
Site Address:	62 Hambledon Road, Waterloooville, PO7 7UB		
Proposal:	Removal of conservatory, ground floor front extension, first floor extension and alterations to roof.		
Application No:	APP/14/00477	Expiry Date:	02/07/2014
Applicant:	Mr Miah	Team:	Team 2
Agent:		Case Officer:	Tina Pickup
Ward:	Waterloo		

Recommendation: **GRANT PERMISSION**

1 Site Description

The site relates to a detached chalet style dwelling located on the eastern side of the residential Hambledon Road (which runs parallel to the dual carriage way), directly adjacent the roundabout with Milton Road. Number 62 is the penultimate property before the junction, with number 64 to the north being a similar designed detached chalet bungalow. To the south the adjacent property comprises a semi-detached two storey dwelling set in a more forward position on the corner of Fennel Close. To the rear of the site the other properties are detached bungalows set in modest plots.

The footprint of the property fills the width of the plot - the separation distance to the side boundaries is only about 0.5m. The property currently has first floor accommodation provided with dormer windows with clear glass to both the front and rear. The rear garden boundaries are generally 1.8 high close boarded fences. To the front there is a low boundary wall, and hard surfaced drive leading to an integral garage - there is ample parking for 3 cars on site.

The existing chalet dwelling has eaves height of 2.5m, a fully hipped roof having ridge height of 6.1m.

2 Planning History

14/00246 - First Floor extension - Refused 14/4/14 - 3 reasons: excessive height & bulk adj 60 - unacceptable enclosure/overbearing; overshadowing & loss of light; full width & cramped street scene

3 Proposal

The scheme has been reduced and revised to try to overcome the previous reasons for refusal. The existing chalet style roof would be removed and a first floor extension with fully hipped roof added to create a two storey dwelling. This first floor element is not full width - it would have a width of 10.7m (inc eaves) above a total ground floor footprint of 14.1m. The sloping roof of the existing side projection would be extended up to meet the first floor side elevation. A roof light is shown in the roof slope on this side elevation. The proposed eaves height would be of 4.9m and overall height to ridge of 6.8m

The proposal also includes extending forwards the existing integral garage by 2.5m with a gable pitched roof. The existing lean-to conservatory to the rear would be removed as part of the proposal.

4 Policy Considerations

National Policies

NPPF

Core Strategies 2011 forming part of the HBLDF

CS16 (High Quality Design)

DM13 (Car and Cycle Parking on Residential Development)

and Borough Design Guide, 2011

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Development Engineer - no adverse comments

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: 5

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 0

Summary:

Comment:

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) Effect on street scene
- (ii) Privacy/Overlooking
- (iii) Overshadowing/Loss of Light
- (iv) Overbearing impact on neighbour
- (v) Parking

- (i) Principle of development

The site is located within a defined urban area whereby development is considered to be acceptable in principle subject to other detailed development control

considerations.

(ii) Effect on street scene

- 7.2 The character of the surrounding area is mixed; Milton Road and Fennel Close are generally characterised by bungalows with fairly uniform ridge heights, providing a lower roof line to the east of the site. However Hambledon Road itself is more varied - this northern part of the road is generally bungalows and chalets, but there are examples of two storey dwellings interspersed. Immediately to the south of the site is a two storey semi detached house with its higher ridge. Therefore the proposed increase in height from 6.1m to 6.8m would provide a logical step between the two storey dwelling the south and the chalet to the north. The site is visible from the main dual carriage way Hambledon Road when travelling south round the roundabout - but the proposed increase in height would be seen against the backdrop of no. 60 to the south and would not therefore appear unduly prominent.
- 7.3 The revised plans reduce the width of the two storey element such that there is now a gap of 3.6m to the southern boundary. This separation now provides an important visual gap and space about the property, enabling views of the sky, more consistent with the spacious prevailing character in this part of Hambledon Road. In this context the revised proposal is now considered visually appropriate to the streetscene. This proposal also includes a front extension, bringing forward the existing integral garage by 2.5m with gabled roof - this would match the single storey projection on the other side and visually balance the appearance of the dwelling.

(ii) Privacy/Overlooking

- 7.4 The existing chalet dwelling has first floor bedrooms with clear glazed windows with views out to the surrounding residential area. The proposed first floor addition proposes 3 first floor windows in the rear elevation, one of which would serve a bathroom and be obscure glazed. It is unlikely that any additional overlooking or loss of privacy would result in this established residential area where a degree of vision is already possible between plots. No windows are proposed in the south side elevation, to protect the amenity of the neighbour at 60, and instead a roof light is proposed within the roof to allow light to the stairwell.

(iii) Overshadowing/Loss of Light

- 7.5 The orientation and positioning of the site is such that the morning shadow is likely to fall across the roof of the chalet to the north, no. 64; and midday shadow into the sites own rear garden. However the later afternoon and evening shadow is likely to fall towards the rear garden of no. 60 to the south. More general, indirect daylight reaches the neighbour's garden from various directions, including the north west, above the roof of the bungalow at the application site.
- 7.6 Because of the forward positioning of no 60 the flank wall of the existing dwelling sits behind the rear facade of no. 60 and therefore alongside their garden. The reduced width of the proposed extension means that the two storey element would be set back some 3.6m from the boundary with no 60. The roof has a very shallow pitch keeping the ridge as low as possible at 6.8m which is only 0.7m higher than the existing chalet ridge. It is considered that the combined separation distance and low ridge height would allow light to reach the garden of nos 60 and not cause excessive overshadowing to the detriment of the private

amenity area of nos 60.

(iv) Design and overbearing impact on neighbour

7.7 As noted above, the reduced width provides a 3.6m separation distance from the boundary with nos 60. The existing eaves height of the single storey element of 2.5m sits just above the fence line dividing the properties, and would now remain, with hipped roof sloping away. The existing sense of openness and space currently enjoyed by the adjacent residents will therefore largely remain and it is considered that their outlook will not now be unduly affected.

(v) Parking

- 7.8 The proposal results in a 5 bedroom dwelling which would require 3 on site parking spaces. Although the proposal shows a front extension to the existing integral garage, the resultant internal dimensions are still only 2.5m wide by 5.5m long and do meet the current standards for a garage space and cannot therefore be counted. However, the submitted site layout plan shows that 3 car parking spaces can be achieved within the forecourt area. Being located at the end of a cul-de-sac where it is safe to reverse out, these spaces are acceptable and there is no highway objection.

8 Conclusion

The amended plans with reduced width two storey element are considered to now allow sufficient space about the property to provide both a visual gap at roofline commensurate with the character of the area; and relief to the neighbour at nos 60 sufficient to overcome the previous overshadowing and overbearing impact. The proposal is therefore considered acceptable and recommended for conditional permission.

9 **RECOMMENDATION:**

That the Executive Head of Planning and Built Environment be authorised to **GRANT PERMISSION** for application APP/14/00477

(A)

(B) subject to the following conditions

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date on which this planning permission was granted.
Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 The external materials to be used shall match in type, colour and texture those on the existing building.
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 2012.

- 3 Notwithstanding the provisions of any Town and Country Planning General Permitted Development Order, no additional windows or other openings shall be constructed within the south-east side elevation, including the roofslopes, without the prior written approval of the Local Planning Authority.

Reason: In the interests of the amenities of the occupiers of nearby properties and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 4 The development shall not be brought into use until a minimum of 3 parking spaces have been provided within the curtilage of the site and thereafter all of those spaces kept available for such purposes.

Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 5 The development hereby permitted shall be carried out in accordance with the following approved plans:

1:1250 Site Location Plan
1:500 Site Layout Drwg No 3890/500 Rev F
Existing Elevations Drwg No 3890/3 Rev A
Existing Ground Floor Plan Drwg No 3890/1 Rev A
Existing First Floor Plan Drwg No 3890/2
Proposed Elevations Drwg No 3890/7 Rev F
Proposed Ground Floor Plan Drwg No 3890/5 Rev F
Proposed First Floor Plan Drwg No 3890/6 Rev F
Existing Cross Section Drwg No 3890/4
Proposed Cross Section Drwg No 3890/8
Roof Plan Drwg No 3890/200 Rev F

Reason: - To ensure provision of a satisfactory development.