

**East Malling &  
Larkfield**  
East Malling

**570621 158035 7 September 2009 TM/09/02253/FL**

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Proposal: Conversion of garage to habitable room  
Location: 48 Whiffen Walk East Malling West Malling Kent ME19 6TZ  
Applicant: Mr And Mrs Coles

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**1. Description:**

- 1.1 Planning permission is sought for the conversion of the existing double garage to use as a habitable room, the insertion of an internal stud wall and the insertion of new sliding doors in the south east elevation.
- 1.2 The garage door is to be retained although fixed shut.

**2. Reason for reporting to Committee:**

- 2.1 The application is being reported to Committee due to concern being raised by a Local Member regarding the impact of the garage conversion, as there is little on street parking available.

**3. The Site:**

- 3.1 The application site contains a two storey, L-shaped dwellinghouse, within a cluster of five detached dwellinghouses, accessed from the south side of Whiffen Walk, via an unadopted shared access. The neighbouring properties are also relatively spacious, detached dwellinghouses.
- 3.2 The host dwelling currently has a double garage with two off-street parking spaces to the front.
- 3.3 The application site falls within the Bradbourne Fields housing development, north of Bradbourne House, which was granted outline planning consent in 1995.

**4. Planning History:**

- 4.1 None relevant.

**5. Consultees:**

- 5.1 PC: No comments received.
- 5.2 KCC (Highways): No objections raised. The proposals result in the loss of two off street parking spaces. I would find this level of off street parking suitable in this location.
- 5.3 Private Reps: 4/0X/0R/0S. No representations received.

**6. Determining Issues:**

- 6.1 As the application site is within the urban confines of East Malling there is a presumption in favour of residential development, subject to this being appropriate to the scale and character of the settlement. Therefore, the proposals are acceptable in principle, subject to compliance with other relevant policies.
- 6.2 Policy CP24 of the Tonbridge and Malling Core Strategy requires good design and quality in new developments, and a respect for the site and its surroundings. Policy CC6 of the South East Plan requires that development respects and enhances the character and distinctiveness of settlements.
- 6.3 A key consideration in dealing with this application is the impact that the proposal will have on the host dwelling, highway safety and parking within the road, as it reduces the number of off-street parking spaces available to this dwelling.
- 6.4 As the proposals do not include the removal of the garage door, the front elevation of the garage will remain unaltered. The only external alteration is the insertion of doors in the rear wall of the garage, which is the south elevation. Therefore, it is not considered that the proposals will detrimentally affect the visual appearance of the application site.
- 6.5 As the proposals do not include any building works beside the insertion of doors in the rear elevation of the garage, it is not considered that the proposals will cause loss of daylight or sunlight to the neighbouring properties.
- 6.6 As the proposed doors are at ground floor level it is not considered that they will cause any overlooking onto neighbouring properties as the grounds of Bradbourne House are situated at the rear of the site.
- 6.7 The proposed plan shows that two off-street parking spaces will be retained at the front of the existing garage, and the applicant has submitted additional details advising that there is sufficient space available for the parking of a further vehicle, on an informal basis, in front of the two formal spaces. Members may be aware that the Planning and Transportation Advisory Board reviewed the current position regarding the application of vehicle parking standards, following the demise of KMSP, at its recent meeting on 18 November. As a result, it has been resolved that SPG4, as updated by Kent Design Interim Guidance Note 3 on Residential Parking, be adopted for development control purposes on an interim basis until standards can be prepared and adopted pursuant to MDE DPD policy SQ8.
- 6.8 Interim Guidance Note 3 requires the provision of two parking spaces for a four bedroom dwelling in a “suburban edge/village/rural” location, and this is the number of spaces that will be retained at this property following the proposed development. The spaces available are independently accessible. A key factor with IGN3 is that it has been prepared following an in-depth review of the ‘evidence base’ from recent developments and, most importantly, the results from

feedback on parking issues from the residents of some of the most recent developments across the County. It therefore represents the best and most up-to-date local assessment of appropriate parking provision, based on practical information.

6.9 The proposal therefore complies with the most recently adopted guidance, and KCC Highways has not raised any objections to the proposals, as it is considered that a suitable amount of off-street parking is retained at the site and that the proposals will not result in a hazard to road users.

6.10 I therefore recommend approval of the application.

## **7. Recommendation:**

7.1 This was approved in accordance with the following submitted details: Design and Access Statement dated 07.09.2009, Location Plan dated 07.09.2009, Existing Plans and Elevations dated 07.09.2009, Elevations dated 07.09.2009, Proposed Plans and Elevations dated 07.09.2009, Letter dated 21.10.2009, Details Interim Guidance Note 3 dated 21.10.2009, Email dated 23.10.2009, Photographs dated 23.10.2009, subject to:

### **Conditions / Reasons**

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

Reason: In pursuance of Section 91 of the Town and Country Planning Act 1990.

2. All materials used externally shall accord with the approved plans, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development does not harm the character and appearance of the existing building or visual amenity of the locality.

3. The parking area shown on the submitted plan shall be kept available at all times for the parking of private motor vehicles.

Reason: Development without provision of adequate accommodation for the parking of vehicles is likely to lead to hazardous on-street parking.

Contact: Vicky Bedford