



**REPORT of
DIRECTOR OF PLANNING AND REGULATORY SERVICES**

to
**NORTH WESTERN AREA PLANNING COMMITTEE
14 MAY 2018**

Application Number	FUL/MAL/18/00288
Location	9 The Glebe, Purleigh
Proposal	Installation of a step lift. Raised platform with guardrails, base and landing platform for steplift, concrete path around platform and steplift base. Widening of existing entrance door opening and fitting new entrance door and frame
Applicant	Mrs. Linda Davis
Agent	Mrs. C Dispirito - Maldon District Council
Target Decision Date	15/05/2018
Case Officer	Emma Worby 01621 854477
Parish	PURLEIGH PARISH COUNCIL
Reason for Referral to the Committee / Council	Mrs. C Dispirito - Maldon District Council

1. RECOMMENDATION

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

2. SITE MAP

Please see overleaf.

9 The Glebe Purliegh
FUL/MAL/18/00288



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 Maldon District Council 100018588 2014



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Scale:	1:1,250
Organisation:	Maldon District Council
Department:	Department
Comments:	NW Committee
Date:	01/05/2018
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 northern side of The Glebe in the settlement boundary of Purleigh. The site is occupied by a single storey semi-detached dwellinghouse with a large driveway area to the front and the east of the dwelling and several steps up to the main entrance on the eastern elevation.
- 3.1.2 Planning permission is sought for the installation of a step lift adjacent to the front door on the east elevation of the dwelling including a base, a raised platform and landing platform for the step lift. The application also proposes a concrete path around the step lift for access to the gate into the garden and the widening of the existing entrance door and a new entrance door and frame. The existing steps and handrails will be removed.
- 3.1.3 The proposed step lift would be 2.5 metres in length and 1.35 meters in width. The landing platform would be 1.2 metres in length and 1.2 metres in width and the raised platform would be 1.3 metres in length and 1.35 meters in width. The step lift would have a maximum height of 0.95 metres and the raised platform (including handrails) would have a maximum height of 1.67 metres.

3.2 Conclusion

- 3.2.1 It is considered that the proposed development, by reason of its scale and location would not harm the appearance, 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 therefore considered that the proposed development is in accordance with policies D1, S1 and H4 of the approved Maldon District 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 (NPPF) 2012 including paragraphs:

- 14 Presumption in favour of sustainable development
- 17 Core planning principles
- 56-68 Requiring good design
- 186-187 Decision-taking
- 196/198 Determining applications

4.2 Maldon District Local Development Plan approved by the Secretary of State:

- S1 Sustainable development
- S8 Settlement boundaries and the countryside
- D1 Design quality and the built environment
- H3 Accommodation for specialist needs
- H4 Effective use of land
- T2 Accessibility

4.3 Relevant Planning Guidance / Documents:

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

5. MAIN CONSIDERATIONS

5.1 Principle of Development

- 5.1.1 The principle of providing facilities in association with residential accommodation is considered acceptable in line with policies S1, H3 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 Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”.

“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”.

- 5.2.3 This principle has been reflected to the approved LDP. 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 Maldon District Design Guide (2017).

- 5.2.5 The proposed development would be located to the side of the existing dwelling, where the current entrance is located. Therefore it would be visible within the overall streetscene and would have some impact on the character of the area.
- 5.2.6 The proposed step lift and platform is relatively small in size but is not a traditional residential feature. The proposed platform is required to facilitate superior access for a resident that has restricted mobility. Due to the distance between the highway and the proposed development, of 12 metres and the discreet positioning at the side of the dwelling, it is considered that the visual impact would be lessened and therefore, on balance, it is not considered that the proposed would be harmful to the character and appearance of the site and the surrounding area to an extent that would justify refusal.
- 5.2.7 Due to the location of the front entrance door on the side elevation, its widening is not considered to have a significant impact on the streetscene and therefore it is not considered to result in any demonstrable harm to the host dwelling.
- 5.2.8 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.

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 Maldon District Design Guide (2017).
- 5.3.2 The proposed development would be 1.7 metres from the boundary of No.8 The Glebe to the east of the application site. Due to this distance and the scale of the works, it is not considered that the proposed development would result in any detrimental harm to the neighbouring occupiers. Due to its location on the east elevation, the proposed development would not be visible from the attached neighbouring property to the west No.10 The Glebe.
- 5.3.3 Therefore, 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 proposal, inter alia, to 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 maximum standards. This takes into account Government guidance which encourages the reduction in the reliance on the car and promotes methods of sustainable transport.

5.4.3 The proposed development would result in the loss of one car parking space to the east of the dwelling to allow for the step lift and a path around it. However the site would still provide ample off road car parking provision, in excess of the car parking standard. Therefore there is no objection to the proposed development in terms of car parking. Furthermore, the benefits of accessibility outweigh any other harm identified.

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 Maldon Design Guide SPD advises a suitable garden size for each type of dwellinghouse, namely 100m² of private amenity space for dwellings with three or more bedrooms, 50m² for smaller dwellings and 25m² for flats.

5.5.2 The proposed development would not result in the loss of any private amenity space and therefore there are no objections on these grounds.

6. ANY RELEVANT SITE HISTORY

No relevant site history.

7. CONSULTATIONS AND REPRESENTATIONS RECEIVED

7.1 Representations received from Parish / Town Councils

Name of Parish / Town Council	Comment	Officer Response
Purleigh Parish Council	The proposed development is sustainable, complies with planning legislation and does not conflict with policies contained within the adopted Maldon District Replacement Local Plan, emerging policies of the submitted Local Development Plan and guidance contained within the National Planning Policy Framework.	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: Location Plan, Block Plan, EX 1, SK1, SK1 Det. Rev A, ELEV.1 Rev A, ELEV. 2 Rev 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 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.