

## **PLANNING APPLICATIONS COMMITTEE** **14 DECEMBER 2017**

### **APPLICATION NO.            DATE VALID**

17/P3691                      02/10/2017

**Address/Site:**                49 Whitford Gardens, Mitcham CR4 4AB

**Ward**                              Figges Marsh

**Proposal**                      CONVERSION OF EXISTING DWELLINGHOUSE TO FORM 1 x 3 BED FLAT AND 1 x 1 BED FLAT, INVOLVING THE DEMOLITION AND RELACEMENT OF SINGLE STOREY REAR EXTENSION, ERECTION OF FIRST FLOOR REAR EXTENSION AND REAR ROOF EXTENSION.

**Drawing No's**                001, 002 REV B.

**Contact Officer**            Cameron Brooks (020 8545 3297)

### **RECOMMENDATION**

GRANT PLANNING PERMISSION subject to planning conditions.

### **CHECKLIST INFORMATION**

- S106: permit (parking) free and cost to Council of all work in drafting S106 and monitoring the obligations.
- 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 - 17
- 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 site is a mid-terrace house located on the east side of Whitford Gardens, a no through road near Mitcham town centre. The house has not been extended but in common with other houses on the terrace it has a distinctive shared single storey rear outrigger and there is a shared passageway from the rear gardens to the street front. The site is not in a conservation area but is in a Controlled Parking Zone (MTC). The site has a Public Transport Accessibility Level of 3 where 1 is poor and 6 is very good.

## **3. CURRENT PROPOSAL**

- 3.1 The application is for the conversion of existing dwelling house to form 1 x 3 bed flat and 1 x 1 bed flat. The proposal involves the demolition and replacement of the single story rear outrigger, erection of first floor rear extension and roof extension.

### Ground floor unit

- 3.2 Under the current proposal, the ground floor extension will have a flat roof and contain a one bedroom, two person flat. The private entrance will be from a common hall to the front of the property. The proposed single storey extension would have the following dimensions: 2.8m along northern boundary and 0.3m along the southern boundary, 5.7m wide and 3m high. The current proposal has attempted to address previous reasons for refusal (refer to planning application 17/P2058) on an earlier scheme by reducing the scale and bulk of the ground floor extension. Previously the ground floor proposals extended approximately 5m along the northern boundary.

### First and second floor unit

- 3.3 The current proposal has attempted to address previous reasons for refusal (17/P2058) on an earlier scheme by no longer proposing an extension at first floor level. Under the current proposal, the first and second floors will form a two storey three bedroom, four person family dwelling. A mansard style rear roof extension has been proposed. A second private entrance for the upper floor flat will be accessed from the ground floor common hall, leading to a stair to the first floor accommodation. The proposed rear roof extension would have the following dimensions: 3m high, 4.4m deep and 6.35m wide.
- 3.4 Each flat will have a separate external side entrance to a private rear garden area. No off street parking has been provided. Bin and two covered cycle parks will be located within the rear gardens for both units.

Flat No.	No. of beds	No. of persons	No. of storey's	Required GIA	Proposed GIA	Compliant
1	1	2	1	50m <sup>2</sup>	50.8m <sup>2</sup>	Yes
2	3	4	2	84m <sup>2</sup>	87.4m <sup>2</sup>	Yes

- 3.5 Private amenity space would be provided for the ground floor unit with an outdoor area of approximately 28.8m<sup>2</sup> and 46m<sup>2</sup> for the family unit. The outdoor gardens will be accessed via a shared access path along the northern boundary. Each private outdoor garden area has two covered cycle parks and space for refuse storage.

#### **4. PLANNING HISTORY**

- 4.1 17/P2058 - CONVERSION OF EXISTING DWELLINGHOUSE TO FORM 1 x 3 BED FLAT AND 1 x 1 BED FLAT, INVOLVING THE DEMOLITION AND RELACEMENT OF SINGLE STOREY REAR EXTENSION, ERECTION OF FIRST FLOOR REAR EXTENSION AND REAR ROOF EXTENSION – REFUSED ON THE FOLLOWING GROUNDS:

**The proposals by reason of scale, bulk, massing, design, materials and layout; are considered to represent a visually intrusive, overly dominant and unneighbourly form of development that would a) fail to respect and complement the design and detailing of the original building and character of the wider setting of the local area and b) fail to protect the amenity of neighbouring occupiers from visual intrusion and loss of outlook. The proposals would therefore be contrary to Sites and Policies Plan policies, DM D2 and DM D3, policies CS 9 and CS.14 in the Merton Core Strategy 2011 and policies 3.5, 7.4 and 7.6 of the London Plan 2016.**

- 4.2 11/P2643 CONVERSION OF EXISTING HOUSE TO FORM 2 X ONE BEDROOM FLATS, INCORPORATING DEMOLITION OF EXISTING AND RELACEMENT OF A NEW SINGLE STOREY REAR EXTENSION – REFUSED ON THE FOLLOWING GROUNDS:.

**The proposed conversion of a 3 bedroom single family dwelling to two 1 bedroom flats, would result in the failure to re-provide a family sized unit, resulting in the loss of a small family dwelling, and result in a cramped and unsatisfactory environment to the detriment of the amenities of future occupiers. The proposals would be contrary to policies CS.8, CS.14 of the Merton LDF Core Planning Strategy (2011) and policy 3.5 of the London Plan (2011).**

#### **5. CONSULTATION**

- 5.1 17 neighbours were consulted on the scheme as originally submitted: 5 individual letters of objection were received:

- The extra units would result in an increase demand on parking, additional traffic, extra stress on local facilities (medical services, schools and social services) and loss of community.
- Excessive development has led to flooding in the area.
- The conversion provides limited living space.
- Proposal is just for profit with no regard to the community, especially young families.
- Works would cause disruption.
- The rear extension would potentially cause a loss of light.
- The character of the area will be eroded.
- The proposal does not meet the criteria of the London Plan.

5.2 Transport Planning. The site has a PTAL score of 3 and is in a controlled parking zone. The proposed development does not provide off street parking, therefore the two new residential units should be designated 'permit' free secured through a section 106 agreement; cycle parking provision shows 4 spaces. London Plan standards would require it to have (a maximum of) 3 spaces; Refuse storage for the proposed units are shown in the rear garden adjacent to the cycle storage. The carry distance is less than 20m of an adopted highway.

## 6. POLICY CONTEXT

### 6.1 National Planning Policy Framework (2012)

Section 6 – Delivering a wide choice of high quality homes.

Section 7 – Requiring good design including optimising the potential of a site to accommodate development.

### 6.2 London Plan (2015)

Relevant policies include:

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.11 Affordable Housing Targets
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.17 Waste Capacity
- 6.9 Cycling
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 8.2 Planning Obligations

6.3 Merton Local Development Framework Core Strategy (2011)

Relevant policies include:

- CS 8 Housing choice
- CS 9 Housing provision
- CS 15 Climate change
- CS 17 Waste management
- CS 18 Transport
- CS 20 Parking servicing and delivery

6.4 Merton Sites and Policies Plan (2014)

Relevant policies include:

- DM H3 Support for affordable housing
- DM D1 Urban Design
- DM D2 Design considerations
- DM D3 Alterations and extensions to existing buildings
- DM EP 2 Reducing and mitigating noise
- DM T3 Car parking and servicing standards

6.5 Supplementary planning considerations.

London Plan Housing SPG – 2016

Technical housing standards - nationally described space standards  
March 2015

**7.0 PLANNING CONSIDERATIONS**

The main issues for consideration are:

- The principle of development
- Design and appearance
- Impact upon neighbouring amenity
- Standard of accommodation
- Transport, parking and cycle storage
- Refuse storage and collection
- Sustainability
- Developer contributions/obligations.

7.1 Principle of development

Policy 3.3 of the London Plan 2015 states that development plan policies should seek to identify new sources of land for residential development including intensification of housing provision through development at higher densities.

7.2 Core Strategy policies CS8 & CS9 seek to encourage proposals for well-designed and conveniently located new housing that will create socially mixed and sustainable neighbourhoods through physical regeneration and effective use of space. It is noted that in accordance with Core Strategy

policy CS14, the development would not result in the loss of a family sized unit.

7.3 Given the development seeks to add an additional residential unit, increasing density, the principle of development is considered to be acceptable, subject to compliance with the relevant London Plan policies, Merton Local Development Framework Core Strategy, Merton Sites and Policies Plan and supplementary planning documents.

7.4 Design and appearance

Officers consider that the applicant has addressed previous concerns regarding the scale and visual impact of the proposals (refer to 17/P2058) which proposed extensions on all three levels and was considered to be overbearing when viewed from neighbouring properties on Whitford Gardens and Albert Road. The applicant has reduced the depth of the single storey rear extension (from 5m to 2.85m deep) and removed the first floor rear extension. The proposed loft extension will remain unchanged. It is also noted that the extensions will be located to the rear of the subject site and not be visible from the street. On the basis of the above, it is considered that the proposed extensions to the existing outbuilding will respect the appearance, scale, bulk, form, materials and character of the existing building on the application site as well as its surroundings. It is therefore considered to be consistent with the intent of London Plan policies 7.4 and 7.6, Core Strategy policy CS14 and SPP Policies DMD2 and DMD3.

7.5 Impact upon neighbouring amenity

The proposal has taken into consideration previous reasons for refusal (refer to 17/P2058), reducing the scale of the extensions. Given the scale, bulk and materials proposed, it is not considered the proposed extensions would result in an undue loss of daylight and sunlight or loss of privacy. The proposal is therefore considered to be acceptable in terms of policy DM D2.

7.6 Standard of accommodation.

Policy 3.5 of the London Plan 2015 states that housing developments should be of the highest quality internally and externally and should ensure that new development reflects the minimum internal space standards (specified as Gross Internal Areas) as set out in table 3.3 of the London Plan (amended March 2016).

Table 1

Flat No.	No. of beds	No. of persons	No. of storey's	Required GIA	Proposed GIA	Compliant
1	1	2	1	50m <sup>2</sup>	50.8m <sup>2</sup>	Yes
2	3	4	2	84m <sup>2</sup>	87.4m <sup>2</sup>	Yes

- 7.7 As demonstrated by Table 1 above, both units meet London Plan space standards. All habitable rooms are serviced by windows/roof lights which are considered to offer suitable natural light, ventilation and outlook to prospective occupants. All bedrooms meet the minimum requirements of the London Plan/Nationally described space standards.
- 7.8 In accordance with the London Housing SPG, the Council's Sites and Policies Plan states that there should be 5sq.m of external space provided for 1 and 2 bedroom flats with an extra square metre provided for each additional bed space. The ground floor family unit would be provided with 28.8m<sup>2</sup> of private amenity space. The upper floor 3 bedroom unit will also have access to private amenity space of 46m<sup>2</sup>. Garden space would exceed adopted standards for flat, with the garden for the larger unit almost up to the Council's garden space standard for family houses.

#### Transport and parking.

- 7.9 Core Strategy policy CS20 requires that development would not adversely affect pedestrian or cycle movements, safety, the convenience of local residents, on street parking or traffic management.
- 7.10 The proposed development does not provide off street parking. However the subject site is located within a Controlled Parking Zone (CPZ), therefore the two new residential units should be designated 'permit' free secured through a section 106 agreement. Subject to completing a S106 undertaking to ensure the units are ineligible for permits, it is considered the proposal would not result in an undue impact on parking pressure in the area.

#### Refuse storage and collection

- 7.11 Appropriate refuse storage has been provided in accordance with policy 5.17 of the London Plan and policy CS 17 of the Core Strategy.

#### Cycle storage

- 7.12 Cycle storage is required for new development in accordance with London Plan policy 6.9 and table 6.3 and Core Strategy policy CS 18. 4 cycle storage spaces have been provided which are considered to be suitable.

#### Sustainability

- 7.13 London Plan policy 5.3 and CS policy CS15 seek to ensure the highest standards of sustainability are achieved for developments which includes minimising carbon dioxide emissions, maximising recycling, sourcing materials with a low carbon footprint, ensuring urban greening and minimising the usage of resources such as water.
- 7.14 As per Core Strategy policy CS15, minor residential developments are required to achieve a 19% improvement on Part L of the Building

Regulations 2013 and water consumption should not exceed 105 litres/person/day. The applicant has confirmed that the development will achieve the above requirements. It is therefore recommended to include a condition which will require evidence to be submitted that a policy compliant scheme has been delivered prior to occupation.

#### Developer Contributions

- 7.15 The proposed development would be subject to payment of the Merton Community Infrastructure Levy and the Mayor of London's Community Infrastructure Levy (CIL).

### **8. CONCLUSION**

- 8.1 Officers consider that the development would provide good quality living accommodation for future occupants. The proposal would not have a detrimental impact on highway safety or parking pressure. The proposal would result in additional residential units and increased density in line with planning policy. The proposal would accord with the relevant National, Strategic and Local Planning policies and guidance and approval could reasonably be granted in this case. It is not considered that there are any other material considerations, which would warrant a refusal of the application.

### **RECOMMENDATION**

**Grant planning permission subject to the completion of a S106 agreement/completion of a S106 unilateral undertaking and planning conditions.**

1. CPZ permit exemptions for occupiers of the flats;
2. The developer agreeing to meet the Council's costs of preparing [including legal fees] the Section 106 Obligations ;
3. The developer agreeing to meet the Council's costs of monitoring the Section 106 Obligations.

And the following Conditions:

- 01 A1 Commencement of Development
- 02 A7 Construction In Accordance With Plans
- 03 B3 The Materials To Match existing The facing materials to be used for the development hereby permitted shall be those specified in the application form unless otherwise agreed in writing by the Local Planning Authority.



04. C8 No Use of Flat Roof Access to the flat roof of the development hereby permitted shall be for maintenance or emergency purposes only, and the flat roof shall not be used as a roof garden, terrace, patio or similar amenity area.
  05. H6 Cycle parking to be implemented
  - 06 Non Standard Condition No part of the development hereby approved shall be occupied until evidence has been submitted to and approved in writing by the Local Planning Authority confirming that the development will achieve a CO2 reductions of not less than a 19% improvement on Part L Regulations 2013, and water consumption rates of no greater than 105 litres per person per day.
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