PLANNING APPLICATIONS COMMITTEE  
6th September 2012

Item No: 06

<table>
<thead>
<tr>
<th>UPRN</th>
<th>APPLICATION NO.</th>
<th>DATE VALID</th>
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<td>12/P0240</td>
<td>13/01/2012</td>
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Address/Site  
292 - 294 Haydons Road, Wimbledon, London, SW19

Ward  
Wimbledon Park

Proposal:  
Erection of rear extensions at first and second floor levels and rear & side roof extensions in connection with conversion of two existing 4+ bedroom maisonettes to form 4 x studio units and 2 x 1 bedroom maisonettes.

Drawing Nos  
100209A-D-001, 010, 011B, 012B, 013A, 015A, 020 and 021A

Contact Officer:  
Stuart Adams (0208 545 3147)

RECOMMENDATION

GRANT Planning Permission subject to S106 agreements and conditions.

CHECKLIST INFORMATION.

- Heads of agreement: - Permit Free and Affordable Housing
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Impact Assessment been submitted – No
- Press notice – No
- Site notice – Yes
- Design Review Panel consulted – No
- Number of neighbours consulted – 12
- External consultations – No.
- Number of jobs created – N/A
- PTAL score – 2
- CPZ – 3E
1. **INTRODUCTION**

The application has been brought before the Planning Applications Committee for consideration, as the case officer’s recommendation includes the provision of a Section 106 agreement for permit free development and an affordable housing contribution.

2. **SITE AND SURROUNDINGS**

2.1.1 The application site comprises two units, known as 292 – 294 Haydons Road, Wimbledon. These two storey buildings with accommodation within the roof space, comprise an existing tapas bar (Use Class A3) spanning two shop front units at ground floor level and two 5 bedroom split level flats on the floors above. The application site forms part of a small shopping parade (undesignated within the UDP) which includes similar sized buildings, with commercial units at ground floor and residential units on the floors above. Haydon’s Road is a busy classified road characterised by a mixture of ground floor commercial units with flats above and two storey terraced houses or block of flats. Surrounding roads mainly comprise traditional two storey terraced and semi detached houses.

2.1.2 Directly to the north of the shopping parade at the junction between Haydons Road and Haydons Park Road is a petrol filling station. The petrol filling station has a front forecourt area, associated store towards the rear of the site and vehicular and pedestrian accesses from both Haydons Road and Haydons Park Road.

2.1.3 To the rear of the 284 – 296 Haydons Road is a small mews development accessed via Cromwell Road to the south. These buildings were originally single storey commercial buildings, however the first unit within the mews development has recently been redeveloped to incorporate a two storey building with commercial at ground floor and residential on the floor above. It should also be noted that planning permission has been granted (but not yet implemented) for the redevelopment of the three end units within the mews, to create a two storey building, commercial at ground floor with residential above.

2.1.4 Running partly parallel to the rear/side of the mews is a recently built, part single, part two storey detached house, known as The Ledge, Cromwell Road. The property is partly orientated towards the application site and incorporates an unusual arrangement with the amenity space being located to the front of the property. Access to the property is via the undercroft of 1 Cromwell Road, at this point a passageway running parallel to
the adjacent mews and the rear garden of 1 Cromwell Road leads to the property.

2.1.5 The application site is not located within a conservation area.

3. **CURRENT PROPOSAL**

3.1.1 Erection of rear extensions at first and second floor levels and rear & side roof extensions in connection with conversion of two existing 5 bedroom maisonettes to form 4 x studio units and 2 x 1 bedroom maisonettes.

3.1.2 The proposed first and second floor rear extension would be clad in white render, with wood cladding details, including wood frame windows. The extension would be suspended above ground level by two structural steel legs which will be painted white. The extension would project 3.75m from the rear wall of the original two storey rear wing, would be 3.5m wide and taper to 2.75m at its narrowest point.

3.1.3 The rear and side dormers would be finished with slate to match the existing roof materials.

3.1.4 London Plan Space Standards

<table>
<thead>
<tr>
<th>London Plan</th>
<th>Dwelling type (bedroom (b))/persons-bedspaces (p)</th>
<th>GIA (sq m)</th>
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<tr>
<td>Flats</td>
<td>1p</td>
<td>37</td>
</tr>
<tr>
<td></td>
<td>1b2p</td>
<td>50</td>
</tr>
<tr>
<td><strong>Proposal</strong></td>
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<tr>
<td>Flat 1 (292)</td>
<td>1b2p</td>
<td>51.8</td>
</tr>
<tr>
<td>Flat 2 (294)</td>
<td>1b2p</td>
<td>54.5</td>
</tr>
<tr>
<td>Flat 3 (studio) first floor (292)</td>
<td>1p</td>
<td>39.3</td>
</tr>
<tr>
<td>Flat 4 (studio) first floor (294)</td>
<td>1p</td>
<td>40.5</td>
</tr>
<tr>
<td>Flat 5 (studio) second floor (292)</td>
<td>1p</td>
<td>37.1</td>
</tr>
<tr>
<td>Flat 6 (studio) second floor (294)</td>
<td>1p</td>
<td>38.9</td>
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4. **PLANNING HISTORY**

4.1 10/P2248 - Erection of rear extensions at first and second floor levels in connection with conversion of two existing 5 bedroom maisonettes to form six 1 bedroom residential units, including installation of new rear dormers, relocation of restaurant ducting on rear elevation of extension and reconfiguration of outdoor rear seating area - withdrawn

Other relevant planning history (296 Haydons Road)
4.2 12/P0250 - Erection of rear extension at first and second floor levels and rear & side roof extensions, in connection with conversion of existing 5 bedroom maisonette to form 2 x studio flats and 1 x 1 bedroom maisonette.– Pending decision on this Planning Applications Committee agenda.

5. **CONSULTATION**

5.1 The application has been advertised by the display of a site notice and letters of notification to the occupiers of neighbouring properties.

5.1.2 Three letters of objection have been received.

5.1.3 Two raise concerns about parking pressure with increased number of units.

5.1.4 The 3rd letter is from the ground floor restaurant use at the application site and expresses concern that the length and height of extension would block out light to the ground floor conservatory and that the garden would be unusable during construction (impact on trade of restaurant)

5.3 **Environmental Health** - No objection subject to conditions relating to relocated ducting and construction hours

5.4 **Transport Planning** (Comments relating to both 12/P0240 & 12/P0250).

5.4.1 Haydons Road is a busy single carriageway in South Wimbledon. It is within Controlled Car Parking Zone (CPZ)-3E and has a significant level of on-street car parking. Haydon’s Road has a mixture of residential and retail/employment uses. The site has a PTAL rating of 2 however this is misleading as there are bus links and Haydon’s Road Rail Station within walking distance of the site.

5.4.2 Both the proposals have no off-street car parking. The combination of these two applications with no off street parking could impact on the on street parking capacity. Therefore we would recommend that both these applications should be made permit-free secured via S106 legal agreement.

5.4.3 The proposal includes a commitment to provide each property with a folding bike and adequate space in each unit to store the bike. We are encouraged by this proposal and to ensure it is sustainable recommend a condition that would ensure the design of the cycle parking is fit for purpose.
5.4.4 In conclusion, there is no transport objection subject to conditions.

6. POLICY CONTEXT

6.1 The relevant policies within the Adopted Unitary Development Plan (October 2003) are:

- HS.1: Housing Layout and Amenity
- BE.15 New Buildings and Extensions – Daylight, Sunlight, Privacy, Visual Intrusion and Noise,
- BE.23: Alterations and Extensions to Buildings
- BE.24 Roof Extensions and Dormer Windows.
- F.2 Planning Obligations

6.2 The following Supplementary Planning Guidance notes are also relevant:

- New Residential Development (December 1999)
- Residential Extension and Conversions (November 2001)
- Planning Obligations (July 2006)

6.3 The relevant policies within the Adopted Core Strategy (July 2011) are:

- CS8 – Housing Choice
- CS9 - Housing Provision
- CS14 - Design
- CS18 – Active Transport
- CS19 – Public Transport
- CS20 - Parking, Servicing and Delivery

6.4 The Relevant policies in the London Plan (July 2011) are:

- 3.3 (Increasing Housing Supply),
- 3.4 (Optimising Housing Potential),
- 3.5 (Quality and Design of Housing Developments),
- 3.8 (Housing Choice),
- 5.1 (Climate Change Mitigation),
- 5.3 (Sustainable Design and Construction).

7. PLANNING CONSIDERATIONS

7.1 The main issues to consider is the principle of the conversion of a two, five bedroom flats into six smaller flats, the standard of accommodation provided, design of extensions and impact upon neighbouring amenity and traffic and parking considerations.
7.2 Amendments

7.2.1 Internal alterations to the studio flats, including the removal of chimney breast, and provision of 1.5m² dedicated storage areas have been introduced. The amendments now result in all studio flats meeting the London Plan minimum Gross Internal Area (GIA) standards. The removal of the chimney breast has provided improved circulation within the main living space of the studio and possible layout for furniture and fittings.

7.3 Principle of Development

7.3.1 The London Plan and both the Council’s adopted LDF and UDP seeks to increase housing provision where it can be shown that an acceptable standard of accommodation will be provided and provide a mix of dwelling types. The London Plan published in July 2011 sets Merton with a minimum ten year target of 3,200 dwellings within the borough between 2011 – 2021. The proposed redevelopment of the site replaces 2x 5 bed maisonettes with 6 new studio and 1 bed flats over an increased floorspace. There is therefore no net loss of residential units and a small increase in residential floorspace. The principle of development is considered acceptable, making a modest contribution towards meeting housing choice and housing targets.

7.4 Standard of Accommodation

7.4.1 The proposed conversion would provide a satisfactory standard of accommodation for future occupiers in accordance with Policy HS.1 of the Councils adopted UDP. All flats exceed the London Plan minimum Gross Internal Area (GIA) standards, set out in the guidelines of table 3.3 of the London Plan 2011.

7.4.2 The indicative layout shows that each room is capable of accommodating furniture and fittings in a satisfactory manner. Each habitable room has good outlook, levels of light, storage spaces and circulation areas. Whilst there is no direct access to private amenity space, due to the constraints of the site, it is not uncommon for flats above shops to have no access to amenity space. In addition, given the size of the flats it is unlikely that the flats would appeal to a family where the need for private outdoor space is more desirable. The proposed development replaces 2x 5 bed units with no amenity space.

7.5 First and Second floor Rear Extension

7.5.1 Design

It is considered that the design of the extension is appropriate in terms of
form and scale and would not detract from the character of the existing building. It is considered that the proposed extension would be a modern interpretation of the original buildings design/form and would satisfactorily relate to the mixed used nature of the application site and the immediate vicinity.

7.5.2 Neighbour Impact

7.5.3 290 Haydons Road

With regards to the impact of the proposal on this neighbour’s amenity, the proposed extension would be located at first/second floor level and would project 3.75m beyond the rear of the original two storey rear wing. The ground floor is commercial and therefore there would be no undue impact upon this use. At the upper levels, the proposed extension would be located adjacent to the rear facing bedrooms, however the proposed flank wall has been angled away from this neighbour and inset approximately 0.3m in from the boundary. These design features, combined with the southwest orientation of the neighbour and the proposed extension being situated to the north, would preserve the levels of outlook and light to the bedrooms.

7.5.4 296 Haydons Road

With regards to the impact of the proposal on this neighbour’s amenity, the proposed extension would be located at first/second floor level and would project 3.75m beyond the rear of the original two storey rear wing. The ground floor is commercial and therefore there would be no undue impact upon this use. At the upper levels, the proposed extension would be located adjacent to the rear facing bedrooms, however the proposed flank wall has been angled away from this neighbour and inset approximately 0.3m in from the boundary. These design features would preserve the levels of outlook and light to the bedrooms. It should also be noted that the pending planning application at 296 Haydons Road, LBM ref 12/P0250, seeks an identical first and second floor rear extension, therefore there would be no loss of amenity if the proposed extensions were built together.

7.5.5 1 Cromwell Road

Properties in Cromwell Road are located at a right angle to the application site. This neighbour is located directly beyond the single storey commercial buildings within the mews development and has a number of flank windows overlooking the mews towards the application site. The proposed first/second floor rear extension would be distanced approximately 22m away from the flank of this neighbouring property and
the host building already has existing windows at this level, therefore it is considered that there would be no undue loss of amenity.

7.56  **Ground floor commercial use, 292-294 Haydons Road**
The rear enclosed seating deck and outdoor seating area would remain as part of the development, and due to its location west of the proposed extensions, would not be overshadowed by the extensions. Loss of trade during the construction period is not a planning consideration.

7.6  **Side and Rear Dormer Roof Extensions**

7.6.1 It is considered that the design of the rear dormers are appropriate in terms of form and scale and would not detract from the character of the existing building. In visual terms, the dormers relate satisfactorily with original building in terms of size, design, finishes and window proportions. The proposed dormers are set adequately away from the party walls, below the ridge level and above the eaves to ensure that they do not dominate the roof plane.

7.6.2 With regards to the impact of the proposal on residential amenity, the size and position of the dormers are not considered to have an unacceptable impact on the amenities currently enjoyed by neighbours. The proposed side dormers which serve the proposed bathroom would be directed towards each other, however an appropriate planning condition to obscure the windows would mitigate overlooking between future neighbours. The rear facing dormers would be located over 30m away from the neighbouring properties in Cromwell Road (orientated at a right angle to the application site). It is therefore it is considered that there would be no undue loss of amenity.

7.7  **Parking and Traffic**

7.7.1 The site has a PTAL rating of 2 and is located within CPZ- 3E. The amount of expected vehicle movements to and from the site and trip generation are likely to be low given the modest size of the development and therefore it is not anticipated that this would create adverse harm to traffic conditions in and around the area.

7.7.2 Due to the number of units within the development and the intensity of on-street parking in this area, it will be necessary for the applicant to enter into a Section 106 'permit free' Agreement, in order to ensure that occupiers will not be entitled to on-street residential parking permits.

7.8  **S106 agreements (Affordable Housing)**
7.8.1 Core Strategy policy CS 8 requires that all sites capable of providing between 1-9 units (net) will be required to make provision for affordable housing as an off-site financial contribution.

7.9 Local Financial Considerations

7.9.1 The proposed development is liable to pay the Mayoral Community Infrastructure Levy, the funds for which will be applied by the Mayor towards the Crossrail project. The CIL amount is non-negotiable and planning permission cannot be refused for failure to agree to pay CIL.

8. SUSTAINABILITY AND ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS

8.1.1 The proposal is for minor residential development and an Environmental Impact Assessment is not required in this instance.

8.1.2 The application does not constitute Schedule 1 or Schedule 2 development. Accordingly, there are no requirements in terms on EIA submission.

9. CONCLUSION

9.1.1 It is considered that the proposal would result in the formation of additional residential units with an acceptable standard of accommodation, with no undue impact on housing choice, visual or residential amenity or traffic conditions. The design of the extensions are considered acceptable, respecting the character or appearance of the property, context of the site and neighbouring amenity. The proposal is in accordance with Adopted Unitary Development Plan, Core Planning Strategy and London Plan policies. The proposal is therefore recommended for approval subject to conditions and S106 agreements.

RECOMMENDATION

GRANT PLANNING PERMISSION

Subject to the completion of a Section 106 Agreement covering the following heads of terms:-

1. Designation of the development as permit-free and that on-street parking permits would not be issued for future residents of the proposed development.

2. That the developer makes a financial contribution towards Affordable housing.
3. The developer agreeing to meet the Councils costs of preparing, drafting and monitoring the Section 106 Obligations.

And the following conditions:

1. A.1 Commencement of Development (full application)
2. B.1 Materials to be Submitted
3. C.6 Refuse and recycling storage (details to be submitted)
4. C2 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no window, dormer, rooflight or door other than those expressly authorised by this permission shall be constructed first floor, second or roof level without planning permission first obtained from the Local Planning Authority.

Reason: To safeguard the amenities of the occupiers of nearby properties and to comply with policies BE.15 and BE.23 of the Adopted Merton Unitary Development Plan 2003.

5. Construction hours

6. Obscured glazing (side dormers)

7. Noise attenuation – Haydons Road and ground floor commercial use

8. Noise attenuation – relocated ducting

9. H9 Construction management

INF12 Works affecting the public highway
INF Party Walls Act

REASON FOR APPROVAL.

It is considered that the proposal would result in the formation of additional residential units with an acceptable standard of accommodation, with no undue impact on housing choice, visual or residential amenity or traffic conditions. The design of the extensions are considered acceptable, respecting the character or appearance of the property, context of the site and neighbouring amenity. The proposal accords with Council's Adopted
Unitary Development Plan, Core Planning Strategies and London Plan Policies. The policies listed below were relevant to the determination of this proposal.

Adopted Merton Unitary Development Plan (October 2003).
HS.1: Housing Layout and Amenity
BE.15 New Buildings and Extensions – Daylight, Sunlight, Privacy, Visual Intrusion and Noise,
BE.23: Alterations and Extensions to Buildings
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