

PLANNING APPLICATIONS COMMITTEE

17th September 2015

Item No:

UPRN	APPLICATION NO.	DATE VALID
	15/P1841	13/05/2015
Address/Site:	2 Caithness Road, Mitcham, CR4 2EU.	
(Ward)	Graveney	
Proposal	The proposal is for the conversion of the existing dwelling into 3 x self-contained flats including the demolition of single storey side extension and conservatory and erection of a two storey extension with associated roof extension	
Drawing No's	Site location plan Site location plan, Drawings 110 Rev A, 111 Rev A, 112 Rev A, 113 Rev A, 114, 115 Rev A, 116 Rev A & 119.	
Contact Officer	Leigh Harrington (020 8545 3836)	

RECOMMENDATION

GRANT PLANNING PERMISSION subject to planning conditions

CHECKLIST INFORMATION

- Head 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
- Density – 0.05 habitable rooms/ha
- 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 to the parking implications of the proposal.

2 SITE AND SURROUNDINGS

- 2.1 The application site is formed from a triangular plot of land located on the north side of Caithness Road in Mitcham. The existing house forms the western end of a long terrace of similar interwar suburban houses. It is currently vacant having been extended at first floor and roof level by means of permitted development extensions. The site is bounded to the west by the Mitcham Belle coach depot with a path on the western boundary leading to garages at the rear and to the east of the site.
- 2.3 The site is not within a conservation area and has a Public Transport Accessibility Levels of 2. The site is not within a Controlled Parking Zone.

3. CURRENT PROPOSAL

- 3.1 The proposal would involve the construction of a new side addition to the existing house that would appear from the street to be a new matching house. This building would be integrated into the existing house which would then be converted to provide flats such that the resultant development comprised a three bedroom flat across the ground floor and two one bedroom flats on the first and top floors. An off street parking space and secure cycle store would be provided. The application has been amended slightly since submission such that the two flats would now be one bedroom rather than two bedroom units.
- 3.2 Flat 1 would be the three bedroom family sized unit on the ground floor with its entrance located in the new addition. The addition would accommodate a hallway serving the three bedrooms, 2x doubles and 1x large single, the master bedroom at the rear would be ensuite and have access directly to the rear garden. The area of the ground floor of the existing house would provide a bathroom, living/dining room and separate kitchen to the rear, again with direct access to the rear garden.
- 3.3 Access to the one bedroom flats would be via a shared entrance door in the existing building with a stairway leading to the first floor lobby. Each flat would have a combined living room and kitchen and a separate dining room. There would be access from these dining rooms out to private

amenity balconies at the rear of the building. A utility room and bathroom would be located within first floor rear extensions.

- 3.4 The ensuite bedroom for each flat would be located within the loft and dormer areas and would feature a rear facing window and Juliette balcony for each flat.
- 3.5 The overall development has been designed to resemble the original housing with a gable ended roof above a rendered end elevation wall and roof extensions finished in matching tiles. The front elevation will mirror the bays and front roof form of the existing house.

4. PLANNING HISTORY

- 4.1 MER5/84 02/P0215 Planning permission GRANTED for erection of a first floor rear extension to form new bathroom and single storey side extensions to extend existing garage.
- 4.2 15/P0696 Certificate of lawfulness refused for the proposed alteration to existing rear extension and erection of first floor rear extension, conversion of garage into habitable room, erection of rear roof extension with installation of rooflights to front roof slope, formation of hardstanding at front and the erection of new front boundary wall and gate. Reason for refusal; *The height of the front boundary wall and gates would exceed permitted development allowance and the first floor rear extension by reason of its distance to the rear boundary of the curtilage of the dwellinghouse opposite the rear wall of the dwellinghouse, would exceed the permitted development tolerances set out in Schedule 2, Part 1, Class A of the Town & Country Planning (General Permitted Development) (Amendment) (England) Order 2015. Planning permission would therefore be required.*
- 4.3 15/P1789 Lawful development certificate issued in respect of the proposed alteration to existing rear extension and erection of first floor rear extension, conversion of garage into habitable room, erection of rear roof extension with installation of rooflights to front roof slope, formation of hardstanding at front and the partial removal of front boundary wall and gate.

5. CONSULTATION

- 5.1 The application was advertised by means of neighbour notification letters and a site notice.

5.2 There were 38 signed copies of, and 42 residents signed a petition attached to, the same letter of objection to the proposal which raised the following issues;

- The proposal will increase pressure on parking in the area with two x 2 bed and one x three bed units providing up to 14 residents.
- Proposal fails to meet Merton's standard to provide 5 spaces and the 1 space means a deficit of 4 spaces.

Two individual letters of objection raised concerns that;

- The applicant's parking survey is flawed.
- There would be a shortfall in amenity space and flats 2 and 3 are too small.
- The design and access statement contains a number of errors.

5.3 The Council's Transport Planning section were consulted and considered that the one off street parking space was acceptable. Officers commented that 'all parking provision is now dictated by the London Plan, which supersedes individual Council policies. In an attempt to encourage the use of more sustainable forms of transport in London, the standards have moved from being a minimum requirement to a maximum one. The Adopted Sites and Policies Plan policy DM T3 and Core Strategy policy CS20 are the relevant planning policies and they do not set out specific standards – rightly deferring to the London Plan.

A 3bed unit should provide a **maximum** of 1.5 spaces, while 1 bed unit should provide 'less than 1 per unit'. With this in mind, the proposed development should provide a maximum of 3.5 spaces. This is a maximum and less is acceptable where significant additional parking stress is likely to be caused.

In this instance, the 1 space proposed would be likely to be allocated to the 3 bed unit, whilst the 1bed units are unlikely to generate a significant amount of car ownership.'

In order to establish the use rights for the off street parking space, a condition requiring the approval of a basic parking management strategy is requested.

The amount of secure cycle storage was increased following earlier comments from officers.

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)
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)

London Housing Supplementary Planning Guidance 2012

- 6.3 LDF Core Strategy 2011
 - CS 9 (Housing provision)
 - CS 14 (Design)
 - CS 16 (Flood risk management)
 - CS 20 (Parking, servicing and delivery)

7.0 PLANNING CONSIDERATIONS

- 7.1 The main issues for consideration are the provision of housing, the suitability of the property for conversion to flats, the impact on neighbour amenity and the local streetscene including parking.

- 7.2 The provision of housing:
Currently Policy CS. 9 within the Council's Adopted Core Strategy [July 2011] and policy 3.3 of the London Plan [July 2015] state that the Council will work with housing providers to provide a minimum of 4,800 additional homes [320 new dwellings annually] between 2011 and 2026. This proposal will provide an additional two new flats suitable for accommodation for couples and is therefore considered to accord with these policies. Core Strategy policy CS 14 requires that the conversion of existing family sized dwellings such as this site must include the re-provision of at least one family sized unit and this proposal accords with that requirement.

- 7.3 Housing standards and amenity space provision.
For the family sized unit on the ground floor, this 3 bedroom 5 person unit would provide a Gross Internal Area of over 97m² which exceeds the 86m² minimum Gross Internal Area requirements of the London Plan 2015. Flat

1 offers direct access to a 57m² rear garden which has been laid to lawn and planted with fruit trees.

7.4 As originally submitted the other two flats were to have been 2 bedroom 3 person units but the sizes would not have complied with policy requirements. Consequently the amended two x one bedroom flats would now have a GIA of more than at least 65m² and these also exceed the minimum requirement for 61m². Each of these two flats would be provided with a private amenity balcony that exceeds the 5m² required. Consequently it is considered that the proposal would provide additional housing capacity to an acceptable standard and therefore accords with all relevant planning policies in this regard.

7.5 The impact on neighbour amenity

London Plan policy 7.6 and SPP policy DM D2 require that proposals will not have a negative impact on neighbour amenity in terms of loss of light, privacy visual intrusion or noise and disturbance. The proposal generated no objections on the grounds of amenity. There are no residential neighbours on the western side of the site and the rear of houses in Ridge Road to the north of the site are 30m away which exceeds the 20m requirement set out in the Merton New Residential Development SPG 1999. The proposal includes privacy screening in the form of obscure glazed privacy panels to a height of 1.7m above deck level on the side closest to the adjoining neighbour at 4 Caithness Road. In view of these considerations the proposal is not considered harmful to the amenity of neighbouring occupiers and therefore also accords with all relevant planning policies in this regard.

7.6 The impact on the street scene

London Plan policy 7.4, Sites and Policies Plan policies DM D1 (Urban design), DM D2: (Design considerations) and DM D3: (Alterations and Extensions to existing Buildings) as well as LBM Core Strategy Policy CS14 are all policies designed to ensure that proposals are well designed and in keeping with the character of the local area.

7.7 There have been no objections to the appearance, scale and bulk of the proposals and it is considered that the works have been designed to reflect a continuation of the existing terrace of housing, albeit with permitted development scale extensions to the rear. Consequently the building design would accord with all relevant policies in terms of its impact on the appearance and character of the local area.

7.8 Parking, servicing and deliveries.

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 whilst SPP policy DM t3 requires that the level of parking is suitable for its location.
- 7.9 The proposal has reduced the occupancy levels since it was originally submitted so there are no longer the two single bedrooms and the flats are one bedroom units. 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 one bedroom flats and the potential four occupiers thereof rather than the 14 additional occupants stated in the objection letter. An additional consideration is that were the original house to have been extended into a four bedroom house then the impact would arguably be confined to the impact of an additional double room and the site provides an off street parking space. The Council's Transport planning section has been consulted and raised no objection to the proposal with their full comments being at para 5.3.
- 7.10 Objectors raised concerns regarding discrepancies in the applicant's parking report. The consultant has confirmed that the information was based on the provision of two additional units, the three bed unit replacing a three bed house.
- 7.11 In order to ensure that the onsite parking is effectively managed appropriately allocated a condition requiring the submission and approval of a Parking management strategy is recommended. A condition requiring details of the cycle storage facilities to be submitted and approved is also recommended.
- 7.12 The proposals indicate that refuse and recycling can be undertaken from the front of the site and a condition requiring details of the design and capacity of the refuse facilities to be approved is also recommended.

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

Officers consider that the proposals have been sensitively designed to provide additional residential accommodation within a building that respects the appearance, context and character of the existing building and 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. The development has

been designed to minimise the impact on neighbour amenity and there have been no objections on those grounds.

The main reason for objection has been the issue of parking which is acknowledged to be problematical in the area. However the proposal now only provides two extra one bedroom flats and will not provide the amount of extra residents quoted in the objection letter and petition. The Council's Transport planning section has confirmed that the proposals do not contradict relevant policy on this issue and therefore there would be no defensible grounds upon which to refuse the application because of the impact on parking. In view of these considerations the proposal is recommended for approval subject to conditions

10 RECOMMENDATION

10.1 GRANT PLANNING PERMISSION subject to planning conditions

Conditions

A1 Commencement of Development

A7 Construction in accordance with plans Site location plan, Drawings 110 RevA, 111 Rev A, 112 Rev A, 113 Rev A, 114, 115 Rev A, 116 Rev A & 119.

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.

C6 Details of the provision to be made for the storage of refuse and recycling shall be submitted to and approved The development hereby approved shall not be occupied until a scheme for the storage of refuse and recycling has been submitted in writing for approval to the Local Planning Authority. Those facilities and measures shall be implemented in accordance with the approved scheme and shall thereafter be retained for use at all times from the date of first occupation.

C8 Flat roofs Access to the flat roofs of the development not designated as amenity space on the approved plans shall be for maintenance or emergency purposes only, and the flat roofs shall not be used as a roof garden, terrace, patio or similar amenity area.

C9 Balcony screening The screening or enclosure to the balcony as shown on the approved plans shall be implemented before the development is first occupied and retained permanently thereafter.

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.

F9 Hardstandings The hardstanding hereby permitted shall be made of porous materials, or provision made to direct surface water run-off to a permeable or porous area or surface within the application site before the development hereby permitted is first occupied or brought into use.

H4 Parking provision The vehicle parking area (including any garages hereby approved) shown on the approved plans shall be provided before the commencement of the use hereby permitted and shall be retained for parking purposes for occupiers and users of the development and for no other purpose.

H6 Cycle parking provision The development hereby approved shall not be occupied until details of secure cycle parking facilities for the occupants of, and visitors to, the development have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented and made available for use prior to the first occupation of the development and thereafter retained for use at all times.

H9 Construction vehicles The development shall not commence until details of the provision to accommodate all site workers', visitors' and construction vehicles and loading /unloading arrangements during the construction process have been submitted to and approved in writing by the Local Planning Authority. The approved details must be implemented and complied with for the duration of the construction process.

H11 Parking management strategy The development hereby approved shall not be occupied until a Parking Management Strategy has been submitted in writing for approval to the Local Planning Authority. The development shall not be occupied until this strategy has been approved and the measures as approved have been implemented. Those measures shall be maintained for the duration of the use unless the prior written approval of the Local Planning Authority is obtained to any variation.

J1 Lifetime Homes The new dwelling unit/s shall be constructed to Lifetime Homes Standards, and shall not be occupied until the applicant has provided written evidence to confirm this has been achieved based on the relevant Lifetime Homes Standards criteria.

Sustainable Design and construction (New Build Residential) No part of the development hereby approved shall be occupied until evidence has been submitted to the council confirming that the development has achieved not less than the CO2 reductions (ENE1), internal water usage (WAT1) standards equivalent to Code for Sustainable Homes level 4. Evidence requirements are detailed in the "Schedule of evidence Required for Post Construction Stage from Ene1 & Wat1 of the Code for Sustainable Homes

Technical Guide. Evidence to demonstrate a 25% reduction compared to 2010 part L regulations and internal water usage rates of 105l/p/day must be submitted to, and acknowledged in writing by the Local Planning Authority, unless otherwise agreed in writing.

NPPF Informative