

PLANNING STATEMENT

Proposed Development: Conversion of attached garage to ancillary residential accommodation

Site Address: 34 Wheatfield Avenue, Chippenham, Wiltshire for Mr Trevor Bramble.

1. Introduction & Site Context

1.1 This Planning Statement is submitted in support of a full planning application for the conversion of an attached single garage into ancillary residential accommodation at 34 Wheatfield Avenue.

1.2 The host property is a residential dwelling located within an established residential area. The site features a dedicated private driveway to the front/side of the attached garage capable of independently accommodating two (2) off-street car parking spaces outside the garage footprint.

1.3 The proposed conversion involves blocking up the existing front garage door opening using reconstructed stone to match the host property, ensuring a cohesive aesthetic with the street scene. Additionally, a pair of Patio doors and a window will be installed along the garden-facing side elevation wall of the garage, as shown on the accompanying submitted plans.

2. Proposed Development

2.1 The application seeks planning permission to convert the internal area of the existing attached garage to create additional high-quality, well insulated, habitable living space ancillary to the main residential home.

2.2 Key elements of the scheme include:

- **External Alterations (Front):** Removal of the up-and-over garage door and blocking up of the opening using matching reconstructed stone.
- **External Alterations (Side):** Installation of a pair of Patio doors and a window on the garden-facing side elevation wall, in accordance with the submitted plans.
- **Internal Conversion:** Reconfiguring the internal space into habitable room space to serve the growing needs of the household, lining the internal face of the existing garage with performance thermal insulation, as well as insulating the floor and roof in a similar manner.
- **Parking Provision:** Retention of two dedicated off-street tandem parking spaces on the driveway directly in front of the garage.
- **Cycle Storage:** Provision of secure, covered cycle storage within the private rear garden area.

3. Key Planning Considerations

Highway Safety & Parking Provision

- **Existing Provision:** The drive leading to the garage provides two clear, dedicated off-street vehicle parking spaces.
- **Impact on Traffic:** The conversion will not increase the overall bedroom count or intensity of the residential use, meaning it generates no additional traffic demand.
- **Overspill Assessment:** As demonstrated in similar residential appeal decisions (e.g., APP/Y3940/D/25/3374706), where on-site driveway parking for two cars is retained and no unacceptable stress or impact on highway safety is demonstrated, the loss of internal garage parking is acceptable. Modern domestic garages are frequently utilized for storage rather than vehicle parking; retaining two functional off-street spaces prevents overspill onto the public highway and maintains traffic flow safety.
- **Policy Compliance:** The scheme accords with local transport policies and Paragraph 116 of the National Planning Policy Framework (NPPF), which stipulates that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety.

Design & Impact on the Character of the Area

- The external modifications are minor, high quality, and sympathetic to the host dwelling.
- Utilizing matching reconstructed stone to wall up the existing garage door opening guarantees seamless visual integration with the front elevation and street scene.
- The insertion of Patio doors and a window on the garden-facing side elevation focuses new fenestration toward the private rear amenity space, preserving neighbour privacy while enhancing natural light into the new accommodation.

Sustainable Transport & Cycle Storage

- The site is situated within a sustainable residential location with good access to local pedestrian, cycling, and public transport links.
- To support sustainable transport alternatives, dedicated, safe, and covered cycle storage can be secured by condition within the rear garden.

4. Conclusion

4.1 The proposed conversion of the attached garage at 34 Wheatfield Avenue represents a minor, sympathetic alteration that provides upgraded residential accommodation without causing harm to the visual amenity of the area or highway safety.

4.2 The retention of two off-street parking spaces and high-quality design detailing—including matching reconstructed stone—ensures full compliance with relevant local and national planning policies. Accordingly, the applicant respectfully requests that planning permission be granted, subject to the following condition where considered necessary:

Cycle Parking Condition

The development hereby permitted shall not be first occupied until three secure, covered cycle parking spaces have been provided, with independent access available to each space. Thereafter, the cycle parking spaces shall be retained and kept available for the storage of bicycles only.