

PLANNING APPLICATIONS COMMITTEE 8TH DECEMBER 2016

	APPLICATION NO.	DATE VALID
	15/P4026	25/03/16
Address/Site:	151 Wandle Road, Morden, Surrey, SM4 6AA	
Ward	Ravensbury	
Proposal	Rear roof extension in connection with the conversion of the existing house into 1 x 3 bedroom unit; 1 x 1 bedroom unit and 1 x studio flat with provision of 3 parking spaces and bin store to the front of the property and cycle storage to the rear.	
Drawing No's	Site location plan, 100 rev 3, 101 rev 3, 220 rev D, 221 rev F, 320 rev1, 321 rev D	
Contact Officer	Mark Brodie (020 8545 4028)	

RECOMMENDATION

GRANT PLANNING PERMISSION subject to planning conditions.

CHECKLIST INFORMATION

- Heads of agreement: No
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Design Review Panel consulted - No
- Number of neighbours consulted - 8
- Press notice - No
- Site notice - Yes
- External consultations: Nil
- Number of jobs created N/A

1. INTRODUCTION

- 1.1 This application is brought before the Planning Applications Committee due to the level of objection received.

2 **SITE AND SURROUNDINGS**

- 2.1 The application site is a two-storey semi-detached house positioned on the south-west side Wandle Road. Running along the south side of the property is a pedestrian footpath leading to Connaught Gardens. There is an existing pedestrian access gate within the side boundary that provides pedestrian access to the rear garden via the pedestrian footpath. There is an existing vehicular crossover providing vehicular access and the entire front garden has been paved over to provide hardstanding for cars. Similar semi-detached property adjoins. Opposite are two-storey semi-detached purpose built flats. The site is south of and close to Morden Hall Park. The area is predominantly residential in character.
- 2.2 The site is not within a conservation area and has a Public Transport Accessibility Levels of 3. The site is not within a Controlled Parking Zone.

3. **CURRENT PROPOSAL**

- 3.1 Rear roof extension in connection with the conversion of the existing house into 1 x 3 bedroom unit, 1 x 1 bedroom maisonette and one studio flat with provision of three car parking spaces to the front of the property and bin and cycle storage within the rear garden.

Flat No.	Number of bedrooms/bed spaces	Floorspace	London Plan Minimum required floorspace
Unit 1	3b/4p	103.5 sq.m	74 sq.m
Unit 2	1b/2p	68.35 sq.m	58 sq.m
Unit 3	1b/1p	40.54 sq.m	39 sq.m

Private amenity space would be provided for the ground floor family unit in the form of an enclosed patio 24.49 sq.m and all of the flats would have access to a communal garden of approximately 142 sq.m.

- 3.2 Amended Scheme: The main changes involve the omission of the single-storey rear extension; omission of one studio unit in connection with the creation of a family sized 3 bedroom unit at ground floor level; change from a 2-bedroom maisonette to a 1 bedroom maisonette; omission of additional crossover; inclusion of additional cycle space; inclusion of electric charging points; relocation of bin store.

4. **PLANNING HISTORY**

- 4.1 15/P2726 planning permission granted for the erection of a hip to gable and rear roof extension with 3 x rooflights to front roof slope.

- 4.2 15/P2140 Certificate of Lawfulness refused for the erection of a hip to gable and rear roof extension with the installation of three rooflights in the front roofslope (The proposed roof extension would exceed the permitted development tolerances set out in Schedule 2, Part 1, Class B of the Town & Country Planning (General Permitted Development) (England) Order 2015).
- 4.3 15/P2085 Prior Approval granted in respect to a single-storey rear extension, with the following dimensions, extends beyond the rear wall of the original dwellinghouse by 6m. The maximum height of the enlarged part of the dwellinghouse will be 3m. The height of eaves of the enlarged part of the dwellinghouse will be 3m.
- 4.4 06/P0473 Planning permission granted for the erection of a part single/part two-storey side and rear extension.
- 4.5 02/P0787 planning permission refused for the erection of a single storey and a two-storey side extension.
Reasons: The proposed two storey side extension would appear unduly dominant and disrupt the symmetry of the semi-detached pair and appear unduly dominant eroding space between properties to the detriment of the visual amenities of the Wandle Road street scene contrary to Policies EB.23, H22, H23 of the Adopted Unitary Development Plan (April 1996), Policies BE.23, BE.28, BE.29, BE.30 of the Second Deposit Draft (October 2000) and Supplementary Planning Guidance). Subsequent appeal dismissed.

5. CONSULTATION

- 5.1 8 neighbours consulted on scheme as originally submitted: 7 individual letters of objection were received including an additional letter of objection received on behalf of the objector/neighbour at no.153 Wandle Road.

Overdevelopment; four units would result in overcrowding; loss of family unit would be contrary to Core Strategy policy CS14; inappropriate development within a predominantly family area that is likely to cause stress to neighbours; flats do not meet minimum space standards; stacking arrangements are unacceptable; poor layout with poorly lit accommodation; larger flats should have access to the garden; side access to narrow; increased noise from communal garden; increased traffic and air pollution; insufficient parking for four units; increased demand for on-street parking leading to parking congestion; difficult for bus drivers to navigate due to parked cars and the proposal will exacerbate this situation; parking arrangement involving an additional crossover could not be achieved due to the location of telephone pole;

loss of front wall and a full width crossover will detract from streetscene; position of bin store would represent an eyesore and due to its proposed location would result in smells; increased overlooking of neighbouring gardens; poor outlook; no affordable housing contribution; loss of privacy; loss of light; bike store in back garden would attract thieves; potential for future occupiers to leave side gate unsecured leading to security problems; increased demand on drainage and water supply; noise, dust, disturbance and traffic congestion from building works.

One objector has suggested that if the Local Planning Authority were minded to grant planning permission then a series of conditions relating to:- hours of operation of building works; fitting soundproofing to all walls flanking 153 Wandle Road; ensure drainage and sewage connections for the site are housed completely within the boundaries of the site; prohibit the use of the flat roof of the ground floor of the property as a roof terrace; enforce re-positioning of bin store; enforce the fitting of a security gate for access to communal back garden.

- 5.2 Transport Planning. Consulted on the original scheme. The site has a PTAL score of 3 and in an uncontrolled parking zone so the Council is unable to apply a permit free agreement. Cycle parking provision shows only 4 spaces (London Plan standards would require it to have 5 spaces); The applicant would have to apply for a vehicle crossover from the Highways Team to widen the existing crossover access. The proposed new crossover is unlikely to be granted because of the presence of the telephone post (officers would note that this has been omitted from the amended scheme). The applicant is proposing two new gated accesses to the property from Connaught Gardens footpath, the applicant will need to confirm how they are expecting residents to access these gates from the footpath. Provision of electric vehicle charging points for the parking bays should be provided.

5.3 Climate Officer

As a minimum, the development should demonstrate that it has been designed in accordance with the Mayor's energy hierarchy (as outlined in Policy 5.2 of the London Plan 2015 and Policy CS15 part b of Merton's Core Planning Strategy 2011), make efficient use of resources and materials and minimise water use and CO2 emissions.

As a conversion to provide new dwellings officers advise that the development is assessed under the BREEAM Domestic Refurbishment Standard. This methodology is designed for domestic refurbishments. This will be applied through the standard BREEAM Domestic Refurbishment - Pre-Commencement (Conversions to provide new dwellings) planning condition, which requires a minimum standard of BREEAM 'Very Good' for the converted dwelling.

- 5.4 8 neighbours were consulted on the amended scheme: 8 individual letters of objections were received including an additional letter of objection received on behalf of the objector/neighbour at no.153 Wandle Road. 3 of the objection letters acknowledged the amendments to the scheme but continue to reiterate the objections already expressed under the original consultation and outlined above.

6. POLICY CONTEXT

- 6.1 The relevant policies in the Council's Adopted Sites and Policies Plan (July 2014) are:

DM D1 (Urban design)
DM D2 (Design considerations in all developments)
DM D3 (Alterations and Extensions to Buildings)
DM T2 (Transport impacts of developments)
DM T3 (Car parking and servicing standards)

Supplementary Planning Guidance for New Residential Development
1999

- 6.2 London Plan 2015
3.3 (Increasing housing supply)
3.4 (Optimising housing potential)
3.5 (Quality and design of housing developments)
6.13 (Parking)
7.4 (Local character)
7.6 (Architecture)
- 6.3 Housing Standards – Minor Alterations to the London Plan (March 2016)
Mayor's Housing Supplementary Planning Guidance (March 2016)
- 6.4 DCLG Technical Housing Standards – Nationally Described Space Standard
- 6.5 Adopted LDF Core Strategy (July 2011)
CS 8 (Housing choice)
CS 9 (Housing provision)
CS 14 (Design)
CS 20 (Parking, servicing and delivery)

7.0 PLANNING CONSIDERATIONS

- 7.1 The main issues for consideration are the principle of conversion; visual amenity; residential amenity; standard of accommodation; parking and traffic.

The provision of housing:

- 7.2 Policy CS14 of Merton's Core Strategy (2011) requires the incorporation of at least one family sized unit where resulting in the loss of an existing family sized unit. A three bedroom family sized unit is incorporated within the conversion at ground floor level with access to its own private garden and as such the scheme is compliant with this aspect of policy.

Standard of Accommodation

- 7.3 Policy 3.5 of the London Plan 2015, as updated by the Minor Alterations Housing Standards (March 2016) and the Department for Communities and Local Government "Technical Housing Standards – Nationally described space standard" set out a minimum gross internal area standard for new homes. This provides the most up to date and appropriate minimum space standards for Merton. In addition, adopted policy CS14 of the Core Strategy and DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) encourages well designed housing in the borough by ensuring that all residential development complies with the most appropriate minimum space standards and provides functional internal spaces that are fit for purpose. New residential development should safeguard the amenities of occupiers by providing appropriate levels of sunlight and daylight and privacy for occupiers of adjacent properties and for future residents of the proposed dwellings. The living conditions of existing and future residents should not be diminished by increased noise or disturbance.

- 7.4 All of the proposed flats would exceed the minimum space standards required by policy 3.5 of the London Plan and the Department for Communities and Local Government "Technical housing standards – nationally described space standard" The flats are also double aspect and as such it is considered that they would receive a satisfactory amount of daylight/sunlight and have a good outlook. Future occupants of the family unit on the ground floor will have access to a private amenity area and all of the flats would have access to a generously sized communal garden. A number of third party objections raised concerns regarding overcrowding; loss of family unit; units not achieving minimum space standards; access to the garden. It should be noted however that the application has been through a series of amendments since originally submitted resulting in a decrease in the proposed occupancy; the inclusion of a family unit; all units exceed minimum space standards; all units have access to outdoor amenity space.

Impact on neighbour amenity

- 7.5 Policy DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that proposals for development will be required to ensure provision of appropriate levels of sunlight and daylight, quality of living conditions, amenity space and privacy, to both proposed and

adjoining buildings and gardens. Development should also protect new and existing development from visual intrusion.

- 7.6 It is not considered that the proposed roof extension would be visually intrusive or overbearing when viewed from neighbouring properties or result in an unacceptable level of daylight/sunlight, loss of outlook nor would it result in an unacceptable loss of privacy. It is noted that the proposed roof extension would be almost identical in terms of size, design and proportions to the existing rear roof extension to the neighbouring property at no.153 Wandle Road.

Parking, servicing and deliveries.

- 7.7 Core Strategy Policy CS 20 is concerned with issues surrounding pedestrian movement, safety, serving and loading facilities for local businesses and manoeuvring for emergency vehicles as well as refuse storage and collection. Sites and Policies Plan policy DM T2 requires that development has a minimal impact on the local environment. The application site has a PTAL rating of 3 which means it has moderate access to public transport. Policy DMT3 states that development should only provide the level of car parking required to serve the site taking account accessibility by public transport (PTAL) and local circumstances in accordance with London Plan standards unless a clear need can be demonstrated.
- 7.8 The proposal has reduced the proposed occupancy levels since it was originally submitted As a family sized unit is being retained, the level of impact needs to be considered in terms of the impact of the additional two flats and the potential additional occupiers thereof. There is satisfactory space within the existing hardstanding to accommodate 3 car parking spaces. The scheme as originally submitted proposed an additional crossover which has been omitted from the scheme. In addition three electric vehicle charging points and secure cycle storage have been provided in accordance with London Plan standards. Satisfactory refuse storage has been accommodated within the rear garden. Bearing the amendments in mind it is not considered that the proposal would result in an unacceptable increased demand for on-street parking.

- 7.9 The Council's Transport planning section has been consulted and raised no objection to the proposal with their full comments being at para 5.2.

8. SUSTAINABILITY AND ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS

- 8.1 The proposal does not constitute Schedule 1 or Schedule 2 development. Accordingly, there are no requirements in terms of an Environmental Impact Assessment (EIA).

9 **CONCLUSION**

- 9.1 Officers consider that the proposals have been thoughtfully redesigned designed to provide additional residential accommodation within a building that respects the appearance, context and character of the wider environment. The layout will provide living accommodation that exceeds the minimum requirements of the London Plan both in terms of Gross Internal Areas and external amenity space.

RECOMMENDATION

Grant planning permission subject to planning conditions

Conditions

- 01 A1 Commencement of Development
- 02 A7 Construction in accordance with plans
- 03 B2 The materials to match existing The facing materials used in the development hereby permitted shall match those of the existing building in materials, style, colour, texture and, in the case of brickwork, bonding, coursing and pointing.
04. D11 Construction times. No demolition or construction work or ancillary activities such as deliveries shall take place before 8am or after 6pm Mondays - Fridays inclusive, before 8am or after 1pm on Saturdays or at any time on Sundays or Bank Holidays.
05. H4 Parking provision The vehicle parking area shown on the approved plans shall be retained for parking purposes for occupiers and users of the development and for no other purpose.
06. H6 Cycle parking to be implemented
07. INF12 Works affecting the public highway.
- 07 BREEAM Domestic Refurbishment - Pre-Commencement No development shall commence until a copy of a letter from a person that is licensed with the Building Research Establishment (BRE) or other equivalent assessors confirming that the development is registered with the Building Research Establishment (BRE) or other equivalent assessors in respect of a BREEAM Domestic Refurbishment rating and a Design Stage Assessment Report demonstrating that the development will

achieve not less than the standards equivalent to BREEAM Very Good standard has been submitted to and approved in writing by the Local Planning Authority.'

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with the following Development Plan policies for Merton: policy 5.2 of the London Plan 2011 and policy CS15 of Merton's Core Planning Strategy 2011

- 08 BREEAM Domestic Refurbishment - Pre-Occupation Unless otherwise agreed in writing by the Local Planning Authority, no part of the development hereby approved shall be occupied until a Building Research Establishment or other equivalent assessors Design Stage Certificate or Post Completion Certificate confirming that it will achieve/ or has achieved, not less than the standards equivalent to BREEAM Very Good for BREEAM Domestic Refurbishment has been submitted to, and acknowledged in writing by the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with the following Development Plan policies for Merton: policy 5.2 of the London Plan 2011 and policy CS15 of Merton's Core Planning Strategy 2011.

09. The three electric vehicle charging points shown on the approved drawings shall be implemented prior to the occupation of the residential unit hereby approved.
Reason: To encourage the use of environmentally friendly electric vehicles and to comply with policy 6.13 of the London Plan 2015.

[Click here](#) for full plans and documents related to this application.

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