



**REPORT of  
DIRECTOR OF SERVICE DELIVERY**

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to  
**NORTH WESTEN AREA PLANNING COMMITTEE  
7 JULY 2022**

<b>Application Number</b>	<b>22/00536/HOUSE</b>
<b>Location</b>	Carr House, Carters Lane, Wickham Bishops, CM8 3LF
<b>Proposal</b>	Proposed two storey side extension, an adjoining double garage to the front with office space above and a new front porch design
<b>Applicant</b>	Mr Butler
<b>Agent</b>	Mr Dickens – Design Designed Ltd
<b>Target Decision Date</b>	15.07.2022
<b>Case Officer</b>	Jade Elles
<b>Parish</b>	<b>WICKHAM BISHOPS</b>
<b>Reason for Referral to the Committee / Council</b>	1 Member Call In by Councillor Simon J N Morgan for Policy D1

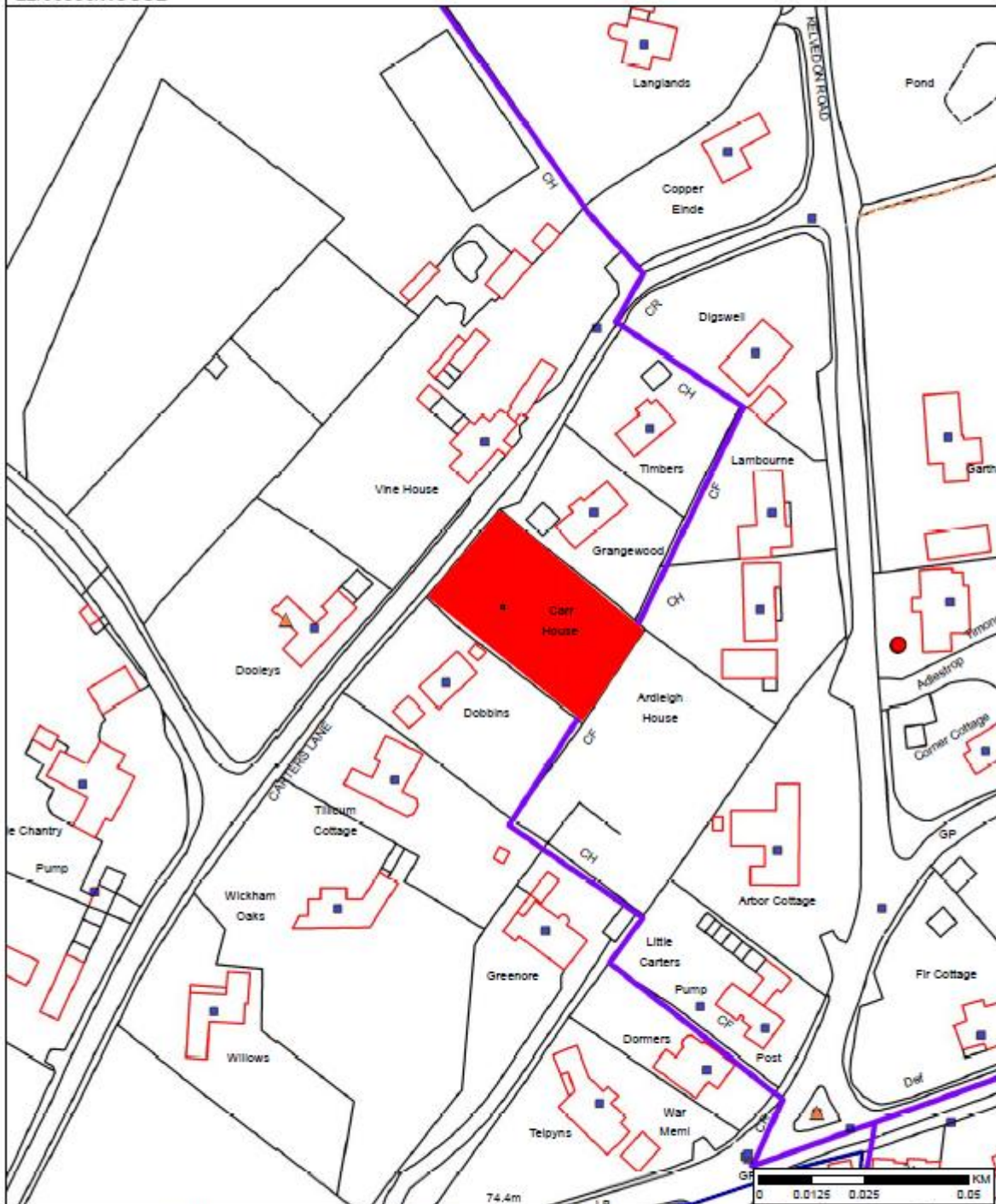
1. **RECOMMENDATION**

**REFUSE** subject to the reasons detailed in Section 8 of this report.

2. **SITE MAP**

Please see below.

**Carr House, Carters Lane, Wickham Bishops**  
22/00536/HOUSE



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Scale:	1:1,250
Organisation:	Maldon District Council
Department:	Department
Comments:	North West Committee Area
Date:	15/06/2022
MSA Number:	100018588

### **3. SUMMARY**

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

- 3.1.1 The application site is located on the eastern side of Carters Lane and sits outside a defined settlement boundary. The building on site is a two-storey detached dwelling and the surrounding area is residential with dwellings of varying designs.
- 3.1.2 Planning permission is sought for an adjoining garage to the front with office space above and a new porch design. Permission is also sought for a two storey side extension. The proposed development would create an L shaped dwelling house with the garage/office extension projecting beyond the front elevation of the main house.
- 3.1.3 The proposed garage and office space element would measure 9.3 metres beyond the front elevation, 6.4 metres in width, have a maximum height of 6.4 metres and an eaves height of 3.4 metres. The side of this extension facing north would have two garage doors, a single door on the ground floor level and three dormers on the first floor level. The materials would match the existing dwelling.
- 3.1.4 The proposed two storey side element would measure 8.2 metres beyond the side elevation, 9.2 metres in depth, have a maximum height of 8.5 metres and an eaves height of 5.1 metres. The south elevation on the ground floor level would be a new door and window constructed on the already existing ground floor level and to the west elevation on ground floor level the double doors would be moved to be more central with a window adjacent each side of the door. There would be three roof lights on the roof slope on the south elevation and two roof lights on the roof slope on the east side. The first floor south elevation would have two windows and the north elevation would have three windows. The materials would match the existing dwelling.
- 3.1.5 The new porch design would change from majority glazed to brickwork and would remain the same size, measuring 1.5 metres beyond the front elevation, 2.5 metres width, have a maximum height of 3.3 metres and an eaves height of 2.5 metres. There would be a door and a floor to ceiling window each side of the door on the front elevation and a floor to ceiling window on both sides of the porch.

#### **3.2 Conclusion**

- 3.2.1 It is considered that the proposed development, by reason of its location, scale and mass design would harm the appearance or character of the locality and dwelling, contrary to the relevant policies contained within the Local Development Plan (LDP).
- 3.2.2 The proposed development, due to its proximity to the boundary of the site, would result in an overbearing impact on the adjacent neighbouring property to the north (Grangewood). The proposal would therefore result in an unneighbourly form of development, which would have a detrimental impact on the residential amenity of the occupiers of this neighbouring property, contrary to the relevant policies contained within the 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 (NPPF) 2021, 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
  - 55 – 58 Planning conditions and obligations
  - 119 – 123 Making effective use of land
  - 124 – 136 Achieving well-designed places
- 4.2 Maldon District Local Development Plan (LDP) 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
- 4.3 Relevant Planning Guidance / Documents:**
- National Planning Policy Framework (NPPF)
  - Maldon District Design Guide SPD (MDDG) (2017)
  - Maldon District Vehicle Parking Standards SPD

## **5. MAIN CONSIDERATIONS**

### **5.1 Principle of Development**

- 5.1.1 The principle of extending and altering the 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. Similar support for high quality design and the appropriate layout, scale and detailing of development is required by Policy D1 and H4 of the LDP and is found within the MDDG (2017).
- 5.2.3 A successful development needs to integrate well with the existing streetscene. Visual cues such as rhythm, proportions and alignments taken from adjacent buildings should be used to inform the design of the development.
- 5.2.4 The existing house is an integral part of the street scene and is within a relatively defined building line. In this respect, the proposal would be clearly visible and have an impact on the street scene due to its proximity. It is noted the street scheme comprises a variety of detached dwellings, which have varying relationships to the street, with some, particularly on the opposite side of the road, being fairly close to the front boundary of their sites.

- 5.2.5 The two storey extension would follow the design cues of the main dwellinghouse. The 2 storey side extension effectively replaces the existing single-story side extension and would form a continuation of the ridge line of the existing building. The extension would not be a subservient addition to the main dwelling due to the ridge line of the proposed extension matching that of the host dwelling. Furthermore, the proposed design, due to the extent of the ridge and roof, gives the appearance of the building being stretched and consequently giving rise to an asymmetric and unbalanced appearance with little design relief to break up the massing or give a sense of cohesion to the design. The extensive roof, in addition to the 1 1/2 storey flank wall of the garage, which, given the proximity of the development to the highway, would have an overbearing impact on the street scene, particularly in comparison to its neighbours, and as such, appear out of character.
- 5.2.6 The proposed garage element of the development would provide for two cars and gym on ground floor level and a shower room, with a study on the first floor level. The garage is aligned perpendicular to the main building and would have three dormers facing within the site. It is noted the existing property does not have dormers, however, there are properties within the street which have similar style dormers, Dooleys and Vine House to name a few (and are located close to the site). The roof is designed with a partial hip and has a lower ridge height than the existing dwelling, resulting in a more subservient addition to the dwellinghouse than the proposed side element of the development. The location of the garage would be in close proximity to the highway and although there is currently high hedging on the boundary of the site, it is not guaranteed it would remain for the lifetime of the development. Other examples of garages either in front of the main house or located to the side of the property do not have the extent of projection and presence as would the proposed, given scale and design.
- 5.2.7 The proposed change of design to the existing porch would be more in keeping with the existing house, matching in materials and therefore no objections are raised in regard to the change of porch design.
- 5.2.8 The development overall would result in the dwelling appearing bulky and overly dominant within the streetscene, particularly given its forward projection as compared to its neighbours. It is noted there is hedging around the boundary of the site which offers some screening of the development proposed, however, the existence of hedging being able to obscure a development to some extent, cannot be used as a reason to justify a development which, taken by itself, gives rise to contextual harm by reason of scale, design and proximity. It clearly cannot be guaranteed the boundary treatments would remain for the lifetime of the development. If the hedging were to be removed by various factors, the proposed development, due to the scale and mass design would be highly visible from the streetscene. The proposal is therefore considered to have a detrimental impact on the character and appearance of the host dwelling and the streetscene and would therefore be contrary with Policies D1 and H4 of the LDP.

### **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 4 neighbouring properties. Of most concern is the relationship with Grangewood which lies to the north of Carr House in its northern

(side) boundary. There would be no impact on the amenities of the other three neighbouring properties.

- 5.3.3 The proposed garage element would be 0.3 metres from the boundary and 6.5 metres from the side wall of Grangewood to the north. The garage would have a high roof and be in close proximity to the neighbour's garage. Despite the presence of a window on the rear elevation of the garage to Grangewood, the building is a non-habitable structure and as such there would be no impacts on residential amenity due to overshadowing or overlooking. The proposed two storey side extension would be 3.8 metres from the boundary and 7.2 metres from the neighbouring property. Due to no additional windows being installed on the first floor and only rooflights towards this neighbouring property and no windows are on this side of the neighbour's dwelling, it is not considered to give any rise to overlooking or overshadowing to this neighbouring property. However, due to the close proximity to this neighbouring property the development, would have an overbearing impact upon this neighbour's outdoor amenity. The plan form of the area is one in which properties are situated in spacious plots and reasonably sized gaps in between plots. The development would reduce the gap which currently exists and bring substantial built form up to the boundary with Grangewood. In addition to providing an overbearing presence on the amenities of Grangewood, the development would be inconsistent with the pattern of development in the area.
- 5.3.4 Therefore, it is considered that the development would represent an unneighbourly form of development through having an overbearing impact upon the amenities of the neighbouring property to the north, contrary to Policy D1 of the LDP. In addition, the development, due to its close proximity to the neighbouring property would reduce the existing spacious gap which is characteristic of the plan form and layout of building plots in this rural area contrary to policies D1 and H4 of the LDP.

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

- 5.4.1 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.
- 5.4.2 The extension would reduce the hard standing to the front of the site and the integral garage would be converted into a reception area. However, a double garage is proposed as part of this development. The double garages internal dimensions would measure 5.7 metres in width and 5.8 metres in length. The Vehicle Parking Standards recommend a 2 car double garage to have internal dimensions measuring 3 metres in width and 7 metres in length and therefore, it would not comply with the internal dimensions in the Vehicle Parking Standards. Although the proposed double garage does not comply, the remaining hard standard has ample space for car parking with at least 4 cars being able to park within the site. Therefore, the development is in accordance with the Maldon District Parking Standards SPD and policy D1 of the LDP.

#### **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 bedrooms or more.
- 5.5.2 The proposed development would not be situated within the private amenity space and therefore, it would not result in the level of private amenity space being below the

minimum standard recommended in the MDDG SPD. Therefore, the proposal is in compliance with Policy D1 of the LDP.

## 6. **ANY RELEVANT SITE HISTORY**

Application Number	Description	Decision
MAR/16/65	Dwellings	Approved
<b>06/01224/FUL</b>	Single storey rear extension, dormers to front and rear, and first floor side extension	Approved
<b>14/00359/NMA</b>	Application for non-material amendment following grant of Planning Permission FUL/MAL/06/01224 (Single storey rear extension, dormers to front and rear, and first floor side extension) - Omit out of balance dormer window at rear, matching & larger rear doors/glazing to rear of orangery, internal revisions.	Approved

## 7. **CONSULTATIONS AND REPRESENTATIONS RECEIVED**

### 7.1 Representations received from Parish / Town Councils

Name of Parish / Town Council	Comment	Officer Response
Wickham Bishops Parish Council	Recommends refusal due to the size of the proposed two storey extension, incorporating the garage, to the front of the property and the extension being in close proximity to the carriageway of Carters Lane where there is no footpath. The height, size and mass of the extension would be out of keeping with the streetscene.	Address in section 5.2

## 8. **PROPOSED REASONS FOR REFUSAL**

1. The proposed development, by reason of its location, scale and mass design, is considered to cause detrimental harm to the character and appearance of the existing dwelling and the surrounding area. The proposal is therefore contrary to Policies D1 and H4 of the Maldon District Local Development Plan and the guidance contained within the National Planning Policy Framework.
2. The proposed development, due to its proximity to the boundary of the site, would result in an overbearing impact on the adjacent neighbouring property to the north (Grangewood). The proposal would therefore result in an unneighbourly form of development, which would have a detrimental impact on the residential amenity of the occupiers of this neighbouring property, contrary to Policy D1 of the Maldon District Local Development Plan and the guidance contained within the National Planning Policy Framework.