result in unacceptable overlooking or loss of privacy to the occupants of Nos 12, 14 and 16.

18 Dace Road

No.18 is positioned directly in front of the principal elevation of the property, thereby whilst the dormers to the rear would be concealed from view, the proposed rooflights to the front roof slope would be visible. The rooflights would be set flush within the roof plane and would not create opportunities for direct views beyond those already available from existing windows at

lower levels. Due to their position and orientation within the roof slope, the rooflights are not considered to result in unacceptable overlooking or loss of privacy.

Conclusion

Overall, it is considered that the proposals would not result in unacceptable increased overlooking or overshadowing to neighbouring properties. The proposed built form and projection of the dormers is not considered to result in overbearing effects or an undue sense of enclosure, with the collective increased fenestration across the building not considered to result in unacceptable overlooking or loss of privacy to surrounding residential occupiers. 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 loft conversion would increase the total number of bedrooms within the property from 4 to 5, and to accord with the Wiltshire Local Transport Plan would need to demonstrate 3+ parking spaces on the site. When the site visit was conducted to the property, it was observed that the property does already benefit from a detached single garage recessed from the road and positioned adjacent to the side wall of the house, with hardstanding fronting the garage for at least 1 larger or 2 smaller sized vehicles.

The application does not propose any alterations to the proposed access or current parking arrangements. However it was observed on site that there is evident on-street parking occurring throughout the immediate vicinity and within the main residential development. This on-street parking can be utilised as a form of overspill parking; therefore the development could potentially lead to displaced parking within the wider area. However, throughout the application, no evidence has been provided thus far which would suggest that the current parking arrangements has resulted in any overspill, parking on the highway or potentially impacting highway safety, with no details leading to the assumption that the increase in bedroom provision would result in any altered arrangements than those currently presented.

It is acknowledged that parking spaces for 1 large vehicle or 2 smaller vehicles may be contrary to the minimum car parking standards within the Wiltshire Local Transport Plan, although the garage does also count towards parking provision. However, due to the absence of evidence to demonstrate unacceptable harm to highway safety, in these circumstances it is deemed that the proposed works are acceptable. The property is considered to be located in a sustainable location in proximity to Calne Town Centre itself, with a good level of transport

links and accessibility by foot or cycle to local services and the provision of local bus services within the locality.

Therefore, on this occasion it is considered that the proposal would not conflict with the aims and objectives of WCS Policies 57, 61 and 64 or the guidance held within the Wiltshire Local Transport Plan. Given the location of the application site, a degree of flexibility can be afforded to this site. As no unacceptable impact on highways safety has been demonstrated, there is no compelling argument to lead to the application being refused on highway grounds. Therefore on balance, the proposed development is not considered to result in any adverse impact on highway safety. 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.

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 not considered to result in unacceptable visual impact to the main dwelling, its setting or the wider surrounding area. The proposed dormers would be situated to the rear of the dwelling and whilst vantage points are possible from the street scene, their appearance on the rear roof slope is not considered incongruous or out of place. Given the limitations of the rear roof slope, the scale of the dormers is considered proportionate to the roofscape and would not overwhelm or dominate the rear façade. Additionally, the front rooflights are also considered acceptable within the context of the wider area and local vernacular where such features are already present.

Furthermore, the proposed development is not considered to result in unacceptable overlooking, loss of light or overshadowing effects to the neighbouring properties, nor is the development expected to result in adverse impacts to the currently parking and access arrangements. Therefore, the proposed works are considered to comply with WCS Core Policy 57, Policy BE1 of the Calne Community Neighbourhood Plan 2023-38, the Wiltshire Design Guide and the relevant provisions with the NPPF.

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:

26-114-4 – Proposed Floor Plans and Elevations received 22.06.26

26-114-1 Rev A – Location Plan and Proposed Block Plan received 05.08.26

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