

Committee: **PLANNING**

Date of Meeting: **02 June 2010**

Title of Report: **S/2010/0458**  
**40 Hampton Road, Southport**  
(Kew Ward)

Proposal:

Conversion to 6 self-contained flats involving alterations to the side access and the erection of a two storey extension at the rear after demolition of the existing outrigger at the rear of the premises.

Applicant: Mr I Cafferkey

### **Executive Summary**

This application is for the conversion of 40 Hampton Road into 6 self-contained flats. The main issues for consideration are the impact of the development on residential amenity, the character of the area and the interests of road safety.

**Recommendation(s)                      Approval**

### **Justification**

The proposed development complies with the Council's Unitary Development Plan Policies and Supplementary Planning Guidance and will not cause demonstrable harm to the character of the area, the amenities of nearby residents or the interests of highway safety.

### **Conditions**

1. T1 Time Limit - 3 years
2. M-1 Materials (matching)
3. L-4 Landscape Implementation
4. M-6 Piling
5. H-1 Remove existing vehicular/pedestrian access
6. H-2 New vehicular/pedestrian access
7. H-6 Vehicle parking and manoeuvring
8. H-7 Cycle parking
9. S-106 Standard S106
10. X1 Compliance

## **Reasons**

1. RT1
2. RM-1
3. RL-4
4. RM-6
5. RH-1
6. RH-2
7. RH-6
8. RH-7
9. RS-106
10. RX1

## **Notes**

1. The applicant is advised that the proposal will require the formal allocation of addresses. Contact the Highways Development Control Team on Tel: 0151 934 4175 to apply for a new street name/property number.

The applicant is advised that all works to the adopted highway must be carried out by a Council approved contractor at the applicant's expense. Please contact the Highways Section on 0151 934 4175 or [development.control@technical.sefton.gov.uk](mailto:development.control@technical.sefton.gov.uk) for further information.

## **Drawing Numbers**

221/1A, 410/1B

## Financial Implications

<b>CAPITAL EXPENDITURE</b>	<b>2006/ 2007 £</b>	<b>2007/ 2008 £</b>	<b>2008/ 2009 £</b>	<b>2009/ 2010 £</b>
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<b>REVENUE IMPLICATIONS</b>				
Gross Increase in Revenue Expenditure				
Funded by:				
Sefton funded Resources				
Funded from External Resources				
Does the External Funding have an expiry date? Y/N	When?			
How will the service be funded post expiry?				

## List of Background Papers relied upon in the preparation of this report

History referred to  
Policy referred to



<b>Sefton Council</b> Planning & Economic Regeneration Department Andy Wallis - Director <small>Planning &amp; Economic Regeneration is part of the          Regeneration &amp; Environmental Services Directorate</small>		S/2010/0458 40 Hampton Road Southport PR8 6SS OSGR: 334446, 416554	Sheet(s): 470A Area: 1019 sqm	<b>Standard Site Plan</b> Scale: 1:1250 Date: 20/3/2010 Drawn By: BBERT on	
<small>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.          Sefton Council Licence No. 1000181921</small>		<small>Created by Sefton Council Planning &amp; Economic Regeneration Department using MapInfo</small>		Ward(s): Kew Postcode Sector(s): PR8 6 Polling District(s): T4 Parish(es): None Found	

## The Site

40 Hampton Road which is a detached property on the east side of Hampton Road, Southport.

## Proposal

Conversion to 6 self-contained flats involving alterations to the side access and the erection of a two storey extension at the rear after demolition of the existing outrigger at the rear of the premises.

## History

None previous

## Consultations

**Director of Environmental Protection** – No objections in principle, subject to the imposition of a condition which would require the submission of details regarding piling

**Highways Development Control** – No objections in principle subject to the imposition of Conditions regarding the removal of the existing vehicular and pedestrian accesses, the provision of the new pedestrian and vehicular accesses, the provision of on site car parking and cycle parking.

## Neighbour Representations

Last date for replies: 10<sup>th</sup> May 2010

Objections to this application have been received from the occupants of 38, 39 and 41 Hampton Road on the grounds that the area is predominantly one of family houses and a development of 6 flats is not acceptable. The previous occupants of the property created a lot of noise and disturbance. The development would lead to additional on road parking and traffic congestion in close proximity to a road junction and Primary School.

**Councillor Rimmer has requested that this application be the subject of a Committee site visit.**

## Policy

The application site is situated in an area allocated as primarily residential on the Council's Adopted Unitary Development Plan.

AD2	Ensuring Choice of Travel
CS3	Development Principles
DQ1	Design
DQ3	Trees and Development
DQ4	Public Greenspace and Development
H10	Development in Primarily Residential Areas
MD2	Conversion to Flats
SPG	New Housing Developments

## Comments

The application site is a detached Victorian property which has been extended to the rear in a piecemeal fashion. The premises have a historical use as 2 self-contained flats and more recently have been used as an unauthorised House in Multiple Occupation. The premises have been severely damaged by a fire in the rear part of the property and are currently vacant.

This application involves the demolition of the rear outrigger and its replacement with a 2 storey extension. The property would be converted into 6 self-contained flats, with the provision of 4 car parking spaces within the curtilage of the site. The main issues for consideration in assessment of this application relate to the impact of the development on the character of the area, on the amenities of nearby residents and on highway safety.

### **Character of the area**

The applicant proposes to convert the property into 6 self-contained flats. Policy MD2 in the UDP relates to flat conversions and indicates that such schemes will be permitted where the development would not cause significant harm to the character of the area. 40 Hampton Road has formerly been subdivided and has been altered and extended over previous years. There is an existing enclosed staircase which has been added to the side of the property and previous rear extensions. Given its existing layout and former use, it is unlikely to be occupied as a single family dwelling.

Although Hampton Road is an area of mainly single family dwellings, there are other properties converted into flats in the vicinity of the application site. 40 Hampton Road is of a sufficient size to facilitate a satisfactory conversion and a similar sized property at 71 Hampton Road already has planning permission to be used as 6 self-contained flats. The adjoining property at 42 Hampton Road is a converted into 2 flats. On balance, the proposed use of the application site is not considered to be detrimental to the overall character of the area.

## **Impact on residential amenity**

Policy MD2 in the UDP also requires that developments should not cause harm to the amenities of occupiers of the proposed dwellings or neighbouring occupiers, in terms of overlooking, noise or disturbance. Policies CS3 and DQ1 seek to protect the amenities of residents living in close proximity to proposed developments. The impact of the proposed 2 storey rear extension and use of the property on neighbouring properties must be considered. In order to facilitate a conversion to 6 self-contained flats, the applicant proposes to demolish the existing rear outrigger and replace it with a 2 storey rear extension.

The proposed rear extension would be larger than the existing rear outrigger which is to be demolished. At present the rear outrigger is part 2 storey with a pitched roof, and part 1 and a half storey, with a flat roof. The 2 storey element projects 6.45 metres from the main rear wall of the dwelling and the flat roofed element projects a further 2.6 metres. The 2 storey element is inset from the party boundary with 38 Hampton Road by 2 metres and the 1 and a half storey element is inset from the boundary by 4.3 metres. Together the existing extensions have an overall projection of 9.1 m from the rear of the property. The applicant proposes to completely demolish the previous extensions and erect a 2 storey extension, projecting 10.1 metres from the rear back wall of the original dwelling and being inset from the party boundary with 38 Hampton Road by 2 metres and from the boundary with 42 Hampton Road by 7.4 metres. The extension would have a height to the eaves of 5.2 metres.

The proposed extension is similar in length to the existing 2 storey extension at 38 Hampton Road. Number 42 Hampton Road has a similar length single storey outrigger. Number 38 Hampton Road has side facing ground and first floor windows which already face the existing 2 storey outrigger at 40 Hampton Road. Aspect and prospect from these windows would not be significantly worsened by the proposed extension. Aspect and prospect from one side facing ground floor window would be detrimentally affected as a result of the proposed extension but this window is secondary as it serves a room which has dual aspect. Although the single storey outrigger at 42 Hampton Road has side facing windows, there would be a 9.6 metre separation distances from the windows to the side wall of the proposed extension. These windows look onto the existing outriggers at 40 Hampton Road and their aspect and prospect would not be significantly worsened as a result of the proposed development. The application site has a 30 metre long rear garden and the proposed extension will have no impact on the property to the rear. The extension is considered to have a satisfactory relationship to the surrounding properties and to be of an appropriate scale and design.

The Council's SPG on New Housing developments indicates recommended

separation distances between first floor habitable room windows and facing windows and private rear gardens in adjoining properties. The recommended distances are complied with. The property also provides an acceptable level of amenity for future occupants with reasonable aspect and prospect from all habitable room windows and adequate external amenity space. The proposed development is therefore considered to be compliant with UDP Policies CS3, DQ1, MD2 and SPG on New Housing Development.

#### **Impact on highway safety**

The Highway Authority has been consulted with regard to the application. The applicant proposes to provide 4 car parking spaces within the curtilage of the site. Although neighbours have expressed concern that the level of car parking is inadequate, the Highway Authority is satisfied that 4 car parking spaces is an acceptable level of provision for 6 flats, given the accessible location, in close proximity to Scarisbrick New Road and Southport Town Centre and the availability of on-street car parking close by. As required by policy AD2 in the UDP the scheme makes provision for on site cycle parking.

#### **Trees and Greenpeace**

As required by Policy DQ3 in the UDP, the applicant proposes to plant 18 new trees within the curtilage of the site. The applicant has been asked to confirm his willingness to enter into a legal agreement for the provision of a financial contribution of £8,672.50 for the upgrade of public urban greenspace. An appropriate condition has been attached.

The conversion of 40 Hampton Road into 6 self-contained flats is considered to comply with Unitary Development Plan Policies and Supplementary Planning Guidance and is therefore acceptable in principle.

Contact Officer:                      **Mrs S Tyldesley      Telephone 0151 934 3569**

Case Officer:                         **Mrs C A Thomas      Telephone 0151 934 2203 (am  
only)**