



**REPORT of  
CHIEF EXECUTIVE**

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to  
**CENTRAL AREA PLANNING COMMITTEE**  
**31 MAY 2017**

<b>Application Number</b>	<b>HOUSE/MAL/17/00183</b>
<b>Location</b>	32 Ridgeway Maldon
<b>Proposal</b>	Single storey rear extension, loft conversion & garage
<b>Applicant</b>	Mr Allan Taylor - Blue Door Solutions Ltd
<b>Agent</b>	Mr & Mrs M Chapman
<b>Target Decision Date</b>	17.04.2017 EOT 01.06.2017
<b>Case Officer</b>	Hannah Bowles
<b>Parish</b>	<b>MALDON SOUTH</b>
<b>Reason for Referral to the Committee / Council</b>	Councillor / Member of Staff

**1. RECOMMENDATION**


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

**2. SITE MAP**

Please see overleaf.

**32 Ridgeway, Maldon**  
**HOUSE/MAL/17/00183**



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	Organisation:	Maldon District Council
	Department:	Department
	Comments:	Central Committee 17/00183
	Date:	18/05/2017
www.maldon.gov.uk	MSA Number:	100018588

### **3. SUMMARY**

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

- 3.1.1 The application site is located to the northeast of Ridgeway within the settlement boundary of Maldon. The site currently comprises a two storey semi-detached property. The streetscene is made up of semi-detached properties of a similar size and design.
- 3.1.2 Planning permission is sought for a single storey rear extension, loft conversion and rear dormer window and an attached garage.
- 3.1.3 The rear extension would measure 4.6m wide, 3m deep, 2.6m to the eaves and 3.5m to the ridge. The additional space would accommodate a dining room.
- 3.1.4 The proposed garage would measure 5.5m wide, 2.5m deep, 2.3m to the eaves and 3.2m to the ridge.
- 3.1.5 The loft conversion would include the construction of a dormer window which would measure 4.3m wide, 4.1m deep and 2.3m to the top of the flat roof. The space would accommodate an additional bedroom and en-suite.
- 3.1.6 It should be noted that the loft conversion, dormer window and rear extension could be constructed under permitted development rights and a Lawful Development Certificate (LDP/MAL/17/00079) approved 27/03/2017 confirmed this.

#### **3.2 Conclusion**

- 3.2.1 It is considered that the proposed development, by reason of its scale and design would not harm the appearance or character of the dwelling and the locality or have an overbearing impact on the amenity of the neighbouring residents. In addition, the proposed development does not detrimentally impact on the provision of amenity space and car parking provision. It is therefore considered that the proposed development is in accordance with policies BE1, BE6 and T8 of the Replacement Local Plan (RLP) and T2, D1 and H4 of the Local Development Plan (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 2012 including paragraphs:**

- 56
- 58
- 59

#### **4.2 Maldon District Replacement Local Plan 2005 – Saved Policies:**

- BE1 - Design of New Development and Landscaping.
- BE6 – Extensions to dwellings

- T8 - Vehicle Parking Standards.

#### **4.3 Maldon District Local Development Plan submitted to the Secretary of State for Examination-in-Public on 25 April 2014:**

- D1 - Design Quality and Built Environment.

#### **4.4 Relevant Planning Guidance / Documents:**

- Car Parking Standards
- Essex Design Guide
- National Planning Policy Framework (NPPF)
- National Planning Policy Guidance (NPPG)

### **5. MAIN CONSIDERATIONS**

#### **5.1 Principle of Development**

- 5.1.1 The principle of altering and extending the dwelling to provide facilities in association with residential accommodation is considered acceptable, in compliance with BE6 of the RLP and H4 of the emerging LDP. Other material planning considerations are discussed below.

#### **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, livable and mixed communities. Good design should be indivisible from good planning. Recognised principles of good design sought to create a high quality built environment for all types of development.
- 5.2.2 The design of the proposed rear extension is of no architectural merit nonetheless its appearance is typical of a residential development. In terms of its proportions, namely its size, bulk and appearance, it is considered that the proposal would be acceptable in relation to the main dwelling. The proposed extension would be located to the rear of the property where limited views are available from public vistas and as such it would have limited impact on the streetscene. Additionally, the proposed materials would match the existing dwelling. Furthermore, this element could be constructed under permitted development rights.
- 5.2.3 The proposed garage would be located to the side of the existing dwelling, set back from the principle elevation of the dwelling by around 5.8m and would extend back to end of the proposed rear extension. In terms of proportions, namely the scale and bulk of the proposed garage, it is not considered to form a dominant or overbearing addition. Given the siting of the proposed garage, it would be visible from within the public realm. However, considering its scale and bulk and that the design is similar to existing garages within the vicinity of site, it is not considered to form an incongruous addition to the streetscene.
- 5.2.4 The proposed dormer window is considered to be of a limited architectural merit and a large addition to the roof slope of the host dwelling. It does not reference the

original style or design of the host dwelling and is considered to form a dominant and incongruous addition. Notwithstanding this, the dormer window could be constructed under permitted development rights. Therefore, taking into account the fall-back position, this element of the proposal is considered acceptable.

- 5.2.5 It is considered that the proposal, by means of its style and design, including its scale, siting and materials, is considered acceptable in its setting in compliance with saved policies BE1 and BE6 of the RLP, policy D1 of the submission LDP and guidance contained within the NPPF.

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

- 5.3.1 Policies BE1 and BE6 of the RLP protect neighbouring occupiers from unacceptable development which results in a loss of amenity in relation to overlooking, overpowering or undue reduction of light to the main windows of their property. Similarly, the basis of policy D1 of the submission LDP seeks to ensure that development will protect the amenity of its surrounding area.
- 5.3.2 Planning Permission is sought for a single storey rear extension, loft conversion including rear dormer window and an attached garage. The application site is located within a residential setting surrounded by dwellings.
- 5.3.3 Given the size, siting and single storey nature of the proposed rear extension it is not considered that it would give rise to overlooking, loss of light or form an overbearing addition, to the detriment of the neighbouring occupiers. Furthermore, the proposed rear extension could be constructed under permitted development rights.
- 5.3.4 The proposed rear dormer window would overlook the rear amenity space of the host dwelling and would have views into the private amenity space of the property to the rear of the host dwelling. Although concerns have been raised with regards to overlooking, given the existing views from the windows within the rear elevation of the host dwelling it is not considered that the proposed dormer would exacerbate the issue to such a level as to result in a demonstrable impact on the occupiers of this dwelling. Furthermore, as mentioned above the proposed dormer window could be constructed under permitted development rights.
- 5.3.5 The proposed garage, given its scale, siting and single storey nature is not considered to form a dominant or overbearing addition, to the detriment of the neighbouring occupiers. Given that there are no proposed windows within the garage, no concerns are raised in relation to overlooking. Furthermore, the closet neighbouring dwelling to the proposed garage has no ground floor windows within the side elevation and given the distance of around 2.5m between the proposed garage and neighbouring dwelling it is not considered that the garage would result in a loss of light to the detriment of this neighbouring occupier.
- 5.3.6 Therefore, the proposed development is not considered to result in a demonstrable impact on the amenities of neighbouring occupiers, in accordance with the stipulations of BE6 of the RLP and D1 of the emerging LDP.

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

- 5.4.1 Adopted Policy T8 of the RLP seeks to ensure that appropriate off-street parking is provided in conjunction with new development. Likewise, Policy D1 of the LDP seeks to ensure that safe and secure vehicle parking is provided in accordance with the Council's adopted parking standards. The Parking Standards are expressed as maximum standards and Government guidance encourages the reduction in the reliance on the car and promoted methods of sustainable transport.
- 5.4.2 The adopted Maldon District Vehicle Parking Standards Supplementary Planning Document (SPD) sets out that the resulting four bedroom dwelling should provide space to park three vehicles.
- 5.4.3 There is currently a tarmacked area to the side of the dwelling that is considered to provide space to park two vehicles, there is also a gravelled area to the front of the dwelling that is shown as within the ownership of applicants. However, given that access over this area is required by other vehicles, it is considered that this space could provide one functional car parking space.
- 5.4.4 The proposed garage would be located on the tarmacked area to the side of the dwelling and it has been specified that the garage would accommodate space to park a motorcycle; therefore, it is considered that the tarmacked area still provides space to park two vehicles. The gravelled area to the front of the dwelling would not be affected by the proposal. Therefore, there is no objection to the proposal in relation to the provision of vehicle parking provision.
- 5.4.5 It should be noted that concerns have been raised with regards to the amount of space the garage would leave for the neighbour's adjoining driveway. The neighbour's driveway has been measured and it accords with the Maldon District Vehicle Parking Standards recommended size for a car parking space.

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

- 5.5.1 Policy BE1 of the RLP requires that amenity space is provided that is appropriate to the type of development. In addition, the Essex Design Guide advises a suitable garden size for dwellings with three or four bedrooms is 100m<sup>2</sup>.
- 5.5.2 The private amenity space on the site as existing is below the recommended standard at around 82.2sq m. The proposed rear extension would decrease the private amenity space to around 68.4sq m. Given that the rear extension could be constructed under permitted development rights, it would be unreasonable to refuse the application based on rear amenity space.

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

- **LDP/MAL/16/01144** - Claim for lawful development certificate for proposed single storey rear extension, loft conversion and detached garage. Refused – 20.12.2016.
- **LDP/MAL/17/00079** - Claim for lawful development certificate for proposed single storey rear extension & loft conversion. Approve – 27.03.2017.

## 7. CONSULTATIONS AND REPRESENTATIONS RECEIVED

### 7.1 Representations received from Parish / Town Councils

Name of Parish / Town Council	Comment	Officer Response
Maldon Town Council	Recommend approval.	Noted.

### 7.2 Representations received from Interested Parties

7.2.1 Letters were received **objecting** to the application from the following and the reasons for objection are summarised as set out in the table below:

- List of names and addresses x 4

Objection Comment	Officer Response
The rear windows of the proposed dormer will have a clear view straight into my bathroom and the surrounding gardens.	Addressed within paragraph 5.3 of the Officers report.
The dormer window is not going to be pleasant to look at and it is not in keeping with the rest of the area.	Addressed within paragraph 5.2 of the Officers report.
Concerned about the disruption, noise and mess the development may cause as it is a small cul-de-sac.	The disruption that the proposed works would cause during the building process is not a material planning consideration.
Concerned about the plans for a garage; it's a shared side drive and it is already very tight on space. It is not acceptable for a garage to go here as cars struggle to fit side by side down there at the moment.	Addressed within paragraph 5.4 of the Officers report.
The rear extension and loft conversion will affect the level of light in my garden.	Addressed within section 5.3 of the Officers report.
A three storey building would be out of keeping within the streetscene.	Addressed within section 5.2 of the Officers report.

## 8. PROPOSED CONDITIONS

### 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) of The Town & Country Planning Act 1990 (as amended).
- 2 The development hereby permitted shall be carried out in complete accordance with the approved drawings: Location Plan, Block Plan, Front Elevation received 20.02.2017 and Rear Elevation received 20.02.2017.  
REASON: In order to ensure that the development is carried out in accordance with the approved details.

- 3 The external surfaces of the extension hereby approved shall be constructed of materials and of a finish to match the existing dwelling.  
REASON: To protect the amenity and character of the area in accordance with policy BE1 of the adopted Maldon District Replacement Local Plan.