

APPLICATION: MA/09/0533 Date: 27 March 2009 Received: 6 April 2009
APPLICANT: Mr Julian Wilkinson
LOCATION: 34, EDELIN ROAD, BEARSTED, MAIDSTONE, KENT, ME14 4RD
PROPOSAL: Conversion of integral garage to living accommodation as shown on Drawing Nos 001, 004 and 005 and Design and Access statement received on 30 Mar 2009.
AGENDA DATE: 2nd July 2009
CASE OFFICER: Laura Gregory

The recommendation for this application is being reported to Committee for decision because:

- it is contrary to views expressed by the Parish Council

POLICIES

Maidstone Borough-Wide Local Plan 2000: T13
Kent & Medway Structure Plan 2006: SP1, TP19
South East Plan 2009: CC1, T4
Village Design Statement: N/A
Government Policy: PPS1, PPG13

HISTORY

None

REPRESENTATIONS

Councillor Horne – *“The applicants have moved into a new build house upon an estate which is just in the course of being fully sold. They were aware of the room design.*

This is a very tight development. Indeed MBC rejected the early planning application upon the basis that the density was too low. Crucially the development relies upon the existing cohesion for parking. Visitors will clearly add to the on street parking.

To preclude the on-site parking and add to the on street overspill cannot be an opportunity for improving the character and quality of the area and the way it functions.

In the circumstances, the present application should be accepted subject to the condition of providing an on-site parking bay"

Thurnham Parish Council – Wish to see the application REFUSED for the following reason

- The application refused because they consider the proposal to exacerbate the parking problems in the area

CONSIDERATIONS

The Site

The application site is located within the open-countryside and falls within the defined and a Special Landscape Area A residential plot, the property contains a modern two storey detached dwelling with front drive and rear garden, which is located at the end of a residential cul-de-sac built in the last five years. The development is on the site of the former Kent Frozen Foods Depot which, was granted planning consent under

The surrounding street is characterised by a mix of two, three and four bedroom dwellings of varied design. The larger houses have garages which are either integral, attached to on the side, or are located in a detached block to the rear. The street is wide with turning paces where the garages are located. All the dwellings have small front gardens with the larger houses, having driveways.

The Proposal

The current proposal seeks permission for the conversion of the existing garage into a habitable room, namely a living room. The development would result in the replacement of the existing garage door with a window and facing brickwork to match the existing building. Planning permission is required for the development as a condition was imposed on the original planning consent MA/01/1297 for the development of the property which restricts the use of the garage for the parking of vehicles only. This condition was imposed to avoid parking which is inconvenient to other road users and in the interests of road safety.

Planning Considerations

The main issue to consider with this application is the impact the loss that one parking space would have on the property and surrounding area in terms of highway safety. The road is an unadopted private street.

Thurnham Parish Council wish to see the application refused because they consider the proposal to exacerbate the parking problems in the area. With regard to the parish Council's comments the main issue is to assess whether the development is in

accordance with Development Plan policy. The problems experienced in the street with regard to inconsiderate parking are a matter that would need to be addressed between the residents themselves.

Under the Kent Vehicle Parking Standards 2003, for dwellings of three bedrooms or more, the maximum standard of off road parking required is two spaces. With the conversion of the garage, a parking space will be lost and only one off road space would remain on the driveway. However, the KVPS is designed to be used as part of a package of measures to promote sustainable transport choices. Although it states maximum number, there is no minimum standard. The site is located within the urban area, and is close to the public transport; the railway station is approximately 10-15 minute walk away and there is a bus route at the end of the cul-de-sac where it meets Ware Street. Bearing in mind that the Central Government advice contained within PPS1 and PPG13 is committed to the promotion of sustainable travel choices it is considered that the proposed development is in accordance within these objectives and is therefore acceptable.

The garage is presently used for storage and is not used for the parking of a car. Given that there will be no change in the present parking arrangements it is not considered that the present level of highways safety would be significantly reduced. It is not considered that a condition to provide an on-site parking bay is necessary given that a space is still provided on the driveway and that the site is located within a sustainable area located close to public transport. There is space on the road for a second car and the issue of visitor parking and the impact it may have on current street parking levels is an issue that would need to be addressed by the applicant's and their neighbours themselves.

Recommendation

In conclusion, it is considered that the proposal is in accordance with the provisions of the Development Plan. It is therefore recommended that the application be approved subject to following conditions.

RECOMMENDATION

GRANT [PLANNING PERMISSION] subject to the following conditions:

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

Reason: In accordance with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The materials to be used in the construction of the external surfaces of the building(s) hereby permitted shall match those used in the existing building;

Reason: To ensure a satisfactory appearance to the development and in accordance with policies H18 of the Maidstone Borough-Wide Local Plan 2000 and QL1 of the Kent and Medway Structure Plan 2006.

The proposed development, subject to the conditions stated, is considered to comply with the policies of the Development Plan (Maidstone Borough-Wide Local Plan 2000 and Kent and Medway Structure Plan 2006) and there are no overriding material considerations to indicate a refusal of planning consent.