
Site Address:	59 London Road, Widley, Waterloooville, PO7 5AQ		
Proposal:	Rear single storey extension and loft conversion with roof alterations and rear dormer.		
Application No:	APP/17/00766	Expiry Date:	06/11/2017
Applicant:	Mr Todd		
Agent:	Mrs Kumar	Case Officer:	Tina Pickup
	Martin Ralph Group		
Ward:	Purbrook		

Recommendation: **GRANT PERMISSION**

1 Site Description

59 London Road, Widley is a substantial semi-detached dwelling located on the western side of London Road where the land is much higher than the road. There is only pedestrian access via steps up the embankment on the western, London Road frontage. Vehicular access to the site is taken via a private drive off Victoria Avenue to the south, which runs along the rear of the properties fronting London Road. The application site has a hardsurfaced area for the parking of 2 cars and shed in this rear area, which is divided off by a wall/fence with pedestrian gate enabling rear access to the dwelling. However the access road to this hardstanding area is very narrow and on site turning limited making the use of the area for the parking of cars relatively impractical. The applicant has motorbikes instead and stores these in the shed.

The semi-detached dwelling has a mock-tudor beam appearance to its front elevation and to the rear is finished in grey painted render; beneath a hipped brown tiled roof. There is an existing small single storey flat roofed extension across the full width of the rear elevation and this aligns with a similar one on the other half of the semi. A 1.8m high close boarded fence provides the boundary treatment between the two semis.

No. 61 to the north is a more modern detached dwelling which is currently undergoing extension works recently approved under APP/17/00066. The siting in relation to this dwelling is slightly angled such that the side separation is tapered, and there are two first floor side windows in No 61 (one clear and one obscure) facing the application site.

2 Planning History

None relevant

3 Proposal

Rear single storey extension and loft conversion with roof alterations.

The proposal would add a further 2.7m onto the existing flat roofed single storey rear extension, continuing at the same height but with the use of lantern light that would project above. The loft conversion would involve building up the side elevation to form a partial gable end with half hipped roof. Two rooflights are proposed for the extended front roofslope and a pitched roofed dormer in the rear roofslope.

4 Policy Considerations

National Planning Policy Framework
Havant Borough Council Borough Design Guide SPD December 2011
Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011

CS16 (High Quality Design)
CS17 (Concentration and Distribution of Development within the Urban Areas)
DM13 (Car and Cycle Parking on Residential Development)

Havant Borough Local Plan (Allocations) July 2014

AL1 (Presumption in Favour of Sustainable Development)
AL2 (Urban Area Boundaries and Undeveloped Gaps between Settlements)

Listed Building Grade: Not applicable.
Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Traffic team - No adverse comment

6 Community Involvement

This application was publicised in accordance with the Council's Code of Practice for Publicity of Planning Applications approved at minute 207/6/92 (as amended), as a result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 7

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 0

Comment	Officer Comment
None received	

7 Planning Considerations

7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) Appropriateness of design and impact on the character of the area
- (iii) Effect on neighbouring properties
- (iv) Parking

(i) Principle of development

7.2 The application site is located within the defined urban area, therefore development is considered acceptable in principle subject to development management criteria.

(ii) Appropriateness of design and impact on the character of the area

- 7.3 The proposal would result in an altered roof profile with the part hip to gable conversion. This could potentially unbalance the visual appearance of the pair of semi-detached properties, but there is an existing mix of roof profiles adjacent the site - No 61 to the north is gable sided; and the semis at No 53 & 55 to the south have half hips. Given the set back and elevated (and partially screened by frontage hedges) position from the road, and the context of the mixed architectural style of dwellings in the immediate vicinity, then the proposed change in roof profile is not considered harmful to the wider street scene or character of the area. The separation distance to No 61 to the north is also considered sufficient (some 3.2m to 4.6m) to retain a reasonable sense of space about the dwelling.
- 7.4 The proposed rear dormer would have a pitched roof and whilst the ridge aligns with the ridge of the main roof, (which strictly does not comply with the adopted Borough Design Guide) nevertheless overall the dormer is considered to be of an appropriate scale to the roofspace and not overly dominant - it is still set in from the sides and up from the eaves by about 1.7m. Since this dormer is on the rear roofslope it would not be visible from the street scene.
- 7.5 Overall the design and appearance of the proposal is deemed appropriate in context to the main building and is therefore considered to be acceptable, meeting the requirements of Policy CS16 of the HBLP (Core strategy). It is considered that the scheme would not result in an adverse impact on the visual amenity of the locality.

(iii) Effect on neighbouring properties

- 7.6 The hip to gable does not introduce any additional windows in this side elevation and the additional bulk and height would sit approximately alongside No 61 with its tapered separation. There are some windows in the side elevation of No 61 facing the site - these would not experience any additional overlooking but may experience a little loss of light from the proximity of the new gable wall. The first floor windows serve the landing and an ensuite, and at ground floor there is a utility side door and w.c. window. None of these are main habitable windows and it is considered that the light available to the rooms would not be overly compromised by the additional height of wall. There have been no letters of objection from this neighbour.
- 7.7 The rear dormer would introduce a window at roof level but in this established medium density residential area, this is not unusual. The levels of overlooking across rear gardens would not be materially increased or be harmful to neighbouring amenity. The single storey rear extension would have a height of 2.5m (to match the existing extension) and whilst the resultant depth may slightly impinge the 45 degree code and be beyond the centre line on the neighbours window, regard must be had to its low height and dividing boundary wall; the fact that it is only 0.7m longer than a permitted development extension; and lies to the north of the neighbour. Therefore the actual overbearing impact or loss of light/overshadowing would be minimal and marginal compared to a p.d. alternative.
- 7.8 Consequently, it is considered that the proposal is unlikely to appear overbearing or lead to overlooking and would have limited and acceptable impact on the properties immediately adjacent to the application site and the properties opposite or to the rear, meeting the requirements of Policy CS16 of the HBLP (Core Strategy). It is noted no letters of objection were received with respect to the scheme.

(iv) Parking

- 7.9 The proposal results in a 3 bed dwelling becoming a 4 bed dwelling and this additional bedroom triggers the need for a 3rd on site parking space to comply with the adopted Parking SPD 2016. However this extra space cannot be provided on site and reliance would be made on local on street parking. To ensure this would not cause an amenity issue to local residents from pressure to park, the applicant has addressed this shortfall in parking by providing a parking survey of Victoria Avenue. This survey has been undertaken over 9 days at 08:00, lunchtime and 18:00 and shows that at these times the parking levels are between 20% and 67% of available spaces. Two additional late evening surveys have been completed on request to show the late evening/overnight position and this reveals that at 9pm and 10pm the available spaces equate to 48% and 52%.
- 7.10 Although Victoria Avenue is narrow and cars park by straddling the pavement, nevertheless it does appear from this survey that Victoria Avenue can accommodate the additional 1 space triggered by this development. The Traffic team were consulted and raised no objection. Accordingly, there is no highway amenity objection to the proposal.

8 Conclusion

- 8.1 The scale, siting and design of the proposal would have limited and acceptable impact on the neighbours and is therefore considered to be appropriate and recommended for approval.

9 **RECOMMENDATION:**

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/17/00766

(A) subject to the following conditions

- 1 The development must be begun not later than three years beginning with the date of this permission.
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:
Location and Existing Plan Drawing No: 17/012/AK/01 Rev C
Proposed Floor Plans and Elevations Drawing No: 17/012/AK/02 Rev B
Parking Survey Dated 2nd October 2017 as supplemented by email dated 09/10/2017
Reason: - To ensure provision of a satisfactory development.
- 3 The external materials used shall be as indicated on the hereby approved plans or shall match, in type, colour and texture, those of the existing building so far as practicable.
Reason: In the interests of the amenities of the area and having due regard to

policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.