

PLANNING COMMITTEE – 27 APRIL 2017

PART 2

Report of the Head of Planning

PART 2

Applications for which **PERMISSION** is recommended

2.1 REFERENCE NO - 17/501100/FULL			
APPLICATION PROPOSAL Conversion of integral garage to habitable room with insertion of rooflights and alteration from garage door to fenestration.			
ADDRESS 43 Horselees Road Boughton Under Blean Kent ME13 9TE			
RECOMMENDATION - Approve			
SUMMARY OF REASONS FOR RECOMMENDATION The application would not harm residential or visual amenity			
REASON FOR REFERRAL TO COMMITTEE Parish Council objection			
WARD Boughton And Courtenay	PARISH/TOWN Dunkirk	COUNCIL	APPLICANT Mr Robert James AGENT Jason Davies Architectural Services
DECISION DUE DATE 04/05/17	PUBLICITY EXPIRY DATE 31/03/17		
RELEVANT PLANNING HISTORY (including appeals and relevant history on adjoining sites):			
App No	Proposal	Decision	Date
SW/08/0989	Demolition of existing property and erection of 8 new semi-detached dwellings, with integral garages and associated gardens and landscaping	Granted	05/02/2008
At 41A Horselees Road – attached to current application property			
16/500288/FULL	Conversion of existing integral garage to dining room	Granted	11/03/2016

1.0 DESCRIPTION OF SITE

- 1.01 43 Horselees Road is a three- bedroom brick built semi-detached dwelling with an integral garage located in the built up area boundary of Boughton. The property is one of a row of eight dwellings that were granted planning permission in 2008.
- 1.02 The property has access directly off Horselees Road by way of a driveway. There is now hardstanding to the full width of the property frontage (over 6m) providing off road parking for two cars. To the rear is private amenity space.

- 1.03 The area is characterised by residential properties, mainly detached and semi-detached dwellings with off-street parking and landscaped gardens to the front of properties. On the other side of the road, the properties are mainly terraced homes with small front gardens.
- 1.04 The original planning permission here contains a condition (6) that states that the areas shown as garages shall be kept available for such use and that no development should preclude vehicular access to the garages. The grounds for the condition were amenity and preventing on-street parking and inconvenience to road users. Hence this application to install a wall and window where the garage door currently stands is necessary.
- 1.05 The adjacent attached property 41A has converted its garage in almost precisely the same manner as is now proposed. That matter was considered and approved by Members in March 2016 when Dunkirk Parish Council opposed that application, including by them addressing Members at the Planning Committee meeting..

2.0 PROPOSAL

- 2.01 This application seeks permission for the conversion of the existing integral garage to a habitable room. The application allows the Council to consider the potential consequences (if any) of this conversion arising from any changes that have happened in the area since the permission was first granted.
- 2.02 The existing integral garage measures 2.6 metres wide x 5.5 metres in length. The external garage door would be removed and replaced with a new window constructed of brown UPVC. The external walls below the new window would be constructed of a brick plinth to match the existing brickwork. Two rooflights are proposed within the roofspace.
- 2.03 The proposed garage conversion would provide additional ground floor space in the kitchen to accommodate a dining room. An internal wall separating the kitchen and integral garage would be removed.
- 2.04 Two off-road parking spaces would remain in front of the garage. The area of hardstanding measures approximately 7.0m x 6.0m.

3.0 PLANNING CONSTRAINTS

None

4.0 POLICY AND OTHER CONSIDERATIONS

The National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)

Development Plan: Saved policies E1 (General Development Criteria) E19 (Design Criteria) E24 (Extensions & Alterations) and T3 (Vehicle Parking on New Developments) of the Swale Borough Local Plan 2008.

Supplementary Planning Documents (SPD): Supplementary Planning Guidance entitled “Designing an Extension – A Guide for Householders”. The Council’s SPD on extension and alterations explains that “Extensions or conversion of garages to extra accommodation, which reduce available parking space and increase parking on roads is not likely to be acceptable. Nor is the provision of all car parking in the front garden a

suitable alternative as the position is unlikely to be suitable for a garage and will create a poor appearance in the streetscene.”

5.0 LOCAL REPRESENTATIONS

None

6.0 CONSULTATIONS

- 6.01 Dunkirk Parish Council objects to the application, referring to the narrowness of Horselees Road caused by parked cars, concerns over visitor parking and stating:

“We do not wish to see the loss of any further off-road parking spaces within the parish.

The road is suitable for two car widths, but one of them is taken up with parked cars, day and night.

We have real concerns with the number of parked cars on Horselees Road. There are two spaces on the drive and we would also question where any visitors will park.

Driving in either direction you need to try and look about 200 metres to see oncoming cars. Someone needs to give way at either end of the parked cars as it is rarely possible to pull in and allow vehicles to pass.

It has been noted that cars pull on to the private driveways of the properties on the southern side of Horselees Road (including the application site) to allow vehicles to pass.

We have concerns that it is increasing difficult for emergency services vehicles to negotiate the streets within the parish.

We would recommend that they (particularly Kent Fire and Rescue) are consulted. A line needs to be drawn and we request that this application is refused.”

- 6.02 Kent Highways and Transportation have confirmed that the proposal did not warrant their involvement.

7.0 BACKGROUND PAPERS AND PLANS

- 7.01 Application papers and drawings referring to application reference 17/501100/FULL

8.0 APPRAISAL

- 8.01 The main considerations in the determination of this planning application concern the impact that the loss of the garage as a parking space would have upon the character and the appearance of the streetscene, and upon highway safety and convenience.

- 8.02 The proposed conversion would result in the loss of the property’s only single garage. The question then is what impact will that have on the streetscene and on parking provision at the property. Almost the entire frontage of the property is already hardsurfaced, whereas originally some soft landscaping was indicated, with one parking space in front of the garage. The condition therefore protected one of only two parking spaces then available to this property. However, the new enlarged hardstanding to the front now provides off-road parking for two cars which is what the

current parking standard for a three bedroom dwelling in a village location requires (see IGN3 from KCC). Parking spaces should normally be 2.5m wide, although between walls it is recommended by Kent Highways that this width should be enlarged to 2.7m. Here the area in front of the garage is 6.0m wide which more than complies with this guidance for two spaces. The approval of this application in the current circumstances (since the enlarged hardstanding and extra parking space has been created) is not now likely to result in any erosion of soft landscaping to the front of the property or impact on the streetscene, as can sometimes be the case with garage conversions. Therefore the proposal would not lead to new parking or visual amenity problems in the area as cars can already be expected to be parked across the entire frontage of the property on the existing hardstanding. As such, I see no prospect of the Council being able to defend a refusal of this application at appeal – past experience has made this clear.

- 8.03 The parking provision available to the applicants will be the same two spaces as originally anticipated, and there will be no additional on-street parking potential due to the driveway for the property being adequate for the parking needs of the property. Nor do I find that the conversion of this garage will negatively affect the streetscene as the property's entire frontage is already paved over and used for parking.
- 8.04 I do not consider that impact on the visibility along Horselees Road to be a sustainable reason for refusal of the application. Kent Highways are satisfied that there would be no resulting harm to highway safety and convenience.
- 8.05 The application does introduce a window facing the highway in place of the existing garage door. The size and design of this window is in keeping with the other front windows and as such, I consider that the proposal is acceptable in relation to its impact upon neighbouring amenities.

9.0 CONCLUSION

- 9.01 This application for the conversion of an existing integral garage to a habitable room is considered acceptable and I therefore recommend that permission be granted. I do not consider that there are grounds to refuse this application and that the Council's very recent approval of the same conversion on the adjacent attached house would make any refusal of permission here perverse and untenable.

10.0 RECOMMENDATION – GRANT Subject to the following conditions:

CONDITIONS

- (1) The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which permission is granted.

Reason: In pursuance of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

- (2) The materials and new window to be used in the construction of the external surfaces of the conversion hereby permitted shall match those on the existing building in terms of type, colour and texture.

Reason: In the interests of visual amenity

Council's approach to the application

In accordance with paragraphs 186 and 187 of the National Planning Policy Framework (NPPF), the Council takes a positive and proactive approach to development proposals focused on solutions. We work with applicants/agents in a positive and proactive manner by:

- Offering pre-application advice.
- Where possible, suggesting solutions to secure a successful outcome.
- As appropriate, updating applicants/agents of any issues that may arise in the processing of their application.

In this instance the application was acceptable as submitted and no further assistance was required

NB For full details of all papers submitted with this application please refer to the relevant Public Access pages on the council's website.

The conditions set out in the report may be subject to such reasonable change as is necessary to ensure accuracy and enforceability.