

2.4 REFERENCE NO - 16/500288/FULL			
APPLICATION PROPOSAL Conversion of existing integral garage to dining room			
ADDRESS Aylesbury Cottage 41A Horselees Road Boughton Under Blean Kent ME13 9TE			
RECOMMENDATION - APPROVE			
REASON FOR REFERRAL TO COMMITTEE Parish Council objection			
WARD Boughton & Courtenay	PARISH/TOWN COUNCIL Dunkirk	APPLICANT Mr G Blandford & Miss E Ward AGENT Jason Davies Architectural Services	
DECISION DUE DATE 11/03/16	PUBLICITY EXPIRY DATE 22/02/16		
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	05/02/08

1.0 DESCRIPTION OF SITE

- 1.01 Aylesbury Cottage 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 application site 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 contains a condition (number (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..

2.0 PROPOSAL

- 2.01 This application seeks permission for the conversion of the existing integral garage to a habitable room.

- 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.
- 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 6.6m x 6.4m.

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 history of the original planning application, to their original concerns over the sizes of the proposed garages as being too small, and stating;

“Currently all residents of this development park on the brick paved driveways and do not put their cars in their garages.

“The (sic) cannot park elsewhere as Horselees Rd is narrow and the other side is a continuous row of houses without garages where all residents car parking is, and has been for many years, on the road. Many modern vehicles cannot make use of any garage with a width of 2.6m; if the car can get in and out, the occupant cannot open the doors sufficiently to get in or out of the vehicle. KCC Highways considered 2.9m as the minimum in 2008. The inadequacies of the integral garages that were given consent is obvious to all who walk along Horselees Rod

“Whilst we have much sympathy with the residents of these properties we are concerned that once one conversion has been granted then most of the others in the development will make similar applications. The footprint of the houses is such that none can accommodate more than two normal vehicles on their driveways. Visitors and tradesmen already need to find spaces wherever they can.” Horselees Road is narrow and on the other side, all resident parking is on the street where properties do not have a garage.”

The Parish Council has sent its own photographs of the parking problems in the area.

7.0 BACKGROUND PAPERS AND PLANS

7.01 Application papers and drawings referring to application reference 16/500288/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 appearance of the streetscene.

8.02 The proposed conversion would result in the loss of one garage. The question then is what impact will that have on the streetscene and on parking provision at the property. The entire frontage of the property is now hardsurfaced, whereas originally some soft landscaping was indicated, with one parking space in front of the garage. The 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 6.6m wide which more than complies with this guidance. The approval of this application is not likely to result in any erosion of soft landscaping to the front of the property, as can sometimes be the case with garage conversions. Therefore I do not consider that the proposal would be likely 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.

8.03 The parking provision available to the applicants will be the same two spaces as originally approved, and I do not consider that it would result in 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 Although granting permission for this application could encourage others to do the same, I do not consider this to be a reason for refusal. Each application should be considered on its own merits.

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.

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.

Reasons: 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 brickwork 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.

Reasons: 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.