

APPLICATION FOR HOUSEHOLDER PLANNING PERMISSION

OFFICER DELEGATED REPORT

APPLICATION REFERENCE:	PL/2026/04547
APPLICATION TYPE:	Householder planning permission
SITE ADDRESS:	30 Briars Close, Royal Wootton Bassett, Swindon, SN4 7HX
DESCRIPTION:	Convert existing attached car port to habitable room.
RECOMMENDATION:	APPROVE WITH CONDITIONS

PROPOSAL

The application seeks planning permission to convert an existing carport into a habitable room in the existing dwellinghouse. This is proposed through the erection of walls, insertion of fenestration and construction of a dual-pitched and flat roof to the north side of the dwellinghouse. This would facilitate an enlarged kitchen area.

SITE DESCRIPTION

The application site is a chalet bungalow-style dwellinghouse known as 30 Briars Close. It has walls of brick, a gabled tile roof, uPVC fenestration, an attached carport, front driveways and a rear garden. Its setting is characterised by the immediate suburban street scene. It is in the settlement boundary of Royal Wootton Bassett. Relevant designations and constraints include a public footpath (WBAS77), and it is located in Flood Zone 1, with no identified Surface water climate event risk.

PLANNING HISTORY

No planning history has been found at or nearby to the site that would materially affect consideration of the proposal.

RELEVANT POLICIES AND GUIDANCE

Wiltshire Core Strategy (WCS):

- Core Policy 57: Ensuring High Quality Design and Place Shaping (CP57)
- Core Policy 64: Demand Management (CP64)

Saved policies of the North Wiltshire Local Plan 2011 (NWLP)

Royal Wootton Bassett Neighbourhood Development Plan - Made 2018 (RWBNP):

- Policy 7: Design
- Policy 12: Road safety, traffic and transport
- Royal Wootton Bassett: Design Guidance and Codes, April 2023

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

National Design Guide (NDG)

Wiltshire Design Guide SPD (WDG):

- Appendix D – Design Guidance for Householder extensions

CONSULTATION RESPONSES

The following consultees and interested parties were invited to comment on the application:

Royal Wootton Bassett Town Council – No objection (24/08/2026).

Wiltshire Council's Highways Team – No objection (14/08/2026).

Wiltshire Council's Public Rights of Way Team – No responses received by close of consultation period or at the time of the case officer's recommendation.

REPRESENTATIONS

Immediate neighbouring dwellings were notified of the application, and a site notice was displayed on 6 August 2026. No letters of representation were made by members of the public.

ASSESSMENT

Section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 require that the determination of planning applications be made in accordance with the development plan unless material considerations indicate otherwise.

Design and local character and appearance

Core Policy 57 of the Wiltshire Core Strategy (WCS) requires all new development, including extensions and alterations to existing buildings, to meet a high standard of design by, among other things, ensuring a positive response to the features of the site itself and its landscape or townscape setting.

Policy 7 of the Royal Wootton Bassett Neighbourhood Plan (RWBNP) seeks to ensure the design of new development respects the character of the area.

Appendix D of the Wiltshire Design Guide (WDG) sets out expectations for delivering well-designed householder developments. The Royal Wootton Bassett: Design Guidance and Codes includes, among other things, similar design expectations for extensions and alterations to buildings.

DP3 and 4 of the NPPF sets out principles for achieving well-designed places and advises that substantial weight should be given to compliance with relevant development plan policies when assessing design quality.

The conversion of the car port would be carried out using forms, materials, and details that complement the architectural style of the existing building. Furthermore, it would read as a subservient supporting addition and would not disrupt the rhythm of the street scene provided by regular gaps between dwellinghouses as appreciated from, among other places, the nearby public footpath.

The development would not harm the character or appearance of the dwellinghouse or surrounding area. Subject to conditions to control delivery of the design to an acceptable standard, it would satisfy the expectations of adopted design guidance and the requirements of Policy 7 of the RWBNP and CP57 of the WCS.

The development plan remains broadly aligned with the national guidance at DP3 and 4 of the NPPF in so far as they relate to achieving well-designed places and assessing design quality. Material considerations would not, therefore, lead to different conclusion.

Residential amenity

Core Policy 57 (vii) of the WCS seeks to ensure that the design of new development has regard to the compatibility of adjoining buildings and uses, the impact on the amenities of existing occupants and that appropriate levels of amenity are achievable within the development itself.

Appendix D of the WDG expects a well-designed householder development to respect neighbouring properties by advising, amongst other things, that they should not be unduly overbearing or unduly obtrusive, and that windows should not directly overlook neighbouring properties.

DP3 and 4 of the NPPF sets out principles for achieving well-designed places, including liveability by ensuring their function well over the lifetime of the development. P3 advises that developments should be appropriate for their location taking into account likely effects on living conditions from air, noise and light pollution, among other things.

The closest neighbouring dwellings to the application site are 29 (east) and 31 (north) Briars Close and 21-23 Blackthorn Close (west). To south, the site borders a public green space.

The development would modestly increase the massing and bulk of the dwellinghouse, but it would not appear unduly overbearing or obtrusive for occupants of adjoining land.

Although No.31 has a first-floor window in proximity of the roof of the development, the outlook and natural light afforded to this room would not be adversely affected due to the single-storey scale of the development. Furthermore, for similar reasons, it would not materially harm the living conditions of a window in a similar location on the application site.

In terms of privacy and noise, the development would not cause overlooking nor significant adverse disruption to the enjoyment of adjoining land.

The development would not harm the living conditions enjoyed by occupants of the site itself or neighbouring land. Furthermore, it would satisfy the expectations of adopted design guidance and the aims of CP57 (vii) of the WCS.

The development plan remains broadly aligned with the national guidance at DP3 and 4 and P3 of the NPPF in so far as they relate to design and living conditions. Material considerations would not, therefore, lead to different conclusion.

Highway matters

Although the existing car port would be absorbed into the dwellinghouse, it is neither used for car parking nor of a size that meets adopted size standards to count as parking. There would also be no change in bedroom quantum.

There is sufficient space for sarked vehicles within the site curtilage, and Wiltshire Council's Highways Team raise no objection. The development would not harm highway safety.

Biodiversity Net Gain (BNG)

The development is exempt from the requirement to deliver 10% BNG, introduced by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021), and the decision notice shall include the relevant informative note.

PLANNING BALANCE AND CONCLUSION

The development would have acceptable effects in respect of matters of acknowledged importance to the public interest, subject to the recommended conditions. Furthermore, it would not conflict with the development plan, and other material considerations do not indicate that a decision should be made other than in accordance with the development plan. The statutory requirements have therefore been fulfilled, and the application should be supported.

RECOMMENDATION

That planning permission be GRANTED subject to the following conditions:

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:

Application Form. Materials. Received 20 July 2026.

Location plan. Received 20 July 2026.

Proposed Site Plan. Received 20 July 2026.

Existing and Proposed Plans & Elevations. 26/040. Received 20 July 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 used in the existing building unless otherwise stated on the approved plans.

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

Informatives to the applicant:

1. The applicant should note that no construction / demolition vehicle access may be taken along footpath WBAS77 without prior consultation with the Rights of way Countryside Access Officer (rightsofway@wiltshire.gov.uk). Where appropriate any safety/mitigation/reinstatement measures must be approved by the CAO. It is an offence under section 131A of the Highways Act 1980 to disturb the surface of a public right of way without lawful authority to do so. The Highway Authority have the power to take enforcement action as necessary.

The applicant should also note that it is a criminal offence to obstruct a public right of way under section 137 of the highways Act 1980 therefore no materials, plant, temporary structures or excavations of any kind should be deposited / undertaken which obstruct or adversely affect the public right of way WBAS77 whilst development takes place, without prior consultation with, and the further permission of, the highways authority at Wiltshire council.