

APPLICATION FOR HOUSEHOLDER PLANNING PERMISSION DELEGATED REPORT

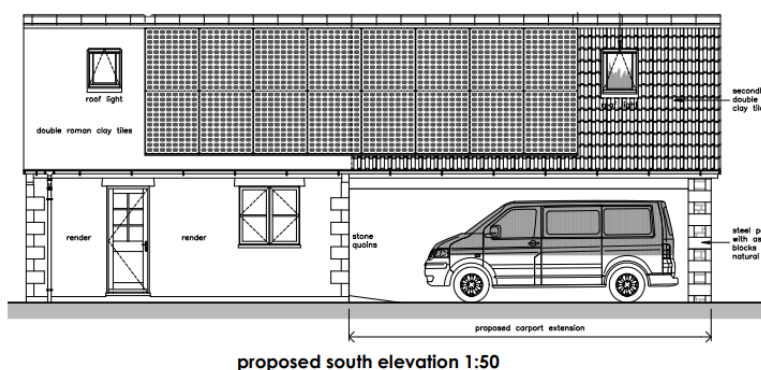
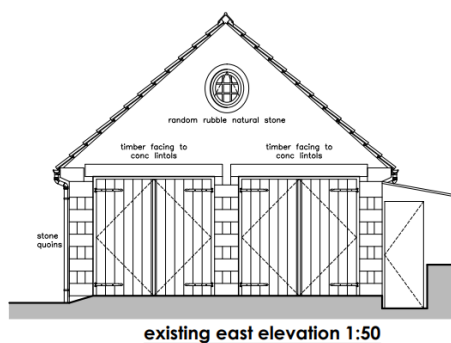
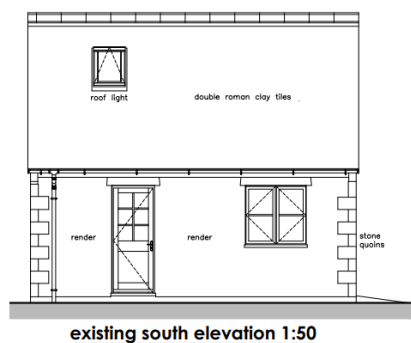
APPLICATION REFERENCE:	PL/2026/04756
APPLICATION TYPE:	Householder planning permission
SITE ADDRESS:	5 Travellers Rest, Bath Road, Corsham, SN13 0PP
DEVELOPMENT DESCRIPTION:	Extension To Existing Detached Garage To Form Carport & Roof Space Storage
RECOMMENDATION:	That Planning Permission be GRANTED

PROPOSAL

The proposal seeks planning permission for a proposed extension to an existing detached garage to form a carport with roof space storage above. The application is submitted using Householder application forms.

During the course of the application, revised existing and proposed floor plans were submitted to confirm how the upper floor is currently accessed, and confirming how the new storage area above the carport will also be accessed.

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



The proposed carport would physically adjoin the existing garage, and would take the form of an open sided structure to enable covered parking for 2 vehicles. The carport would align with the existing side walls of the garage and would project forward of the established end wall whilst still remaining fully within the residential curtilage, remaining recessed from the main entrance gates. The upper section to the carport would be accessed via a ceiling hatch with loft ladder and would be utilised for additional storage space which would adjoin the existing office space above the existing garage.

The construction of the carport would be supported by steel posts which would be clad with ashlar blocks and natural stone, with the upper gable-end style section finished in shiplap weatherboarding. The roof would be finished in second hand double roman clay tiles to match the existing garage, with the insertion of a single rooflight to the south elevation and two rooflights proposed to the north elevation. A single casement window is proposed to the upper floor above the carport to light the storage space.

Whilst not expressly included within the description of development, a solar array is proposed to the south elevation. Whilst not spanning across the entire roof slope, the array would be flush fitting and positioned centrally between the existing and proposed rooflights on the roof plane and would adjoin the existing panels already in situ on the garage roof.

SITE DESCRIPTION/CONTEXT

The site known as 5 Travellers Rest is a semi-detached two storey dwellinghouse, situated on Guyers Lane off of Bath Road in Corsham. The property is situated along Guyers Lane itself, with the remainder of the massing to the building situated to the rear of the building and forming a linear arrangement. The property has been subject to previous alterations and extensions, most notably rear single storey and two storey extensions which contributes to the varied built form displayed today. The existing garage is a free-standing structure situated to the north of the building, whilst the remainder of the plot includes a generous rear garden, off-road parking fronting the existing garage for numerous cars and views of open countryside to the north and east. The main building is constructed from natural stone with double roman clay roof tiles, whilst the existing garage is finished in cream render with matching roof tiles to the main building. The small cluster of buildings in immediate proximity to the application site are of similar age and construction, finished in natural stone whilst the local vernacular displays a variety of built form including single and two storey dwellings finished in stone and Cotswold stone.



Google Streetview Image July 2024



Front Façade of Existing Garage (Case Officer Site Photo)

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

- Countryside Character Area – Cotswolds
- Groundwater Emergence – Negligible risk from groundwater flooding due to the nature of the local geological deposits.
- Historic Building Site and Monument Record - Underground Bunker at Corsham
- Archaeology Monument Lines - Stone Quarry Tunnel, Corsham
- Bat SAC zones of impact

PLANNING HISTORY

Proposal / Summary

N/88/03351/FUL – Extension to dwelling – REFUSED 09.01.89

N/10/01889/FUL – Single storey rear extension – APPROVED 03.08.10

N/95/00518/S73 – First floor extension to rear (retrospective) and extension (retrospective) – APPROVED 02.05.95

N/00/01375/FUL – Extensions to form kitchen, utility, WC, bedroom, bathroom, attic room and double garage – APPROVED 04.08.00

RELEVANT POLICIES AND GUIDANCE

Wiltshire Core Strategy:

- Core Policy 11: Spatial Strategy for the Corsham Community Area
- Core Policy 41: Sustainable Construction and Low Carbon Energy
- Core Policy 57: Ensuring High Quality Design and Place Shaping
- Core Policy 50: Biodiversity and Geodiversity
- Core Policy 61: Transport and New Development
- Core Policy 64: Demand Management

Corsham Neighbourhood Plan:

- Policy CNP ED1: Proposals should take into account the Corsham Design Guide
- Policy CNP E2: Achievement of sustainable development
- Policy CNP HE1: Good quality design

Corsham Design Guide:

- Section 3.2.1 – Good Design
- Section 3.2.2 – General Design Principles

Corsham Batscape Strategy

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

The National Planning Policy Framework (NPPF):

- Policy DP3: Key Principles for Well-Designed Places
- Policy DP4: The Design Process
- Policy P3: Living Conditions and Pollution
- Policy L2(d)(ii): Making Effective use of Land

The Planning Practice Guidance

ISSUES

- Design and Impact upon the character and context of the area
- Highways and Parking Impact
- Residential Amenity
- Bat SAC Zone of Impact
- Climate Change

CONSULTATION RESPONSES

Corsham Town Council: Object –

Object to the application on the grounds that the proposed shiplap weatherboarding is not in keeping with the local vernacular and would be out of character with the surrounding area.

Wiltshire Council Highways: No objection –

There is not quite enough space between the end of the car port and the open gate to allow for a car to reverse easily in and out. Preferably we would like to see 5.5m. However, with the gate closed it is likely that a vehicle should be able to exit and turn to allow egress in a forward manner. This is possible due to it being a car port which allows for a bit more freedom of movement, as such the structure should be conditioned to be a car port to prevent a door /gate being added in the future. As such , based on the information provided I am minded to raise no highway objection.

REPRESENTATIONS

The application was publicised by direct neighbour letter and the erection of a site notice at the application site, 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 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.

Policy CNP ED1 of the Corsham Neighbourhood Plan states that proposals for new development should take into account the Corsham Design Guide. Policy CNP E2 states that all new development should seek to contribute to the achievement of sustainable development, whilst policy CNP HE1 states that all new development within the Corsham Neighbourhood Plan Area must demonstrate good quality design, which means responding to and integrating with local surroundings and landscape context as well as the existing built environment.

The Corsham Design Guide gives guidance for buildings and building details, specifically to retain the existing character of historic buildings and features, building heights of 2 or 2 ½ storey are favoured, materials that are in-keeping with the area (including local limestone and rubblestone, and dark grey, brown or red stone roofing materials) and windows and door designs of similar proportions to existing. 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.

Policies DP3 and DP4 of the National Planning Policy Framework require development to achieve a high standard of design that responds positively to local character and context. In assessing design quality, regard should be had to matters including scale, siting, form, appearance, materials and the relationship of development to its surroundings.

The proposed extension to create the carport would remain wholly within the residential curtilage, despite its projection forward of the established end wall of the existing garage. Whilst demonstrably increasing bulk and mass, the proposed car port would remain an open sided structure and would not result in an especially bulky or incongruous appearance when viewed and considered within the context of the site. The height of the carport would align with the established ridgeline of the garage, as well as aligning with the end wall of the garage, thereby not diminishing the existing separation distance between the garage and main dwelling, avoiding a cramped or over developed appearance. It is considered that the bulk and mass resulting from the carport would remain proportionate to the existing built form and the land on which it would be erected, enabling the building as a whole to remain an ancillary structure within the curtilage and not resulting in an unduly dominant appearance.

The incorporation of the solar panels to the southern roof slope is not considered to result in an incongruous appearance. Whilst extensive, the array would not compete with the existing building and would be recessed from the end walls to be centrally positioned between the rooflights to the existing garage and carport. The panels would be fitted flush to the roof slope and sit alongside panels already in situ on the garage, thereby remaining low profile and relatively concealed when viewed in passing along Guyers Lane or from the open land to the north and east.

Construction Materials

In terms of construction materials, the use of natural stone to the supporting pillars is welcomed and would help the structure to integrate with the existing material palette displayed throughout the application site. However, the comments from Corsham Town Council regarding the use of shiplap weatherboarding to the east elevation are duly noted and fully understood. Owing to this objection, a site visit was conducted to the application site to view the main building and existing garage, and to assess the surrounding area and local vernacular. Indeed, the immediate surrounding area predominantly displays natural stone in terms of construction material with no examples of cladding within the very immediate vicinity. However, as explained to the Case Officer on site, the carport would not have the required strength and stability to be able to safely support the upper floor being finished in stone to replicate the front façade of the existing garage.

The Corsham Design Guide gives guidance on construction materials for new development within the town. The Guide states that in connection with buildings and building details that... *“In development areas outside the Conservation Areas, the use of contemporary, locally sourced, natural materials may be appropriate. Other building and cladding materials, such as timber, may be considered, if sustainable and high-quality design principles are followed and the proposals respect their surroundings”*.

This is further echoed within Section 3.2.2 General Design Principles (page 49), which also goes on to advise that *“...Use of materials should be considered carefully for each development, and take reference from both the local Corsham vernacular, and the immediate context of the development”* whilst also stating *“...The local material within Corsham is predominantly Cotswold limestone, in the form of rubble stone for informal/residential buildings/structures, dressed stone quoins, ashlar/dressed stone for formal buildings and stone roof tiles”*.

Section 3.2.1 Good Design states that *“...New development does not, however, have to reproduce every vernacular design element: simply copied or matched styles or features applied in a way not consistent with the overall style or in incorrect proportions with the rest of the building can sometimes look ‘not quite right’ or contrived. On the other hand, a contrast in the style of some features may work well, as long as other elements provide some form of uniformity as a whole. The extent by which the application of vernacular elements is important or even appropriate depends very much on the visual connections a new development has with its surroundings, i.e. how visible it will be within the context of other development and/or in the landscape. As such, it can be argued that where a development is secluded without*

many visual connections to neighbouring historic settlement or countryside, the vernacular is less important.”

It is fully acknowledged that the use of shiplap weatherboarding would indeed introduce a material which is divergent from the existing character and appearance of the garage, given that it is currently finished in cream render with stone to the existing front facade. However, the rear single storey extension to the main dwelling has been partially finished in timber and therefore the divergence from stone has already been introduced to the application site. The area proposed to be finished in weatherboarding would be limited given that it would only be applied to the upper section of the gable-end style section above the carport, thereby limiting its overall prominence. The structure as a whole would remain recessed from the main entrance to the property and would be wholly concealed from vantage points from the main road – Bath Road – due to its somewhat secluded position, the existing and surrounding built form and due to the east elevation of the carport only being visible when passing the site along Guyers Lane.

Therefore for these reasons, it is not considered that the introduction of weatherboarding would result in an unsympathetic appearance when viewed in the context of the site and surrounding area. It would be considered that whilst contrasting from the existing material palette to the garage building itself, the weatherboarding would still successfully integrate and align with the existing building and enable a degree of uniformity with the incorporation of the ashlar blocks and natural stone to the supporting pillars of the structure. Whilst the area to be finished in the weatherboarding is limited, it is still considered necessary to impose an informative which requires the timber to weather naturally to result in a more muted and consistent appearance over time which helps the development to integrate within its setting and to safeguard visual amenity.

Conclusion

By reason of its subordinate scale, design and functional relationship with the host structure, the carport would appear as a modest ancillary addition to the building and is not considered to result in an unduly visually prominent addition or detract from the character and appearance of the existing building and wider street scene. The carport would remain proportionate to the main structure and the area within which it would be located, avoiding a cramped or over-developed appearance. By remaining an open-sided structure, the carport would reduce its visual mass and perceived bulk when compared to a fully enclosed structure. The incorporation of stone and matching roof tiles to the main garage and dwelling would enable the structure to integrate with the existing built form and whilst divergent from the existing material palette, the degree of weatherboarding would be limited in scale and still considered to align with and remain sympathetic to the main dwelling and existing built form. Views of the proposed development would be limited given its location away from the main thoroughfare through Bath Road, thereby further reducing its visibility and prominence.

Having regard to the above, the proposal complies with the design principles set out in Core Policies 11 and 57 of the Wiltshire Core Strategy, policies CND ED1, E2 and HE1 of the Corsham Neighbourhood Plan, Appendix D of the Wiltshire Design Guide and the relevant provisions within the NPPF.

Highways Impact

Core Policy 57 (xiv) of the Wiltshire Core Strategy seeks to ensure that development must meet the requirements of Core Policy 61. This policy requires proposals to be capable of being served by safe access to the highway network. Core Policy 64 seeks to ensure compliance with parking standards set out in the Local Transport Plan.

The transport policies of the NPPF seek to ensure that development provides safe and suitable access for all users and that any impacts on highway safety are appropriately considered.

The proposed works would create a carport adjoining the existing garage to further enable covered off-road parking for vehicles. Currently, the existing garage features double timber doors to the front façade and it is proposed to retain the ground floor as a garage. The carport would still remain set back from the entrance gates to the property and no alterations are proposed to the existing access arrangements, whilst it is noted that the property presently features a modest open frontage to enable the parking and turning of vehicles within the curtilage.

Wiltshire Council Highways Officers were consulted on the proposed development, who commented to state that there is not quite enough space between the end of the car port and the open gate to allow for a car to reverse easily in and out as their preference is to see 5.5m. However, with the gate closed it is likely that a vehicle should be able to exit and turn to allow egress in a forward manner and this is possible due to it being a car port which allows and enables a bit more freedom of movement. They also state that a condition should be imposed to ensure that the structure remains a carport to prevent a door or gate being added in the future, with no highway objection raised.

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.

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.

Policy P3 of the National Planning Policy Framework requires development to be appropriate for its location, taking account of its likely effects on health, living conditions and the environment. In particular, Policy P3(2)(b) requires development to avoid giving rise to unacceptable impacts on the living conditions of neighbouring residents and occupiers. In assessing amenity impacts, regard should be had to matters including daylight and sunlight, outlook, privacy, overbearing impacts and other effects on residential amenity.

The property is semi-detached to 4 Travellers Rest, with 3 Travellers Rest located to the south.

The proposed carport would align with the existing ridgeline and side walls of the existing garage, thereby the existing separation distances would not be reduced to either No 3 or 4. The existing built form to the main dwelling would largely conceal vantage points to the carport extension, however partial glimpses of the roof may be possible given that the rear sections of the main building are of single storey form. A single roof light is proposed to the south facing roof slope, however this would serve the storage area directly above the carport and therefore the space would be used incidentally and would not be considered to exacerbate the existing potential for overlooking given that an established rooflight of the same proportion and height is already in situ on the garage roof.

The solar array to the south roof slope may be partially visible to the occupants of No's 3 and 4. The roof of the carport would align with the existing roof and would not increase in height, resulting in a singular and consistent ridge height. Given its restricted height, the inclusion of the solar panels would not be considered to result in unacceptable visual impact given that they would still remain partially concealed due to the existing built form.

Overall, the proposed development is not considered to result in unacceptable impact on the residential amenity of the adjacent and neighbouring properties, and would not result in increased overlooking, loss of light or overbearing effects. The proposal therefore accords with Core Policy 57 point vii in respect of safeguarding residential amenity, Appendix D of the Wiltshire Design Guide and the NPPF.

Bat SAC Zones of Impact

Core Policy 50 of the Wiltshire Core Strategy seeks to protect and enhance biodiversity and geodiversity, including through ensuring that development avoids harm to protected species and habitats.

Policy N2 of the NPPF seeks to conserve and enhance biodiversity and support nature recovery. Development proposals should minimise impacts on habitats and species and, where relevant, demonstrate that appropriate mitigation measures are secured where harm cannot be avoided.

The wider landscape surrounding Box and Corsham is of international importance for bats. Locally, their habitat is protected through a Bat Special Area of Conservation (SAC) which is focused around the Box mine complex, just outside of the Corsham Neighbourhood Plan boundary. It is known that essential foraging and commuting routes supporting this SAC extend for several kilometres outside the SAC boundary, including the entire Corsham Neighbourhood Plan area. This Batscape Strategy sets out to influence and enhance the sustainable development of Box and Corsham through protecting important bat habitats within the designated Neighbourhood Plan area.

Although the application site is located within the Bat SAC Zone of Impact, the nature, scale, and location of the proposed works are not considered to give rise to any adverse effects on bats or their associated ecological networks. The development relates solely to the creation of an adjoining carport to an existing garage and does not involve the removal of mature vegetation, trees, hedgerows or other landscape features that typically provide key foraging

or commuting habitat for SAC bat populations and the wider foraging resource and established commuting corridors within the surrounding landscape will remain unaffected.

There is no evidence of roosting potential within the parts of the building affected by the works, and no structural features suitable for bats will be disturbed, destroyed, or modified as part of the proposal. Therefore, given the limited and localised nature of the works, the absence of direct impacts on potential roost features and the retention of all external habitat features that support bat activity, the proposal is not considered likely to give rise to any significant effects on bats or the integrity of the SAC. Therefore, it is considered that the proposal will meet with the requirements of policy CP50 to the Wiltshire Core Strategy, the Bat Special Areas of Conservation (SAC) Planning Guidance for Wiltshire (September 2015) and relevant legislative duties.

Climate Change

WCS CP41, Policy 1 and Policy 2 are supportive of measures that align with a transition to net zero. As such these policies should help shape places in ways that contribute to radical reductions in greenhouse gas emissions and support renewable and low carbon energy.

The proposed solar panel array would support measures to achieve net zero carbon by providing infrastructure that makes a positive contribution to reducing greenhouse gas emissions in line with national and local sustainability objectives.

The proposed development would make a very modest contribution to net zero goals, but cumulatively with other similar development is critical to the transition to net zero over the coming decades. The proposals would align with development plan policies and the NPPF in making a positive contribution to the spatial planning objective in the development plan of addressing climate change.

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 and would not result in unacceptable visual impact. The development is proportionate to the existing built form and would not result in a cramped or overdeveloped appearance or layout. Whilst introducing weatherboarding to the external front façade, this alternative construction material is not considered to result in an unsympathetic or incongruous appearance given its limited nature and the location of the carport recessed within the plot, concealed from view from the main road. Furthermore, the proposed works are not considered to result in unacceptable impact on the residential amenity of adjoining and surrounding properties, nor would it result in adverse impact on highway safety. Lastly, the proposed works are not considered to impact

on the Bat SAC Zone of Impact and still contribute to the spatial planning objective in the development plan of addressing climate change.

The proposal is therefore considered to comply with the relevant policies of the Wiltshire Core Strategy, the Corsham Neighbourhood Plan, the Corsham and Wiltshire Design Guides, the Corsham Batscape Strategy and the relevant provisions within the National Planning Policy Framework.

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

RECOMMENDATION: That Planning Permission be GRANTED subject to conditions.

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

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

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

05 – Existing Site and Location Plans received 29.07.26
08 – Proposed Elevations and Sections received 29.07.26
09 – Proposed Street Scene received 29.07.26
10 – Proposed Site Plan received 29.07.26
01A – Existing Ground Floor Plan received 28.09.26
02A – Existing First Floor Plan and Section received 28.09.26
06A – Proposed Ground Floor Plan received 28.09.26
07A – Proposed First Floor Plan received 28.09.26

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

3. The car port hereby permitted shall be retained as an open-sided structure at all times and shall not be enclosed, either in whole or in part, by the installation of doors, gates or any other means of enclosure, unless otherwise agreed in writing by the Local Planning Authority

REASON: In the interests of highway safety

4. The timber shiplap weatherboarding should be left untreated, or finished only with a clear breathable treatment where necessary, to allow the timber to weather naturally over time to enable the development to integrate sympathetically within its surroundings and contribute positively to the visual amenity of the area.

REASON: In the interests of visual amenity.