

**PLANNING APPLICATIONS COMMITTEE  
15 NOVEMBER 2018**

<b><u>APPLICATION NO.</u></b>	<b><u>DATE VALID</u></b>
18/P2661	19/07/18
<b>Address/Site</b>	27 Cochrane Road, Wimbledon, London, SW19 3QP
<b>Ward</b>	Dundonald
<b>Proposal:</b>	Conversion of single dwellinghouse into 3 x self-contained flats, involving the erection of a single and two storey side extensions and a single storey rear extension, plus the erection of a hip to gable with L-shaped rear roof extension with two new velux windows to the front roof slope.
<b>Drawing Nos</b>	241 PL 202, 205, 206, 207, 208, 210, 211, 212, 215.
<b>Contact Officer:</b>	Anna Woodward (020 8545 3112)

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**RECOMMENDATION**

**GRANT Planning Permission subject to conditions and Section 106 agreement**

**CHECKLIST INFORMATION.**

Heads of agreement: Section 106 agreement – Parking permit free development  
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 – 5  
External consultations – No  
PTAL Score – 6a  
CPZ – VE – Yes (W5)

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1. **INTRODUCTION**

1.1 The application has been brought before the Planning Application

Committee at the request of a Councillor.

## 2. **SITE AND SURROUNDINGS**

2.1 The subject site comprises a two-storey end of terrace dwelling located on the west side and end of the cul-de-sac, Cochrane Road. The site includes a single car parking space and a single detached garage located at the end of the cul-de-sac. The subject site is located directly to the south of the Wimbledon West Railway Goods Yard. The other adjoining properties are residential.

2.2 The site is not located within a Conservation Area.

## 3. **CURRENT PROPOSAL**

3.1 This application seeks planning permission for the subdivision of the existing three bedroom dwelling to form a three bedroom flat in the ground floor, a one bedroom (two person) flat on the first floor and a one bedroom (one person) flat in the second floor/loft space.

3.2 To facilitate this conversion, the application includes the erection of a part single, part two-storey side extension, and for a single storey rear/side extension. It also includes a hip to gable roof extension, a rear dormer extension to the main roof slope, and a dormer over the rear outrigger. The application also involves the demolition of the existing single storey room at the rear of the dwelling.

3.3 The proposed two storey side extension will extend 1.25m to the side of the existing building. The proposed dormer to the main roof slope will be set approximately 0.2m below the existing ridgeline and will extend across the full width of the roof (including the new two storey side extension). The two-storey extension would be 1.85m in depth at roof level, with a first floor of 3.58m depth and a ground floor of 5.2m depth. Both the ground and first floors would have rooflines that angle down towards the front.

3.4 The proposed dormer roof extension over the outrigger will extend approximately 4.3m from the dormer to the main roof slope. It will be approximately 2.65m in height. The dormer would be set back from the rear elevation of the outrigger by 0.8m.

3.5 The proposed single storey side/rear wrap-around extension would extend to the rear of the outrigger by approximately 1.85m and to the side by 2m. It would be 3.15m in height.

3.6 The scheme also includes internal alterations to provide the following accommodation:

Ground floor flat: 3 bed/4 person, 78m<sup>2</sup>  
First floor flat: 1 bed/2 person, 53m<sup>2</sup>  
Second floor flat: 1 bed/1 person, 41m<sup>2</sup>

- 3.7 The shed located at the street front of the site would be used for bike and refuse storage, and no car parking is proposed.

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

- 4.1 18/P0815: NEW SINGLE AND TWO STOREY SIDE EXTENSION, SINGLE STOREY REAR EXTENSION, NEW HIP TO GABLE ROOF EXTENSION AND L SHAPED REAR ROOF EXTENSION WITH TWO NEW VELUX WINDOWS TO THE FRONT ROOF SLOPE – Permission granted subject to conditions 12/04/18.

#### 5. **CONSULTATION**

- 5.1 The application has been advertised by standard site notice procedure and letters of notification to the occupiers of neighbouring properties.
- 5.2 In response to consultation, two representations were received in objection to the application. These outlined the following concerns:
- The parking situation in Cochrane Road cannot support a further two dwellings as the road is already congested;
  - Converting the property into three flats has the potential for residents to request up to five resident parking permits;
  - The ground floor flat seems to be a cramped space for a family to live and would be suited to multiple non-related occupants whom would likely wish to have a parking permit each. Owners of the first and second floor flats would also likely request parking permits resulting in a total of 5 additional permits;
  - If planning permission is granted, a condition should be included restricting any further parking permits from being issued.

#### 6. **POLICY CONTEXT**

- 6.1 Merton Core Planning Strategy (July 2011)  
CS.6 Wimbledon Sub-area  
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

- 6.2 Adopted Merton Sites and Policies Plan (July 2014)
  - DM D2 Design considerations in all developments
  - DM D3 Alterations and Extensions to Buildings
  - DM T1 Support for sustainable transport and active travel
  - DM T2 Transport impacts of development
  - DM T3 Car parking and servicing standards
- 6.3 London Plan (July 2016)
  - 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
  - 6.3 Assessing effects of development on transport capacity
  - 6.9 Cycling
  - 6.13 Parking
  - 7.4 Local character
  - 7.6 Architecture

## 7. **PLANNING CONSIDERATIONS**

- 7.1 The principle planning considerations in this case relate to the principle of conversion to flats, visual amenity, the impact on neighbour and occupier amenity as well as the provision of living accommodation to a suitable standard.
- 7.2 Currently Policy CS.9 within the Council's Adopted Core Strategy and policy 3.3 of the London Plan state that the Council will work with housing providers to provide a minimum of 4107 additional homes (411 new dwellings annually) between 2015 and 2025. This proposal will provide two new flats and is therefore considered to accord with these policies.
- 7.3 Policy CS14 in the Core Strategy requires that in the event a family dwelling is converted to flats, a family size, i.e. a three bedroom unit shall be retained and have direct access to a rear garden amenity space. This proposal will provide two new one bedroom flats and retain a three bedroom unit suitable for family accommodation with direct access to a garden and is therefore considered to accord with these policies.
- 7.4 Character and appearance
  - 7.4.1 London Plan policies 7.4 and 7.6, Core Strategy policy CS14 and SPP Policies DMD2 and DMD3 require well designed proposals that will respect the appearance, materials, scale, bulk, proportions and character of the original building and their surroundings. SPP policy DMD3 further

seeks for extensions to use compatible materials and to be of a size and design that respect the character and proportions of the original building and surrounding context.

- 7.4.2 Whilst the proposed two storey side extension will be visible from the front of the dwelling, due to the positioning of the site at the end of the cul de sac, with a parking space and a garage in front of the dwelling, it will not be easily visible from the street. It will be screened by the existing façade and will not be any higher than the existing building. The proposed hip to gable roof extension will also not be easily noticeable from the street due to the location of the site at the end of the street. Further, the proposed materials for these extensions will match the existing building. Therefore, it is considered to be acceptable in this location and the proposal will not cause material harm to the streetscape or the character of the surrounding area.
- 7.4.3 The architectural style of the property, which includes small dividing parapet walls at roof level, leads itself to the construction of a dormer style roof extension. The host property is not located at a junction in which the flank wall would address the street and the dormers proposed would not project above the ridgeline of the original roof. In visual terms, the main dormer extension builds up the parapet walls to ensure that the form of the extension integrates with that of the existing property and to ensure a degree of uniformity when several roof extensions are seen together.
- 7.4.4 The rear dormer over the outrigger has been designed to have a 0.8m setback from the rear of outrigger to ensure the form of this part of the building including the gable end is retained. This dormer is not considered to cause material harm to the character of the host building or the surrounding area as the gable end of the building to be retained is a typical feature of the buildings in this terrace and a part of the character of the surrounding area.
- 7.4.5 In visual terms, the proposed dormer extensions are of a typical design and relate satisfactorily with the original building in terms of their size, design, finishes and window proportions.
- 7.4.6 The proposed ground floor rear and side wrap-around extensions will appear subordinate to the host building as they are of minimal depth and will have flat rooves which match the proposed rear roof extensions. Further, they will be finished in materials to match the existing building. It should be noted that planning permission is already in place for similar extensions to the dwelling under ref 18/P0815.
- 7.4.7 As such, the proposed extensions are considered to be in keeping with the character and scale of development in the surrounding environment.

## 7.5 Standard of Accommodation

- 7.5.1 London Plan policies 3.3, 3.4 and 3.5, Sites and Policies Plan Policy DM D2 and Core Strategy 2011 policy CS14 all seek to ensure good quality residential accommodation with adequate space, levels of privacy, daylight and sunlight for existing and future residents, the provision of adequate amenity space and the avoidance of noise, vibration or other forms of pollution. London Plan policy 3.5 sets out the minimum Gross Internal Area requirements for new housing.
- 7.5.2 Table 3.3 of the London Plan (2016) requires a minimum gross internal area (GIA) of 74m<sup>2</sup> for a 3 bedroom/4 person dwelling and 50m<sup>2</sup> for a 1 bedroom/2 person dwelling, and 39m<sup>2</sup> for a 1 bedroom/1 person flat. All flats meet the minimum GIA and no objection is raised on this basis.
- 7.5.3 The London Plan requires a minimum of 5m<sup>2</sup> of private outdoor space to be provided for 1-2 person dwellings and an extra 1m<sup>2</sup> for each additional occupant. The proposal indicates a private garden space for the ground floor flat in excess of this. The two upper floor flats have no private outdoor amenity space allocated to them. The 1 bedroom/2 person flat is 3m<sup>2</sup> in excess of the minimum floor area requirement, therefore allowing some additional space for amenity. The 1 bedroom/1 person flat is 2m<sup>2</sup> in excess of the floor area standard. These factors in combination with the sites proximity to the Dundonald Recreation Ground (approximately 150m away) are considered to sufficiently mitigate the lack of private outdoor amenity space provided on the subject site. It is not considered that officers could recommend refusal on these grounds.
- 7.5.4 As such, the proposed arrangement is considered to be acceptable in terms of space and will therefore meet London Plan Policy 3.5.

## 7.6 Neighbouring amenity

- 7.6.1 London Plan policy 7.7 and SPP policy DMD2 seek to ensure that development does not adversely impact on the amenity of nearby residential properties in terms of loss of light, visual intrusion or noise and disturbance.
- 7.6.2 The property directly to the north of the subject site is a railway storage yard and is therefore not sensitive to the effects of building extensions to a residential property. As such, it is considered that the proposal will not cause material harm to this property.
- 7.6.3 The proposed rear/side extensions are of a design which will have minimal impacts on the properties directly to the rear of the subject site (No. 30, 32, 34 Newton Road). There are no new windows proposed on the

mansard extension or the two-storey side extension facing towards the rear. There is one window proposed on the rear elevation of the dormer to the main roof slope. However, this is set back further behind existing first floor windows which already overlook these properties, and therefore will not increase the level of overlooking.

- 7.6.4 It is considered that the proposed roof extensions and two-storey side extension are setback far enough from the properties to the rear so as to not cause material harm to the occupiers in terms of dominance/sense of enclosure.
- 7.6.5 It is considered that the proposed single storey ground floor extension is of a minimal scale which will not cause material harm to No. 25 Cochrane Road. It will extend from the rear wall of the outrigger by 1.85m and will have a height of 3.15m. Although this is higher than generally considered to be acceptable for rear extensions abutting side boundaries, as it is only across a depth of 1.85m, the impact on No. 25 is considered to be minimal and will not cause material harm.
- 7.6.6 Given the scale and positioning of the proposed extensions and outbuilding, they are not considered to unduly affect neighbouring amenity. As such, the proposal is considered to be compliant with SPP Policy DM D2.

## 7.7 Landscaping

- 7.7.1 No protected trees or hedgerows would be removed as part of the proposed works and no objection is raised on this basis.

## 7.8 Transport, parking and cycle storage

- 7.8.1 Core Strategy policy CS20 and London Plan policy 6.9 aim to ensure pedestrian movement and safety is not compromised by development, consideration is given to the parking requirements of a proposed development.
- 7.8.2 Core Strategy Policy CS 18 promotes active means of transport and the gardens of the houses provide sufficient space for the storage of cycles without the need to clutter up the front of the development with further cycle stores. Core Strategy Policy CS 20 seeks to implement traffic management by supporting permit free developments in areas where CPZ's benefit from good access to public transport. The subject site is in an area with a PTAL rating of 6a which means it has excellent access to public transport.

7.8.3 There would not be any impact on parking or highway safety as a result of the proposed works as the applicant has agreed to enter into a legal agreement which prohibits the occupants of the proposed additional two units (the 1-bed units) from obtaining parking permits. As such, it is not considered that the proposal would unduly impact upon parking pressure in the area.

7.8.4 Table 6.3 of the London Plan (2015) requires two cycle parking spaces per unit. The proposed development therefore requires secure storage for 6 cycles. This has been indicated in the existing shed on the plans. Therefore, the proposal complies with Policy 6.13 of the London Plan.

#### 7.9 Refuse storage and collection

7.9.1 Refuse storage has been proposed in the single garage at the street front. This is considered to be a suitable arrangement and is therefore in line with policy 5.17 of the London Plan and policy CS 17 of the Core Strategy in this regard. A condition is recommended seeking this to be secured and implemented prior to first occupation of the flats.

#### 7.10 Sustainable design and construction

7.10.1 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.

As per CS 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. 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.

### 8. CONCLUSION

8.1 It is considered that due to the proposed scale, and design of the single storey rear/side extension, part single/part two storey side extension, hip to gable roof and rear roof extensions, it would not harm the amenities of neighbouring residents or the character and appearance of the area.

8.2 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, subject to a section 106 agreement restricting occupants from obtaining parking permits. The proposal would

result in two 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.

8.3 Accordingly, it is recommended that planning permission be granted subject to the planning conditions and planning obligations set out below.

9. **RECOMMENDATION**

9.1 Subject to the completion of a Section 106 Agreement and compliance with the following conditions:

1. A.1 Commencement of Development
  2. A7 Approved Plans
  3. B2 Matching Materials
  4. C02 No Permitted Development – (Windows and Doors) - rear elevation of second floor extension
  5. C7 Refuse and recycling implementation
  6. C8 No use of flat roof
  7. H7 Cycle storage implementation
  8. L2 Code for sustainable homes
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