



**REPORT of
CHIEF EXECUTIVE**

to
CENTRAL AREA PLANNING COMMITTEE
31 MAY 2017

Application Number	HOUSE/MAL/17/00377
Location	27 Mundon Road, Maldon, Essex
Proposal	Front extension, render existing walls & vehicle crossover
Applicant	Mrs J Cox
Agent	Mr Allan Taylor - Blue Door Solutions Ltd
Target Decision Date	07/06/2017
Case Officer	Nicola Ward, TEL: 01621 875864
Parish	MALDON EAST
Reason for Referral to the Committee / Council	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.

27 Mundon Road, Maldon
HOUSE/MAL/17/00377



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 Maldon District Council 100018588 2014


 MALDON DISTRICT COUNCIL

www.maldon.gov.uk

Scale:	1:1,250
Organisation:	Maldon District Council
Department:	Department
Comments:	Central Committee 17/00377
Date:	18/05/2017
MSA Number:	100018588

3. SUMMARY

3.1 Proposal / brief overview, including any relevant background information

- 3.1.1 The application site relates to a two-storey semi-detached dwelling located to the eastern side of Mundon Road.
- 3.1.2 Planning permission is sought for the construction of a single storey front extension, the formation of vehicular crossover, and layout of permeable block paving to the existing front boundary and the rendering of the dwelling.
- 3.1.3 The proposed single storey front extension measures 1.5m in depth, 3m in width with an overall height of 4m. The length of the proposed dropped kerb is 3m.

3.2 Conclusion

- 3.2.1 The proposed development is not considered to result in a demonstrable harm to the surrounding area or the existing dwelling. In addition the proposed development does not detrimentally impact on the provision of amenity space, car parking provision and neighbouring occupiers. As such, it is considered that the proposed development is in accordance with policies BE1 and BE6 of the RLP and D1 of the LDP.

4. MAIN RELEVANT POLICIES

4.1 Maldon District Replacement Local Plan 2005 – Saved Policies:

- BE1 - Design of Development and Landscaping
- BE6 - Extensions to Dwellings
- T8 - Vehicle Parking Standards.

4.2 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
- T2 - Accessibility

4.3 Relevant Planning Guidance / Documents:

- National Planning Policy Framework (NPPF)

5. MAIN CONSIDERATIONS

5.1 Principle of Development

- 5.1.1 The principle of altering the boundary treatment in relation to the existing dwelling and altering and extending an existing dwelling to provide facilities in association with residential accommodation is considered acceptable in principle, in compliance with BE6 and T2 of the RLP and D1 of the submission 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, liveable 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 proposed porch extension is considered to be a typical style and design of residential development and in terms of its proportions, namely its size, bulk and appearance, and it is considered that the porch would be proportionate in scale. Whilst it is noted that the proposed facing brickwork would not reference that of the host dwelling the material is present within the local vicinity and is considered to be acceptable.
- 5.2.3 The external material of the adjoining property no 25 is of a render material and other properties within the vicinity are rendered therefore, the rendering of the host dwelling is considered to be in keeping with the character and appearance of the local area.
- 5.2.4 It is considered that the proposed development, by means of its style and design, including its scale and bulk, will not result in a demonstrable impact on the existing dwelling and local setting, and therefore, in accordance with the stipulations of adopted policies BE1 and BE6 of the RLP and Policy D1 of the LDP.

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 The proposed porch extension will be 3.4m from the neighbouring property no25 and 4.1m from No.29 therefore, given the distance from neighbouring dwellings and the scale of the proposed porch, it is not considered the development would have a detrimental impact on the amenity of adjoining neighbours by way of overbearing, overpowering or loss of light.
- 5.3.3 Whilst the proposed block paving would span a large majority of the front boundary there are a number of properties with hand standing to large sections of the front boundary within the vicinity of the application site. Therefore, it is considered that the proposal would not be out of keeping with the character and appearance of the area. Furthermore, one of the material considerations that a planning authority has to take into account when deciding whether to grant planning permission for a development proposal is of what can be undertaken without the need for planning permission, this is the fallback position. It is considered that the proposed block paving could be constructed within the permitted development limitations.

5.3.4 Furthermore due to the single storey nature it is considered that the proposed extension would not result in any overlooking or unneighbourly form of development. In this respect, the proposal would be in accordance with policy BE6 of the RLP and D1 of the emerging LDP.

5.4 Access, Parking and Highway Safety

5.4.1 The principal concern with drop kerbs is highway safety. There are a number of vehicular crossovers within the vicinity of the application site. The proposed development includes the provision of permeable block paving to the front boundary which will accommodate up to two cars and allows for cars to egress from the site in a forward gear, in the interest of highway safety.

5.4.2 Overall it is not considered that the proposed dropped kerb or block paving to the front boundary would have an undue impact upon highway safety or free flow of traffic and no objection is raised to the proposal, subject to conditions relating to highway safety in conjunction with the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011, and policy T2 of the Local Plan. It should also be noted that no objection is raised to the development by the Highway Authority.

5.4.3 Policies BE1 and T8 of the RLP seek to ensure that appropriate off-street parking is provided in conjunction with alterations and/or additions to dwellings. Likewise, policies D1 and T2 of the submission LDP seek 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 taking into account Government guidance which encourages the reduction in the reliance on the car and promotes methods of sustainable transport.

5.4.4 The proposed development would not result in any additional bedrooms. The vehicle standards requirement is to provide a maximum of 2 off street parking spaces.

5.4.5 Whilst it is noted that the proposed development would result in some loss of the front amenity, the proposed permeable block paving will be provided to the front which will accommodate a minimum of 2 vehicles.

5.4.6 Therefore, it is considered that the proposed development would be in accordance with T8 of the RLP and T2 of the LDP.

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 more bedrooms is 100sq m.

5.5.2 The existing garden on the site is in excess of the standard contained within the Essex Design Guide, and the proposed development would not result in any loss of the existing garden and therefore, there is no objection to the proposal in relation to amenity space.

6. RELEVANT SITE HISTORY

6.1 None

7. CONSULTATIONS AND REPRESENTATIONS RECEIVED

7.1 Representations received from Parish Council

Name of Parish Council	Comment	Officer Response
Maldon Town Council	No Objection	Noted

7.2 Representation received externally

Name	Comment	Officer Response
Highways	No Objection subject to relevant conditions	Noted

7.3 Representations received from Interested Parties (*summarised*)

7.3.1 No letters were received **objecting** to the application.

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) 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 specifically referenced on this decision notice.
REASON: In order to ensure that the development is carried out in accordance with the approved details.
3. The external surfaces of the development hereby approved shall be constructed of materials and finish to match the existing dwelling.
REASON: To protect the amenity and character of the area in accordance with BE1 of the adopted Maldon District Replacement Local Plan.
4. Prior to first use of the proposed development, the vehicular access shall be constructed at right angles to the highway boundary and to a width of 3.7m and shall be provided with an appropriate dropped kerb vehicular crossing of the footway/highway verge to the specification of the Highway Authority.
REASON: to ensure that vehicles using the site access do so in a controlled manner in the interest of highway safety in accordance with the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011, and policy T2 of the Local Plan.
5. No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.
REASON: To avoid displacement of loose material onto the highway in the interests of highway safety in accordance with the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011, and policy T2 of the Local Plan.

6. The driveway hereby approved shall either be constructed of a porous material or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the dwellinghouse and shall be retained as such thereafter.

REASON: To ensure that surface water flood risk is not increased as a result of the development in accordance with CON5 of the Maldon District Replacement Local Plan and D2 of the Maldon District Local Development Plan