

APPLICATION FOR HOUSEHOLDER PLANNING PERMISSION DELEGATED REPORT

APPLICATION REFERENCE:	PL/2025/08702
APPLICATION TYPE:	Householder planning permission
SITE ADDRESS:	33 WHEATFIELD AVENUE, CHIPPENHAM, SN14 0FX
DEVELOPMENT DESCRIPTION:	Conversion of existing garage into office and store
RECOMMENDATION:	That Planning Permission be GRANTED

PROPOSAL

The proposal seeks planning permission to convert the existing garage at 33 Wheatfield Avenue into an office and store. Externally the front elevation remains unchanged, a window and door are shown on the side elevation. Internally the rear half of the garage is to be converted to an office, served by the new window. The front half of the building will be utilised as storage, accessed by the existing garage door and a new pedestrian door. Access to the office is gained through the storage room.

SITE DESCRIPTION/CONTEXT

33 Wheatfield Avenue is a four bedroom, two storey detached dwelling located within the Hunters Moon development. It has a garage set back from the dwelling with space for three vehicles to be parked in front of it. The garage is “semi-detached” with the neighbouring garage, which belongs to No.33 Wheatfield Avenue to the east.

The rear garden slopes down to the parking area for Harvest Place to the north east and the rear gardens and garages of 29 and 27 Wheatfield Avenue.

The application site is not subject to any relevant heritage or ecological policy constraints:

PLANNING HISTORY

Proposal / Summary
ENQ/2025/01390 - PD Enquiries Decision - PD Rights Removed Date: 2/9/2025 – PERMITTED DEVELOPMENT RIGHTS CHECK ONLY
16/12493/FUL A hybrid planning application: An Outline Planning Application for the demolition of existing buildings & structures & mixed-use development comprising up to 450 dwellings, up to 2.41 ha of employment (B1, B2 & B8) development, public open space, landscaping, & all associated infrastructure works (with all matters reserved other than access); with a Full Planning Application for the first phase of the development comprising 140 dwellings, open space, 10 no. B1 employment units, drainage works including attenuation pond; & associated infrastructure. (All Matters Reserved Except Access) – approved with conditions 18 December 2017

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

Chippenham Neighbourhood Plan:

- Policy H2'

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

Wiltshire Local Transport Plan Cycling Strategy

Wiltshire Local Transport Plan Parking Strategy

The National Planning Policy Framework (NPPF)

The Planning Practice Guidance

National Design Guide

CONSULTATION RESPONSES

Chippenham Town Council: No objection

'The applicant was present at the meeting and stated that the reasons a similar planning application (PL/2025/06066) was objected to were not applicable to this application, as the conversion of half the garage would still allow for cycle storage/access and that the off-road parking spaces available would still comply with the requirements for a 4-bed property'.

REPRESENTATIONS

Cycle Chippenham: Comment

'As with all new developments, we presume that each plot on this development was subject to the residential cycle parking requirements set out in Wiltshire Council's LTP3 Cycling Strategy. In a property with a garage, it is typical for the garage to be the cycle parking facility.

If the cycle parking provision for this dwelling is indeed the garage, then converting the garage into an office and store may affect the dwelling's cycle parking provision. However, though it appears from the plans that the remaining 'store' area is of sufficient size for cycle storage, at around 3m x 3m, it is unclear whether the vehicle 'up and over' door onto the driveway from the store is remaining.

The vehicular door onto the driveway needs to remain to make it easy for current and future inhabitants of the house to get cycles to and from the store easily. If the 'up and over' door to the store is stopped up, it would be particularly difficult to manoeuvre a longer or wider cycle out into the garden, then through the side gate onto the driveway. This will make it less likely current and future residents will readily use cycles as a means of transport.

Requirement: *We are not opposed in principle to the conversion of the garage to be an office and store, given the store offers space for cycle storage. However, we feel it is essential that easy access of cycles to and from the store is provided as a condition of any planning permission.*

We would therefore ask that the 'up and over' door is retained for easy access of cycles to the store for current and future inhabitants.'

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

Core Policy 57 - Ensuring High Quality Design and Place Shaping of the Wiltshire Core Strategy seeks to ensure that all new development is of high design quality, reflecting local context, character, and distinctiveness.

In terms of design, the changes amount to a new side door and window of UPVC to match those seen on the host dwelling. The garage forms part of a matching pair, with only the front elevation readily visible from the public realm which is to remain unaltered. The alterations are minor and are considered to be in character with the wider estate.

Having regard to the above, the proposal complies with the design principles set out in Core Policy 57 of the Wiltshire Core Strategy and Appendix D of the Wiltshire Design Guide.

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 proposed development has been assessed in terms of its potential impact on the residential amenity of neighbouring properties, with particular regard to loss of light, overshadowing, loss of privacy, and overbearing effects.

The proposal would not extend the footprint or height of the garage beyond its existing limits and as such would not impact the amenity of neighbouring properties by overshadowing/loss of light or overbearing effects. Whilst new glazing is proposed, it is in the side elevation of the garage and will face into the applicant's garden.

The application is for householder planning permission for a store and home office. Use of this small section of garage as a home office is not considered to give rise to any amenity issues with local residents.

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 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 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.

Chapter 7 of the Wiltshire Local Transport Plan Parking Strategy sets out the Minimum residential parking standards as in table 7.1 below:

Table 7.1 Minimum parking standards (allocated parking)

Bedrooms	Minimum spaces
1	1 space
2 to 3	2 spaces
4+	3 spaces
Visitor parking	0.2 spaces per dwelling (unallocated)

The application confirms that No.33 Wheatfield Avenue is a 4-bed dwelling and as such 3 parking spaces must be provided on site. At present this is provided by the garage and three spaces in front of it. Plans show each space complies with accepted parking standards of 2.4m by 4.8m.

The loss of the garage as a parking space reduces the quantum of parking available to 3 spaces onsite which accords with minimum parking spaces as set out in the Parking Strategy above.

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.

Cycle Parking

Cycle Chippenham have commented that the loss of the garage may well equate to the loss of cycle parking spaces. Wiltshire Council's LTP3 Cycling Strategy suggests 3 covered cycle spaces are required for 4 bed dwellings – see extract from the Wiltshire Council Local Transport Plan 2011-2026 - Cycling Strategy p66, below:

Land Use	Area	Minimum Cycle Parking Standards
C3 Dwelling houses and flats	All areas	1 covered space per bedroom for up to 3 bedroom dwellings. 3 covered spaces per unit for 4 bedroom dwellings. 4 covered spaces per unit for 5 bedroom dwellings, (etc) + 1 visitor space per 20 bedrooms.
	Exceptions may be made for certain types of special needs housing. Housing for the active elderly should include cycle parking provision.	

Only part of the garage is to be converted and as such the resultant storage of approximately 3m x 3m is considered sufficient for 3 covered cycle spaces. Comments have been made that should the up and over door be removed or stopped up it would make the cycle storage difficult to access and suggest a condition requiring the front access to be retained.

In this instance plans demonstrate that the garage door is to be retained and side access to the storage area would ensure access remains. A condition requiring it to be retained is not considered reasonable or necessary in this instance.

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

The proposed development is considered to be acceptable in terms of its design, scale, and relationship with the surrounding area. It would not result in any unacceptable harm to the

character of the locality, the amenities of neighbouring occupiers, or the interests of highway safety, heritage, or ecology.

The proposal is therefore considered to comply with the relevant policies of the Wiltshire Core Strategy, the Wiltshire Local Plan, and 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:

Proposed site plan, ground floor plan, section and elevations;

Existing ground floor plan, section and elevations

Location plan

Received 31.10.25

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