

PLANNING APPLICATIONS COMMITTEE 14 NOVEMBER 2019

APPLICATION NO.

19/P2936

DATE VALID

7th August 2019

Address/Site:

129 Worple Road Wimbledon SW20 8RQ

Ward:

Raynes Park

Proposal:

DEMOLITION AND REPLACEMENT OF SEMI-DETACHED BUILDING TO FORM 3 x SELF-CONTAINED FLATS

Drawing No.'s:

727/003 P4, 727/005 P4, 727/007 P4, 727/009 P4,
727/011 P5, 727/015 P4, 727/017 P4, 727/019 P4,
727/021 P4, 727/023 P4, 727/025 P4, 727/026 P1,
727/027 P1

Contact Officer:

Kirti Chovisia (020 8274 5165)

RECOMMENDATION

Grant planning permission subject to conditions and S106 Agreement.

CHECKLIST INFORMATION

- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: No
- Site notice: Yes
- Design Review Panel consulted: No
- Number of neighbours consulted: 16
- External consultations: No
- Controlled Parking Zone: Yes
- Conservation Area: No

1. Introduction

The application has been brought before the Planning Applications Committee due to the number and nature of objections received.

2. SITE AND SURROUNDINGS

2.1 The application site is a two-storey semi-detached dwelling house located on Worple Road. Buildings in the immediate vicinity are predominantly pair of semi-detached houses.

2.2 The site is not located in a Conservation area nor is it a Listed building. The site has 1 onsite vehicle parking space.

3. PROPOSAL

3.1 The application seeks permission for the demolition and replacement of the semi-detached dwelling to provide 3 self-contained flats with the construction of a new semi-detached building built in same style/design as existing, but with some large additions at the rear.

3.2 The housing mix proposed would be as follows:

	Type	GIA	External amenity
Flat 1 (ground floor)	3B 6P	112	186
Flat 2 (first floor)	2B 4P	86	10
Flat 3 (second floor)	2B 3P	61	6

3.3 Amendments: the scheme has been amended following concerns from officers regarding the impact on the neighbouring properties and visual amenity of the area, whereby the proposed extensions have been significantly reduced in size and depth at the rear.

4. PLANNING HISTORY

4.1 No relevant planning history.

5. CONSULTATION

5.1 Consultation was undertaken by way of post sent to neighbouring properties. Six representation was received raising objection on the following grounds:

- Overdevelopment;
- Length of the ground floor extension, overshadowing/ loss of light.
- Design, height and footprint of the new proposal;
- First and Second floor rear elevation and terrace causing overlooking concerns to neighboring properties;
- Proposed material;
- Increase in traffic and noise in the residential area;
- Impact of demolition and construction on neighbouring properties;
- Design and impact on the neighbouring properties with respect to loss of light and intrusion on privacy.

5.2 Wimbledon Society Comments:

The Wimbledon Society offers the following comments on this application:

- The proposed extension will result in the loss of 40% of the rear garden area.
- There is a mature Ash in the rear garden which should be retained or, in case of its removal, a planning condition should be imposed that an appropriate number of lost tree years be replaced by the applicant.

- Presumably this building would have a design life of 30 years plus, so an energy statement relating to the new building being carbon neutral by 2050 should be included.
- Although it is understood from the application that Nos 127 and 129 currently have the same owner, nevertheless the proposed 1st and 2nd floor terracing will allow overlooking of the rear gardens of numbers 127 and 131. The glazing proposed should comply with Council policy on overlooking and would be more effective if specified as being obscured

The Wimbledon Society objects to this proposal on the grounds of over-development and considers that the application should not be permitted in its current format and encourages the applicant to re-submit the application.

5.3 Transport Planner

5.3.1 Controlled Parking Zone

- The local area forms part of Controlled Parking Zone W1. Restrictions are enforced from Monday to Saturday between 8:30 am and 6.30 pm.
- The site fronts Worple Road where no stopping restrictions are enforced between 7am-7pm and no loading Mon - Sat between 7-10am and 4-7 pm.
- The site is located in an area with a PTAL of 4 which is very good being well located to all the services and facilities afforded by the district centre.

5.3.2 Car Parking

- The proposal provides one car parking space.
- Permit free option would be acceptable subject to the applicant enters into a Unilateral Undertaking which would restrict future occupiers of the units from obtaining an on-street residential parking permit to park in the surrounding controlled parking zones to be secured by via S106 legal agreement.

5.3.3 Cycle Parking

Cycle parking should be installed on site in accordance with London Plan standards on cycle parking for new residential developments

The London Plan and London Housing SPG Standard 20 (Policy 6.9) states all developments should provide dedicated storage space for cycles at the following level:

- 1 per studio and one bed dwellings;
- 2 per all other dwellings

The proposal provides 7 cycle parking spaces which satisfies the London Plan standards.

5.3.4 Refuse:

Waste collection points should be located within 30 metres of residential units and within 20 metres of collection vehicles.

5.3.5 Recommendation:

The proposal is unlikely to have a significant impact on the surrounding highway network.

Raise no objection to subject to following conditions:

- Car Parking Maintained
- Condition requiring cycle parking.
- Refuse storage facilities.
- No occupant whilst residing using and /or occupying the development shall be eligible to purchase or procure the purchase of a parking permit for a residential Parking Bay within the CPZ to be secured by via S106 legal agreement.
- Construction Logistic Plan

Demolition/Construction Logistic Plan (including a Construction Management plan in accordance with TfL guidance) should be submitted to LPA for approval before commencement of work.

6. RELEVANT POLICIES

6.1 National Planning Policy Framework (2019)

Section 5 – Delivering a sufficient supply of homes

Section 9 – Promoting sustainable transport

Section 11 – Making effective use of land

Section 12 – Achieving well-designed places

6.2 London Plan (2016)

Relevant policies include:

- 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
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.17 Waste Capacity
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive design
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 8.2 Planning Obligations
- 8.3 Community infrastructure levy

6.3 Merton Local Development Framework Core Strategy (2011)

Relevant policies include:

- CS 8 Housing choice
- CS 9 Housing provision

CS 11 Infrastructure
CS 14 Design
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 D1 Urban Design
DM D2 Design considerations
DM D3 Alterations and extensions to existing buildings
DM EP 2 Reducing and mitigating noise
DM H2 Housing Mix
DM T2 Transport impacts of development
DM T3 Car parking and servicing standards

6.5 Supplementary planning considerations

London Plan Housing SPG – 2016
DCLG Technical Housing Standards - nationally described space standards 2015

7. PLANNING CONSIDERATIONS

7.1 The key planning considerations of the proposal are as follows:

- Principle of development
- Design and impact upon the character and appearance of the area
- Impact upon neighbouring amenity
- Standard of accommodation
- Transport, parking and cycle storage
- Refuse
- Sustainability
- Developer contributions

7.2 Principle of development

7.2.1 The National Planning Policy Framework, London Plan Policy 3.3 and the Council's Core Strategy Policy CS8 and CS9 all seek to increase sustainable housing provision and access to a mixture of dwelling types for the local community, providing that an acceptable standard of accommodation would be provided. Policy 3.3 of the London Plan 2016 states that boroughs should seek to enable additional development capacity, which includes intensification, developing at higher densities. Policy CS 14 also states that schemes involving dwelling conversions that result in the loss of an existing family sized unit must incorporate the re-provision of at least one family sized unit – a family sized unit is one which has at least 3 bedrooms.

7.2.2 The development seeks to provide 2 additional residential units by increasing the density on site, the principle of doing so is considered acceptable and in

line with policies to increase provision of additional homes and seeking opportunities through intensification of the site. The submitted scheme would also retain a family sized unit (ground floor 3-bed unit) thereby complying with Policy CS 14 of Merton's Sites and Policies Plan.

- 7.2.3 Whilst the principle of the development is considered acceptable, the scheme is also subject to the following criteria being equally fulfilled and compliant with the policies referred to above.

7.3 Character and Appearance

- 7.3.1 Policy DM D2 and DM D3 specify requirement for well-designed proposals that will respect the appearance, scale, bulk, form, proportions, materials and character of the original building and their surroundings. Development should relate positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings and existing street patterns, historic context, urban layout and landscape features of the surrounding area. Local Development Framework Policy CS14 supports this SPP Policy. SPP policy DM D3 further seeks for roof extensions to use compatible materials, to be of a size and design that respect the character and proportions of the original building and surrounding context, do not dominate the existing roof profile and are sited away from prominent roof pitches unless they are a specific feature of the area.

Three-storey rear extension

- 7.3.2 The design of the extension has been improved and the depth of the extension has been significantly reduced from the scheme originally put forward. The amended scheme is considered to be acceptable in design and visual impact terms.
- 7.3.3 The proposal would extend approx. 4.6m beyond the existing rear elevation at ground floor level and is further setback at first and second floor level along set in from either side of the neighbouring property. Although the rear extension would result in a more prominent gable end feature than the adjoining property, officers are satisfied it would not result in a visually harmful appearance. The overall roof design and massing would match the adjoining property.
- 7.3.4 Along the rear streetscene, there are a number of neighbouring properties which are two storey with accommodation in the roof; hence, the three-storey rear extension is considered to be a visually acceptable addition.

Roof terraces

- 7.3.5 The terraces at the rear would not be visible from the front streetscene. They would be sited on the flat roof part of the rear extension and upon the outrigger and bounded by a 1.1m Glazed Guard, and screening to a height of 1.7m on either side to prevent views. The first and second floor roof terrace would be 'set in' to the roof slope of the outrigger. This is preferable in terms of appearance as it would retain the shape of the original roofslope and ensures

that a reduced area of the terrace is visible. The terraces are considered to be visually acceptable.

Rear roof extension

7.3.6 The roof extension would involve the enlargement of the existing dormer and creation of a small terrace of around 6sqm. The roof extensions is considered acceptable in appearance for the semi-detached pair and in this instance would not be considered contrary to the character of the area.

7.3.7 The scale, form, design and positioning of the proposed extension works would not have an undue detrimental effect on the appearance of the area and the applicant building. Therefore, the proposal does comply with the principles of policies DMD2 and DMD3 of the Adopted SPP 2014, CS 14 of the LBM Core Strategy 2011 and 7.4 and 7.6 of the London Plan 2016.

7.4 Neighbouring Amenity

7.4.1 Policies 7.4 and 7.6 of the London Plan require high quality design that allows people to feel comfortable with their surroundings and does not cause unacceptable harm to the amenity of surrounding land and buildings. Policies DM D2 and DM D3 of Merton's Sites & Policies Plan also states that proposals should not have a negative impact on neighbour amenity in terms of loss of light, visibility and noise, and the living conditions of existing and future occupiers should not be unduly diminished.

127 Worple Road

7.4.2 The rear addition would project up to 3.5m beyond the number 127's rear elevation on the boundary and, the first and second floor levels would be staggered in appearance with setbacks either side. Although part of the set back is required for the kitchen extract forcing the design of a stepped elevation, this helps in reducing the appearance of the bulk and mass of the proposal.

7.4.3 The design was also amended to reduce the depth and bulk of rear extension, as well as helping to reduce the impact toward neighbouring amenity. It is been noted that the adjoining property number 127 has raised no objection to the current proposal.

131 Worple Road

7.4.4 The adjoining neighbour number 131 has an existing small rear extension. Whilst the single storey element would display a significant depth of 7.8m in total, however, a number of setbacks have been proposed in the design at the first and second floor levels to aid in reducing impact on light and outlook toward the rear windows of the neighbour, serving the living/kitchen area. Therefore, the extension would not cause a harmful impact in terms of light and outlook toward number 131. Additionally, a separation distance of around 2.1m would be retained between the extension and the adjacent property.

7.4.5 The neighbour has raised concerns regarding the first floor extension's impact toward the light into their rear garden, however the first floor storey would not

extend beyond number 131's ground floor so would not cause a harmful impact on the light into the rear amenity space or be overbearing.

7.4.6 The terraces and depth of extension at the first and second level have been reduced from the initial proposed design, with the consideration of further screening of 1.7m high to ensure direct views are reduced.

7.4.7 The proposed rear extensions are considered of a reasonable size and scale which would not result in an unduly dominant form, and whilst it is noted that there would be some increased shading toward the ground floor window of the adjoining neighbour, it would not be considered so great in this instance as to warrant refusal.

1 and 1d Dunmore Road

7.4.8 The distance between number 1 and 1d Dunmore Road and the rear of the applicant properties would be approximately 20m to rear garden spaces. This is considered a reasonable separation so would not cause harm in terms of neighbouring amenity impact.

7.4.9 Given the above, the proposed extensions are not considered unduly toward neighbouring amenity and material harm has not been identified.

7.5 Standard of accommodation

7.5.1 Policy 3.5 of the London Plan 2016 requires housing development to be of the highest quality internally and externally, and should satisfy the minimum internal space standards (specified as Gross Internal Areas –GIA) as set out in Table 3.3 of the London Plan. Table 3.3 provides comprehensive detail of minimum space standards for new development; which the proposal would be expected to comply with. Policy DMD2 of the Adopted Sites and Policies Plan (2014) also states that developments should provide suitable levels of sunlight and daylight and quality of living conditions for future occupants.

Flat No.	No. of beds	No. of persons	No. of storey's	Required GIA	Proposed GIA	Compliant
1	3	6	1	95	112	Yes
2	2	4	1	70	86	Yes
3	2	3	1	61	61	Yes

7.5.2 As demonstrated by the table above, all the units would adhere to the minimum space standards as set out by the London Plan and DCLG's Technical Housing standards.

7.5.3 The proposal would involve the conversion of a family sized unit; however, the scheme would involve the re-introduction of a 3-bedroom unit, which would comply with Policy CS 14.

7.6 External

7.6.1 In accordance with the London Housing SPG and Policy DMD2 of the Council's Sites and Policies Plan, it states that there should be 5sqm of external space provided for private outdoor space for 1-2 person dwellings and an extra 1sqm provided for each additional occupant.

7.6.2 The ground floor unit would have access to a rear garden of 186sqm.

7.6.3 The upper level unit's- first floor has 10sqm and second floor has 6sqm.

7.6.4 The above is considered acceptable and would comfortably exceed the minimum requirements for external amenity.

7.7 Transport and parking

7.7.1 Core Strategy Policy CS20 requires that development would not adversely affect pedestrian or cycle movements, safety, the convenience of local residents, street parking or traffic management. Cycle storage is required for all new development in accordance with London Plan Policy 6.9 and Core Strategy Policy CS18. It should be secure, sheltered and adequately lit and Table 6.3 stipulates that 1 cycle parking space should be provided for a studio/1 bedroom unit and 2 spaces for all other dwellings.

7.7.2 The local area forms part of Controlled Parking Zone W1. Restrictions are enforced from Monday to Saturday between 8:30 am and 6.30 pm.

7.7.3 The site fronts Worple Road where no stopping restrictions are enforced between 7am-7pm and no loading Mon - Sat between 7-10am and 4-7 pm.

7.7.4 The site is located in an area with a PTAL of 4 which is very good being well located to all the services and facilities afforded by the District Centre.

7.7.5 The proposal would retain one off-street car parking space to the front of the property.

7.7.6 The Council's Transport Planner has recommended that a permit free option would be acceptable subject to the applicant enters into a Unilateral Undertaking which would restrict future occupiers of the units from obtaining an on-street residential parking permit to park in the surrounding controlled parking zones to be secured by via S106 legal agreement should planning permission be granted. The restriction would be for the two 2-bed units only, given the existing site contains a family sized dwelling.

7.8 Cycle storage

7.8.1 The plans also indicate a suitable area for cycle storage in the rear garden, secure and enclosed in order to comply with with London Plan Policy 6.9 and Core Strategy Policy CS18. This will be secured via condition.

7.8.2 The Council transport Planner has confirmed that that raise no objection to the proposal subject to the provision of cycle parking in accordance with London Plan standards of which has been shown on the plans.

7.9 Refuse

7.9.1 Refuse storage has been proposed at the front of the property; this is considered an appropriate location and would not detract from the character of the streetscene. As such, the refuse provision is considered to be in accordance with Policy 5.17 of the London Plan and Policy CS 17 of the Core Strategy. This will be secured via condition.

7.10 Sustainability

7.10.1 All new developments comprising the creation of new dwellings should demonstrate how the development will comply with Merton's Core Planning Strategy (2011) Policy CS15 Climate Change (parts a-d) and the policies outlined in Chapter 5 of the London Plan (2016).

7.10.2 As a minor development proposal, the development should outline how it will achieve a 19% improvement on Buildings Regulations 2013 Part L and submit SAP output documentation to demonstrate this improvement. The development would also need to achieve internal water usage rates not in excess of 105 liters per person per day. The application has outlined that high level of thermal efficiency will be achieved and permeable paving proposed.

7.10.3 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 first occupation. Further, the proposed includes the provision of an electric vehicle charging point at the front.

8. CONCLUSION

8.1 It is considered that the proposed redevelopment of the property and subsequent conversion to 3 flats are of a suitable layout, height, scale and design, which would not harm the amenities of neighbouring residents or the character and appearance of the area. 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 an additional residential units and increased density in line with planning policy whilst maintaining a family sized unit. 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.

8.2 The application is therefore recommended for approval subject to S106 Agreement and appropriate conditions.

9. Recommendation

Grant planning permission subject to S106 Agreement (car parking permit free) and to the following conditions:

1. A1 Commencement of Development
2. A7 Approved Plans
3. B1 External Materials to be as proposed
4. C02 No Permitted Windows
5. C07 Refuse & Recycling (Implementation)
6. Cycle parking (Implementation)
7. Hours/days of construction
8. Sustainable design and construction
9. Demolition and Construction Method Statement
10. Details of screening to 1st and 2nd floor roof terrace
11. Landscaping scheme
12. No permitted further extensions
13. Obscure glazing side windows at 1st floor level and above
14. No use of flat roof
15. Details of boundary treatment
16. Note to Applicant – approved schemes

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

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