



**REPORT of  
DIRECTOR OF STRATEGY, PERFORMANCE AND GOVERNANCE**

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to  
**NORTH WESTERN AREA PLANNING COMMITTEE  
4 MARCH 2019**

<b>Application Number</b>	<b>HOUSE/MAL/18/01421</b>
<b>Location</b>	16 St Stephens Road, Cold Norton
<b>Proposal</b>	First floor extension over garage, single storey front extension, a pitched link roof between new and existing gable roofs and enclosing existing front porch.
<b>Applicant</b>	Mr & Mrs J Hasler
<b>Agent</b>	Terence Wynn
<b>Target Decision Date</b>	18/02/2019
<b>Case Officer</b>	Emma Worby
<b>Parish</b>	<b>COLD NORTON</b>
<b>Reason for Referral to the Committee / Council</b>	Member Call In: by Councillor Miss S White Reason: public interest

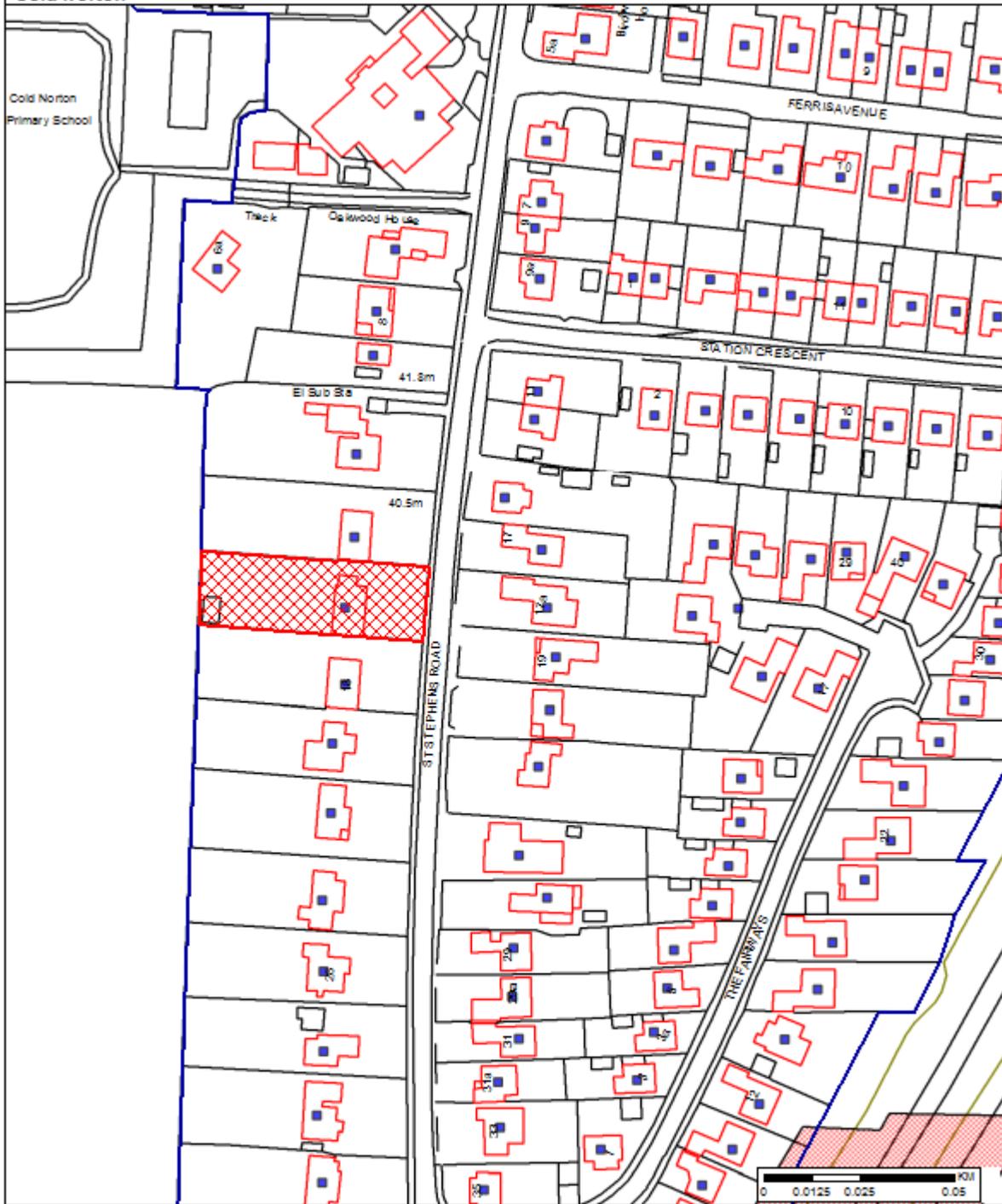
1. **RECOMMENDATION**

**APPROVE** subject to the conditions (as detailed in Section 8 of this report).

2. **SITE MAP**

Please see overleaf.

**16 St Stephens Road**  
Cold Norton



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	<p>www.maldon.gov.uk</p>	<p>Organisation: Maldon District Council</p>
	<p>Department: Department</p>	<p>Comments: EW</p>
	<p>Date: 13/02/2019</p>	<p>MSA Number: 100018558</p>

### **3. SUMMARY**

#### **3.1 Proposal / brief overview, including any relevant background information**

- 3.1.1 The application site is located on the western side of St Stephens Road within the settlement boundary of Cold Norton. The site is occupied by a two storey, detached dwellinghouse with an integral garage to the south and an outbuilding in the rear garden. This type of property is part of a group of three similarly designed dwellinghouses on St Stephens Road with a lower eaves height to the south.
- 3.1.2 Planning permission is sought for a first floor extension over the existing integral garage and a first floor link with a pitched roof between the two gable projections. The proposal also includes a single storey front extension and the proposed enclosure of the existing porch on the front elevation. The development would result in the loss of the integral garage, a reconfiguration of the ground floor and two additional bathrooms, two dressing rooms and a covered terrace on the first floor.
- 3.1.3 The southernmost part of the first-floor extension would have a minimum eaves height of 5.33 metres, a ridge height of 6.6 metres, a depth of 9.6 metres and a width of 5.2 metres. The first floor link would have an eaves height of 5.3 metres, a ridge height of 6.6 metres and a width between the two first floor sections of 3 metres.
- 3.1.4 The single storey extension on the front elevation would have a depth of 1 metre, a width of 5.18 metres, an eaves height of 2.5 metres and a maximum height of 3.2 metres. The enclosure of the current porch, on the existing single storey side projection, would be 0.8 metres in depth and 2.2 metres in width.
- 3.1.5 The development would be finished with a smooth render walls and boarding on the central section of the front elevation and the existing single storey side projection. The extension would have concrete roof tiles and grey uPVC windows and doors.

#### **3.2 Conclusion**

- 3.2.1 It is considered that the proposed extension, by reason of its scale and design would not harm the appearance or character of the locality and, due to its relationship with the adjoining properties, the proposed development is not considered to result in any undue harm by way of overlooking or loss of amenity. In addition, the proposed development does not detrimentally impact on the provision of amenity space and car parking provision. It is considered that previous objections raised in relation to application HOUSE/MAL/18/00483 have been addressed. It is therefore considered that the proposed development is in accordance with policies D1, S1 and H4 of the approved LDP.

### **4. MAIN RELEVANT POLICIES**

Members' attention is drawn to the list of background papers attached to the agenda.

#### **4.1 National Planning Policy Framework 2018 including paragraphs:**

- 7 Sustainable development
- 8 Three objectives of sustainable development
- 10-12 Presumption in favour of sustainable development
- 38 Decision-making
- 47-50 Determining applications
- 117-118 Making effective use of land
- 124-132 Achieving well-designed places

**4.2 Maldon District Local Development Plan 2014 – 2029 approved by the Secretary of State:**

- S1 Sustainable Development
- S8 Settlement Boundaries and the Countryside
- D1 Design Quality and Built Environment
- H4 Effective Use of Land
- T1 Sustainable Transport
- T2 Accessibility

**4.3 Relevant Planning Guidance / Documents:**

- National Planning Policy Framework (NPPF)
- Essex Design Guide
- Maldon District Design Guide (MDDG)
- Car Parking Standards

**5. MAIN CONSIDERATIONS**

**5.1 Principle of Development**

5.1.1 The principle of extending an existing dwellinghouse and of providing facilities in association with residential accommodation is considered acceptable in line with policies S1 and H4 of the approved LDP.

**5.2 Design and Impact on the Character of the Area**

5.2.1 The planning system promotes high quality development through good inclusive design and layout, and the creation of safe, sustainable, liveable and mixed communities. Good design should be indivisible from good planning. Recognised principles of good design seek to create a high quality built environment for all types of development.

5.2.2 It should be noted that good design is fundamental to high quality new development and its importance is reflected in the NPPF. The NPPF states that:

*“The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”.*

*“Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the*

*way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents”.*

- 5.2.3 The basis of policy D1 of the approved LDP seeks to ensure that all development will respect and enhance the character and local context and make a positive contribution in terms of:-
- a) Architectural style, use of materials, detailed design features and construction methods. Innovative design and construction solutions will be considered where appropriate;
  - b) Height, size, scale, form, massing and proportion;
  - c) Landscape setting, townscape setting and skylines;
  - d) Layout, orientation, and density;
  - e) Historic environment particularly in relation to designated and non-designated heritage assets;
  - f) Natural environment particularly in relation to designated and non-designated sites of biodiversity / geodiversity value; and
  - g) Energy and resource efficiency.
- 5.2.4 Similar support for high quality design and the appropriate layout, scale and detailing of development is found within the MDDG (2017).
- 5.2.5 The proposed development would significantly change the front elevation of the existing dwellinghouse and therefore it would have a significant impact on the streetscene and the character of the area.
- 5.2.6 It would also change the style of the property considerably and disrupt the matching appearance of the three properties, No.14, No.16 and No.18 St Stephens Road. However, in a recent appeal decision (Ref. APP/X1545/D/18/3206546) for a similar proposed development at the application site (HOUSE/MAL/18/00483), the inspector stated that ‘given this mixed streetscene, the principle of extending the dwelling is acceptable.’ Therefore, it is not considered that the disruption to the matching appearance of the three properties would justify a reason for refusal in this instance. Furthermore, a recent planning application for the extension of the dwelling at No.14 St Stephens Road has been approved and therefore, should these approved works be carried out, the properties would not remain similar in appearance.
- 5.2.7 The application site is large in size and, as the proposed development would not substantially increase the footprint of the dwelling, it is not considered that the extensions would result in a cramped form of development relative to the site.
- 5.2.8 The previous application (HOUSE/MAL/18/00483) was refused due to the proposed development creating an incongruous and disproportionate addition to the host dwelling which would result in a visually intrusive and over dominant feature within the site and locality and be out of keeping with the surrounding properties. From the previous application, the proposed gable has been reduced in height and width to match the dimensions of the existing gable on the front elevation. This has resulted in the width of the central section on the front elevation increasing from 2.4 metres to 3 metres. The single storey front extension has been amended to include a pitched roof with a depth of 1 metre and a width of 5.14 metres and boarding has been included on the central section of the front elevation.

- 5.2.9 It is considered that the changes to the width and height of the gable on the front elevation would reduce the visual impact of the proposed extension and would create a more symmetrical façade to the overall property. The scale and bulk of the proposed extension is still considered to be substantial and could not be considered a subservient addition to the property. However, due to the traditional form and appearance of the proposed extension, the resultant dwelling would not be considered to have a negative impact on the character of the area or the existing host dwelling.
- 5.2.10 The proposal includes a pitched roof single-storey front extension, however as this would only be 1 metre in depth, it is not considered to appear as a dominant addition to the front of the property and would not have a negative visual impact on the overall dwelling.
- 5.2.11 An existing open porch on the single storey side extension would be enclosed to create a slightly larger single storey side projection. However this is considered to be a minor part of the development and would not result in a reason for refusal.
- 5.2.12 The central use of the boarding on the front elevation would help to create a front elevation which is not one large continuous mass by adding detail to break up a large flat elevation.
- 5.2.13 Therefore, it is considered that the development, by reasons of its scale, design and appearance would not result in a demonstrable harm to the character and appearance of the existing dwelling and the locality in accordance with policies D1 and H4 of the LDP. Previous concerns in the application HOUSE/MAL/18/00483 have been sufficiently overcome.

### **5.3 Impact on Residential Amenity**

- 5.3.1 The basis of policy D1 of the approved LDP seeks to ensure that development will protect the amenity of its surrounding areas taking into account privacy, overlooking, outlook, noise, smell, light, visual impact, pollution, daylight and sunlight. This is supported by section C07 of the MDDG (2017).
- 5.3.2 The application site is bordered by two neighbouring properties, No. 14 St Stephens Road to the north and No. 18 St Stephens Road to the south. These two dwellings and the application dwelling form a set of three matching properties in design. There are no other residential properties to the rear of the site.
- 5.3.3 The elevation facing No.18 would not include any additional windows however the rear elevation does include a covered terrace. It is considered that due to the inset nature of the terrace within the building and its position that would not project beyond the rear elevation of the neighbour, it would not cause substantially further overlooking into the private amenity space of either neighbouring property than the existing windows on the rear elevation.
- 5.3.4 The proposed development would be located on the boundary shared with No.18 St Stephens Road and 3 metres from the dwellinghouse on this site. The eaves height of the part of the dwelling closest to No.18 would be increased by 3.3 metres. However, it is considered that the properties are separated by enough distance to ensure that the

proposed development does not result in an overbearing effect or a loss of light to the property to the south.

5.3.5 The first-floor extension would be over 11 metres from the boundary with No.14 St Stephens Road and no further windows are proposed for the side elevation facing this property. Therefore, it is considered that the proposed development would not affect the private amenity space of this neighbouring site.

5.3.6 Therefore, it is not considered that the development would represent an unneighbourly form of development or give rise to overlooking or overshadowing, in accordance with the stipulations of D1 of the LDP.

#### **5.4 Access, Parking and Highway Safety**

5.4.1 Policy T2 aims to create and maintain an accessible environment, requiring development proposals, inter alia, to provide sufficient parking facilities having regard to the Council's adopted parking standards. Similarly, policy D1 of the approved LDP seeks to include safe and secure vehicle and cycle parking having regard to the Council's adopted parking standards and maximise connectivity within the development and to the surrounding areas including the provision of high quality and safe pedestrian, cycle and, where appropriate, horse riding routes.

5.4.2 The Council's adopted Vehicle Parking Standards SPD contains the parking standards which are expressed as minimum standards. This takes into account Government guidance which recognises that car usage will not be reduced by arbitrarily restricting off street parking spaces. Therefore, whilst the Council maintains an emphasis of promoting sustainable modes of transport and widening the choice, it is recognised that the Maldon District is predominantly rural in nature and there is a higher than average car ownership. Therefore, the minimum parking standards seek to reduce the negative impact unplanned on-street parking can have on the townscape and safety and take into account the availability of public transport and residents' reliance on the car for accessing, employment, everyday services and leisure. The key objectives of the standards are to help create functional developments, whilst maximising opportunities for use of sustainable modes of transport. This will enable people to sustainably and easily carry out their daily travel requirements without an unacceptable detrimental impact on the local road network, or the visual appearance of the development, from excessive and inconsiderate on street parking.

5.4.3 The proposed development would not create any additional bedrooms and therefore there is no extra requirement for car parking provision. The proposal would result in the loss of two car parking spaces in the integral garage however it is considered that there is ample off road vehicle parking provision to the front of the dwelling. Therefore, there are no objections in terms of car parking.

#### **5.5 Private Amenity Space and Landscaping**

5.5.1 Policy D1 of the approved LDP requires all development to provide sufficient and usable private and public amenity spaces, green infrastructure and public open spaces. In addition, the adopted MDDG SPD advises a suitable garden size for each type of dwellinghouse, namely 100m<sup>2</sup> of private amenity space for dwellings with three or more bedrooms, 50m<sup>2</sup> for smaller dwellings and 25m<sup>2</sup> for flats.

5.5.2 The proposed development would not result in the loss of any private amenity space and therefore there is no objection to the proposal with regard to this aspect.

**6. ANY RELEVANT SITE HISTORY**

- **HOUSE/MAL/18/00172** – Proposed detached garage – Approved
- **HOUSE/MAL/18/00181** – First floor extension over garage and single storey front extension with enclosing of existing front door porch. Formation of linking pitched roof between new and existing roofs – Refused
- **HOUSE/MAL/18/00483** – First floor extension over garage, porch extension and other alterations – Refused and appeal dismissed.
- **HOUSE/MAL/18/00958** – Proposed detached garage – Approved

**7. CONSULTATIONS AND REPRESENTATIONS RECEIVED**

**7.1 Representations received from Parish / Town Councils**

<b>Name of Parish / Town Council</b>	<b>Comment</b>	<b>Officer Response</b>
Cold Norton Parish Council	No objections	Comments noted

**8. PROPOSED CONDITIONS**

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
**REASON:** To comply with Section 91(1) The Town & Country Planning Act 1990 (as amended).
- 2 The development hereby permitted shall be carried out in accordance with the following approved plans and documents: 1243/15.A.  
**REASON:** To ensure that the development is carried out in accordance with the details as approved.
- 3 The materials used in the construction of the proposed development hereby approved shall be as set out within the application form/plans hereby approved.  
**REASON:** In the interest of the character and appearance of the area in accordance with policy D1 of the approved Local Development Plan and guidance contained within the National Planning Policy Framework.