

PLANNING APPLICATIONS COMMITTEE

14 November 2019

<u>APPLICATION NO.</u>	<u>DATE VALID</u>
19/P2885	05/08/2019
Address/Site	Land Adj to 57 Gore Road, Raynes Park, London SW20 8JN
Ward	Dundonald
Proposal:	Demolition of garage and erection of a one bedroom 2 storey detached house
Drawing Nos	Existing plans: AM_1905_PL001; AM_1905_PL002; AM_1905_PL100; AM_1905_PL101; AM_1905_PL103; AM_1905_110; AM_1905_PL111 AM_1905_PL112; AM_1905_PL120; Proposed visualisations: AM_1905_PL251; AM_1905_PL252; AM_1905_PL253; AM_1905_PL254 Proposed plans: AM_1905_PL200; AM_1905_PL201; AM_1905_PL202; AM_1905_PL203; AM_1905_PL205; AM_1905_PL210; AM_1905_PL211; AM_1905_PL212; AM_1905_PL220; AM_1905_PL
Contact Officer:	Frances Haines (020 8545 3112)

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: 8
- External consultations: 0
- Controlled Parking Zone: Yes

1. INTRODUCTION

- 1.1 The application has been brought before the Planning Applications Committee for consideration in light of the number and nature of objections received.

2. SITE AND SURROUNDINGS

- 2.1 The application site is the land adjacent to 57 Gore Road. The site is located on the southern side end of Gore Road. The site is triangular in shape, narrowing to the rear and is the last plot on the Western side of Gore Road. The site is not located within a Conservation Area. There are no further constraints.
- 2.3 Immediately to the south of the site is a private vehicle access way leading to the rear garden and garage to no.36 Grand Drive.

3. CURRENT PROPOSAL

- 3.1 The application seeks permission to:
- Planning permission is sought for the erection of a one-bedroom two-storey detached dwellinghouse following the demolition of the existing garage structure
 - The design of the dwelling will follow the dominant Victoria style on Gore Road
 - The dwelling will follow the shape of the site, narrowing to the rear where it is to be served by a rear terrace/garden space
 - At first floor level, the rear of the building will be stepped back from the ground floor footprint to provide 9 sqm first floor terrace space off a master double bedroom
 - Bin and cycle storage are to be provided
- 3.2 Materials
- Yellow-stock facing brickwork with features such as brick work banding, stone lintels and traditional sash windows
 - Clay tiled roof

4. PLANNING HISTORY

- 07/P0100: Demolition of existing garage and erection of a new two-storey detached office building – permission refused 21/02/2007. Appeal dismissed

Council's Reason for refusal: The proposal, by reason of scale, design and siting would appear visually incongruous and out of keeping with, and fail to reinforce or complement the prevailing character of the area, to the detriment of the visual amenities of the area including the Gore Road street scene, and would be contrary to Policies BE.15, BE.16 and BE.22 of the Adopted Unitary Development Plan (2003).

- 07/P1605: Erection of a two-storey detached dwellinghouse. – Application withdrawn 19/07/2007
- 07/P3513: Demolition of existing garage and erection of a 1 x 2 bed, two-storey detached dwellinghouse – Application withdrawn 10/01/2008.

5. CONSULTATION

5.1 Consultation letters were sent to the occupiers of neighbouring properties and site notice erected.

5.1.1 In response to the consultation, twelve letters of objection have been received. The summary of objections are as follows:

5.1.2 External

- There is limited space at the end of the road for residents to manoeuvre
- How will vehicles for building works manage without blocking our small road
- Less room for emergency vehicle access
- Road is overcrowded already
- Trees will be chopped down for the proposal which should be preserved
- The proposal will reduce light to our front door and bathroom (Owner of 57 Gore Road). My house will be left facing a solid wall which will turn our side access into an alleyway. Light and greenery will be removed from no.57
- The building will increase the security risk to 57a as a dimly lit alleyway would be created and burglars would be screened from view
- Light will be reduced to 57a's bathroom and hallway
- The new building will not blend in with the existing housing stock. The new house will look out of place
- The existing garage is regularly used by larger vehicles to make a u-turn at the end of the road. Removing this will increase the likely damage to the existing cars at the end of the road
- No.57 Gore Road is a completely different style to the other houses on Gore Road, therefore as the development will match the other houses, no.57 will look ridiculous sandwiched in between two houses of the same style
- The development would make turning more difficult in this road
- The two-storey building will reduce natural light to the front of the homes opposite
- Development would likely result in 2 extra cars being parked on the road which would be problematic for existing residents
- Noise and disturbance from the development is a major concern as well as increased congestion from the workers vehicles
- Previous reason for refusal should be upheld for this attempt
- The existing dropped curb at the site was put in place to aid turning in the road
- Safety of anyone coming out of the proposed dwelling would be compromised if a large vehicle was turning.
- The property will be issued with wheelie bins which will litter the pavement on collection days, and block the turning area

5.3 Internal

5.3.1 Transport and Highways

Access:

Access remains as existing with direct pedestrian access from Gore Road.

Car Parking:

The location of the property has a Public Transport Accessibility Level rating of 5, which indicates a good level of connections and accessibility to public transport for the future occupiers.

Given the small size of the site with its close proximity to Raynes Park Town centre, railway station and bus stops, car parking is not considered a necessity and the proposal does not provide off street parking.

The site is located in a Controlled Parking Zone (Zone RPS) where parking and loading is controlled from Monday to Friday between 8:00am – 6:30pm.

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 would require 1 cycle parking space (secure & undercover) to satisfy the London plan standards.

Refuse:

Given there is an already established collection route along this road, it is not considered the proposal would have a detrimental impact on the waste collection services in the area.

Recommendation:

The proposal is unlikely have a significant impact on the adjoining highway.

Raise no objection subject to:

- Cycle parking as shown maintained.
- Condition requiring Refuse collection.

6. POLICY CONTEXT

6.1 Adopted Merton Core Planning Strategy (2011)

CS8 (Housing Choice), CS14 (Design), CS15 (Climate Change) and CS20 (Parking)

6.2 Adopted Merton Site and Policies Plan (2014)

DM H2 (Housing Mix)

DM D2 (Design Considerations in all developments)

- 6.3 London Plan (2016)
 - 3.3 (Increasing Housing Supply)
 - 3.5 (Quality of Design of Housing Developments)
 - 3.8 (Housing Choice)
 - 7.4 (Local Character)
 - 7.6 (Architecture)
- 6.4 NPPF (2019)
- 6.5 Technical Housing Standards (2015)

7. PLANNING CONSIDERATIONS

- 7.1 The main planning considerations concern the principle of the erection of a dwellinghouse in this location, the design and visual impact of the development, neighbour amenity, the standard of accommodation, parking and highways considerations, refuse and recycling and sustainability.

- 7.2 Principle of a dwellinghouse in this location

The application involves the demolition of the existing garage and the erection of a two storey detached dwelling house. The existing garage is of no architectural merit and there are no objections to the principle of redevelopment of the site subject to the compliance with relevant policies within the adopted Merton Core Planning Strategy and the Adopted Sites and Policies Plan.

The planning history shows a previous refusal and dismissal of at appeal for a two-storey office building. The current proposal is materially different to the appeal scheme and must be judged on its planning merits.

- 7.3 Character and Appearance

Policies DMD2 and DMD3 seek to ensure a high quality of design in all development, which relates positively and appropriately to the siting rhythm, scale, density, proportions, height, materials and massing of surrounding buildings and existing street scene patterns, historic context, urban layout and landscape features of the surrounding area. Core Planning Policy CS14 supports these SPP Policies.

The existing housing in the 12 Apostles area, are low rows of two storey terraced houses with a mainly vertical emphasis articulated by the projecting bay window features and gable ends at roof level.

The pair of maisonettes at No.57 and no.57A Gore Road to the immediate north of the site are a more recent addition to the street (1930-1940) and are a very different style, having a wider front and fully hipped roof, resulting in a

different scale with the rest of the street. The eaves line of this property does not match the other properties in Gore Road.

The proposed two-storey dwelling is similar in scale, the massing and design to the original houses in Gore Road and is considered to be of a design approach that is acceptable in the context with the neighbouring properties.

The proposed front elevation has a similar elevational treatment to the original terrace houses in Gore Road. The roof pitch, eaves line and ridge line up with the original terrace houses.

The design of the dwelling reflects the surrounding street scene and it is considered that the proposal would blend in to the surrounding character. The existing garage is considered to be an unsightly end to the built form of Gore Road and would benefit from replacement with a more appropriate use and built form.

Whilst it is acknowledged that the proposed rear elevation of the property appears thin, this is not considered to harm the character and appearance of the dwelling or surrounding area. Furthermore, it is noted that the rear elevations of the properties on this side of Gore Road are not uniform due to the nature of extensions that have been undertaken. Therefore, it is not considered that the rear elevation would have a harmful impact on the appearance of the dwelling or street scene.

The proposed scheme differs greatly in appearance from the previous scheme that was dismissed at appeal. The proposed office was a contemporary building with a dual-pitched roof which made little effort to fit in with Gore Road. The design was a key determining factor in the previous appeal decision, in particular, the inspector commented on the consistency in design of the dwellings on this street. Furthermore, the inspector commented on the location of the site. Although located at the far end of the street, the previous proposal was considered to stand out "discordantly." The current scheme responds to the previous concerns and proposes a design which reflects the features of the Gore Road Street scene. It is considered that the proposed scheme is visually acceptable.

The proposal is therefore considered to be acceptable in terms of policies CS14 (Design) and DM D2 (Design Considerations in all Developments).

7.4 Neighbouring Amenity

SPP Policy DM D2 states that proposals must be designed to ensure that they would not have an undue negative impact upon the amenity of neighbouring properties in terms of loss of light, quality of living conditions, privacy, visual intrusion and noise.

7.4.1 The proposed development is located to the south of 57 Gore Road which is sub-divided into two maisonettes.

The ground floor flat at no.57 Gore Road includes an entrance that is accessed via the southern side elevation. A side facing ground floor window

which is obscure glazed will face the proposed dwelling. As this is not a habitable room, it is not considered that the proposed dwelling would harm the daylight/sunlight received in the ground floor flat at no.57. The ground floor flat's main windows face the front and rear elevations.

The first floor apartment at no.57 includes an entrance that is accessed via the southern side elevation of the building and a side facing first floor window that is obscured and serves a bathroom for this property. As this is not a habitable room, it is not considered that there will be material daylight/sunlight impacts from the development on this room.

The first floor rear terrace will include a 1.8m obscure glazed privacy screen that will prevent any direct overlooking into 57 Gore Road.

The building will be positioned slightly further forward than the immediate neighbouring property on Gore Road to the North but would reflect the same building line as the remaining Victorian terraces to the North, therefore reflecting the existing relationships between the facing houses either side of Gore Road.

It is considered that the design of the proposal has preserved the amenities of adjoining properties and the proposal would not cause any material harm to neighbouring amenity.

7.5 Standard of Accommodation

Policies 3.5 and 3.8 of the London Plan (2016) state that housing developments are to be suitably accessible and should be of the highest quality internally and externally and should ensure that new developments reflect the minimum internal space standards (specified as Gross Internal Areas) as set out in table 3.3 of the London Plan (amended March 2016) and the DCLG – Technical Housing Standards 2015. Policy DM D2 of the Adopted Sites and Policies Plan (2014) states that developments should provide suitable levels of privacy, sunlight and daylight and quality of living conditions for future occupants.

The DCLG Technical Housing Standards require a 1bed two-storey dwelling to have a gross internal floor space of 58sqm. The proposed dwelling has a GIA of 58sqm which meets the relevant standards. The internal layout is thought to be well thought out and to contribute to a high standard of living. All habitable rooms are to be served by windows which are considered to offer suitable light and ventilation.

SPP Policy DMD2 requires that for all new houses, the council will seek a minimum of 50sqm as a single, usable, regular amenity space. The proposed dwelling will not meet this standard. However, the site is small in size and the dwelling is one bed only, and being required to meet the space requirement would be unreasonable, however, it is noted as a shortfall of the scheme. The site is adjacent to David Lloyd Raynes Park Leisure Centre and playing fields which would provide additional useable outdoor space for the future occupiers of the dwelling. Further, the proposal provides two outdoor amenity space

options for the future occupier to use. Given the above, it is considered that the provision of amenity space is acceptable.

7.6 Parking and Highways

A Transport Planner reviewed the proposed plans and had the following comments: given the small size of the site with its close proximity to Raynes Park Town centre, railway station and bus stops, car parking is not considered a necessity and the proposal does not provide off street parking. Furthermore, the site is located in a Controlled Parking Zone (Zone RPS) where parking and loading is controlled from Monday to Friday between 8:00am – 6:30pm.

Therefore, subject to a S106 agreement, the site will be permit free.

It is not considered that the proposed dwelling would have a harmful impact on the parking and access in the area. The location of the property has a Public Transport Accessibility Level rating of 5, which indicates a good level of connections and accessibility to public transport for the future occupiers.

7.7 Bins/recycling storage and cycle storage

A Transport Planner reviewed the plans and found that, given there is an already established bin collection route along this road, it is not considered the proposal would have a detrimental impact on the waste collection services in the area. Highways raise no objection to the bins and recycling storage, but recommend that a condition is attached to provide the details of these.

It is considered that, due to the size of the dwelling, the bins/recycling storage which is located on the proposed plans, would be acceptable for a dwelling of this size.

Sufficient cycle storage has also been provided for a dwelling of this size.

7.8 Sustainability

London Plan policy 5.3 and CS policy C515 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

It is considered that the proposed dwelling is of a suitable design which would not harm the amenities of neighbouring residents or the character or 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 unit in a sustainable location. The proposal would accord with relevant National, Strategic and Local Planning Policies and guidance and approval is recommended to be granted in this case.

It is therefore recommended to grant permission subject to conditions and S106 agreement.

9. RECOMMENDATION

Grant planning permission subject to S106 Agreement.

S106 Agreement: Permit Free

Subject to the following conditions:

1. Approved plans
2. Time Limit (3 Years)
3. Materials Samples
4. Obscure Glazing screen to be erected
5. Construction Management Plan
6. Hours/Days of Construction
7. Sustainability Condition
8. Remove PD rights for extensions, dormers and new windows
9. Details of refuse Storage
10. Details of Cycle Storage
11. Obscure Glazing to Ground floor South side facing windows

Informatives:

Highways must be contacted prior to any works commencing on site to agree relevant licences, and access arrangements – no vehicles are allowed to cross the public highway without agreement from the highways section.

The applicant should contact David Furby of Council's Highway Team on: 0208 545 3829 prior to any work starting to arrange for this works to be done.

The applicant is advised to check the requirements of the Party Wall Act 1996 relating to work on an existing wall shared with another property, building on the boundary with a neighbouring property, or excavating near a neighbouring building. Further information is available at the following link:

<http://www.planningportal.gov.uk/buildingregulations/buildingpolicyandlegislation/current-legislation/partywallact>

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

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