

PLANNING APPLICATIONS COMMITTEE 16 JANUARY 2020

<u>APPLICATION NO.</u>	<u>DATE VALID</u>
19/P3271	20/08/2019
Address/Site	252-254 Haydon's Road, South Wimbledon, SW19 8TT
Ward	Trinity
Proposal:	Partial demolition of the existing building and garages, increasing the height of the existing retained building by 400mm, redevelopment of the rear part of the site to provide eight residential units (4 x 2 bedroom, 2 x 2 bedroom and 2 x 3 bedroom flats) within a two storey building with accommodation within the roof space of the new building and within the retained building at 252-254 Haydon's Road.
Drawing Nos	4774/PA/011, 020, 021A, 022, 023A, 024A, 025A, 030A, 031A, 032A, 033A, Design and Access Statement, Planning Policy and Summery Statement, Travel Assessment, Daylight and Sunlight Report, Structural Engineering Report, SUDS Report and Sustainable Design and Construction Statement
Contact Officer:	Richard Allen (020 8545 3621)

RECOMMENDATION

GRANT Planning Permission subject to completion of a S.106 Agreement and conditions

CHECKLIST INFORMATION

- Heads of agreement: Yes
- Is a screening opinion required: No
- Is an Environmental Impact Statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Press notice- No
- Site notice: Yes
- Design Review Panel consulted: No
- Number neighbours consulted: 22
- External consultants: None
- Density: n/a
- Number of jobs created: Yes
- Archaeology Priority Zone: No
- Conservation Area: No

1. **INTRODUCTION**

- 1.1 This application has been brought to the Planning Applications Committee due to the number of objections received.

2. **SITE AND SURROUNDINGS**

- 2.1 The application site comprises a part three storey/part two storey detached building situated on the west side of Haydon's Road at the junction of Cowdrey Road. The existing building contains eight residential units arranged over three floors at the front of the building and two floors at the rear. The surrounding area is comprised of a mix of detached, semi-detached and terraced housing. There is existing off-street car parking access from Cowdrey Road. The application site is within a Controlled Parking Zone (Zone 3E). The application site is not within a Conservation Area.

3. **CURRENT PROPOSAL**

- 3.1 The current proposal involves the partial demolition of the existing building and garages, increasing the height of the existing retained building by 400mm, redevelopment of the rear part of the site with extension off existing building, to provide eight residential units (4 x 2 bedroom, 2 x 2 bedroom and 2 x 3 bedroom flats). Six of the existing flats in the building at the front would remain unaltered.
- 3.2 The two storey rear section of the existing building fronting Cowdrey Road would be demolished as it is in a poor state of repair and an extension (with accommodation within the roof space incorporated). The main section of the new building would be set approximately 1 metre below pavement level in Cowdrey Road. The new building would be 21.5 metres in length, between 8 and 10.5 metres in width and have an eaves height of 6 metres and a part hipped/part flat roof with an overall height of 8.4 metres. The frontage building would be refurbished and re-roofed with an increase in the ridge height of 450mm, along with rear extension.
- 3.3 Internally, at ground floor level the new building would provide 2 x 1 bedroom and 1 x 2 bedroom flats. At first floor level 1 x 1 bedroom and 1 x 3 bedroom flats would be provided. At second floor level 1 x 1 bedroom and 1 x 2 bedroom flats would be formed.
- 3.4 The existing frontage building would be refurbished and the existing 6 x 1 bedroom flats retained and an additional 3 bedroom flat provided within the extended roof space.
- 3.5 Amenity space would be provided for the flats within the new building by patios to the ground floor units and external terraces for the remaining flats. Parking for 20 cycles would be provided within the front curtilage together with refuse and recycling storage. The refuse and recycling storage would be accessible from both within the frontage of the site as well as via Cowdrey Road.

4. **PLANNING HISTORY**

- 4.1 In July 1965 planning permission was granted for the erection of three garages within the rear garden (Ref.MER185/65).
- 4.2 In December 1991 an Established Use Certificate was Refused for the use of the premises as five self-contained flats (LBM Ref.91/P0770).
- 4.3 In December 1991 planning permission was granted for the refurbishment and conversion of properties from eight flat units involving demolition of existing rear wing including erection of two-storey rear extension and provision of six parking spaces at the rear with access from Cowdrey Road (LBM Ref.91/P0831).
- 4.4 In March 1993 planning permission was granted for the modifications to parking area previously approved under LBM Ref.91/P0831 to allow retention of three garages (LBM Ref.93/P0036).
- 4.5 In March 2019 a Pre-application meeting was held in respect of redevelopment of the rear part of the site by provision of a new building containing eight flats (LBM Ref.19/P1260).
- 4.6 In July 2019 2019 a Pre-application meeting was held in respect of redevelopment of the rear part of the site by provision of a new building containing eight flats (LBM Ref.19/P1996).

5. **CONSULTATION**

- 5.1 The application has been advertised by site notice procedure and letters of notification sent to occupiers of neighbouring properties. In response 6 letters of objection have been received. The grounds of objection are set out below: -

-Cowdrey Road is a short Cul-du-Sac and residents already find it difficult to park. The vehicles displaced from the existing garages and parking area will no doubt park in Cowdrey Road. Although the residents of the new flats would not qualify for parking permits, no doubt they would park in Cowdrey Road outside controlled hours and their visitors would also park there.

-The existing electric charging points in Cowdrey Road should be relocated to Haydon's road to free up parking space in Cowdrey Road a short Cul-du-Sac.

-There is a significant lack of parking in Cowdrey Road. The proposed development will only exacerbate the problem.

-Any development of the site should be accompanied by parking within the development site.

-The development does not provide any affordable housing.

-Construction works will cause noise and disturbance.

-The proposed building would be three stories in height, with the western side of the property a shorter distance from the boundary with 2 Cowdrey Road resulting in an enclosing effect.

-Three windows would face onto 2 Cowdrey Road.

- The existing vehicular crossover in Cowdrey Road enables vehicles to turn in the Cul-du-Sac.
- A replacement building should be no larger than the existing building on the site.
- The development should have its own underground car park.

5.2 Wimbledon Society

The Wimbledon society state that the proposal is to make a more intensive use of the land area and mentions a reduction in CO2 emissions of 21% Assuming the new build has a life of 30 years it is regrettable that there is no mention of achieving zero carbon by 2050, bearing in mind Merton has declared a climate emergency. The daylight/sunlight study seems to ignore daylight infringement to the side boundary of the adjoining property. Providing an answer to the problem of housing shortage is welcome but not at the cost of loss of light to neighbours.

5.3 Transport Planning

No comments received – To be updated on mods sheet.

5.4 Flood Risk Officer

No comments received – To be updated on mods sheet.

6. **POLICY CONTEXT**

6.1 Adopted Merton Core Strategy (2011)

CS8 (Housing Choice), CS9 (Housing Provision), CS14 (Design), CS15 (Climate Change) and CS20 (Parking, Servicing and Deliveries).

6.2 Sites and Policies Plan (2014)

DM H2 (Housing Mix), DM D2 (Design Considerations in all Developments), DM D3 (Alterations and Extensions to Existing Buildings), DM F2 (Sustainable Urban drainage systems (SuDS) and Wastewater and Water Infrastructure), DM T1 (Support for Sustainable and Active Travel), DM T2 (Transport Impacts of Development) and DM T3 (Car Parking and Servicing Standards).

6.3 The London Plan (2016)

3.3 (Increasing Housing Supply), 3.4 (Optimising Housing Potential), 3.5 (Quality and Design of Housing), 3.8 (Housing Choice), 5.1 (Climate Change Mitigation), 5.12 (Flood Risk management), 5.13 (Sustainable Drainage), 6.9 (Cycling), 6.13 (Parking), 7.4 (Local Character) and 7.6 (Architecture).

6.4 NPPF (2019)

6.5 National Design Guide (2019)

6.6 Draft London Plan (2019)

7. **PLANNING CONSIDERATIONS**

7.1 The main planning considerations concern the design/visual impact, standard of accommodation, neighbour amenity, parking, refuse/recycling and sustainability issues.

7.2 Design/Visual Impact

Policy CS14 (Design) of the adopted Core Planning Strategy (2011) and Policy DM D2 (Design Considerations in all Developments) of the adopted Merton Sites and Policies Plan (2014) is the relevant policy in considering design matters in relation to applications for alterations and extensions to existing building and new development proposals. The policy seeks to achieve high quality design in developments and protection of amenity.

7.2.1 It is proposed to increase the ridge height of the existing frontage building by 450mm and erect a rear dormer window. The design of the proposed extension and alterations to the existing frontage building are considered to be acceptable in terms of height, scale and proportions. The new building to the rear fronting Cowdrey Road would be sited at a lower level than street level which would result in the eaves and ridge height being lower than the existing terrace of two storey residential properties at numbers 2 -14 Cowdrey Road. Although the new building would have a crown roof rather than a conventional pitched roof, the use of a crown roof has enabled the overall height of the roof to be kept as low as possible. The extended building would therefore, have an acceptable relationship with nearby residential properties in both Cowdrey Road and Haydon's Road. The refurbished frontage building would also result in an improvement to the Haydon's Road street scene. The proposed development also makes satisfactory provision for refuse and recycling storage and cycle storage at the front, off street. The proposal is therefore considered to be in accordance with the aims of policies CS14 (Design) and DM D2 (Design Considerations in all Developments).

7.3 Standard of Accommodation

Details of the floor area of each of the new units and amenity space provision is set out below.

Unit	Bedrooms	Proposed Floor Area sqm	London Plan Standard sqm	Amenity sqm
1	1B/2P	50	50	8
2	1B/2P	50	50	10
3	2B/3P	62	61	23
4	1B/2P	54	50	5
5	3B/4P	84	74	7
6	1B/2P	54	50	5
7	2B/4P	77	70	8
8	3B/6P	81	95	8

7.3.1 The internal floor area of each flat exceeds the minimum standards as set out in the London Plan and each flat has access to its own private amenity space. The size and mix of units are considered to be appropriate for the size of the site and surroundings.

7.5 Neighbour Amenity

Policy DM D2 (Design Considerations in all Developments) of the Adopted Merton Sites and Policies Plan (2014) seeks to ensure that new development does not have an adverse impact upon neighbour amenity. The proposed new building has been designed to protect the amenities of occupiers of neighbouring properties. Although there would be windows within the rear elevation of the new building facing the side elevation of 2 Cowdrey Road, the windows would be angled towards the street to prevent overlooking to the side window and garden of 2 Cowdrey Road.

- 7.5.1 The concerns of the Wimbledon Society regarding the impact of the new building upon the amenities of neighbouring occupiers are noted. However, the flank wall of the new building is set away from the boundary with 250 Haydon's Road and the ground floor being below street level to reduce the overall height of the new building. Windows within the side elevation facing 250 Haydon's Road at first and second floor levels would be to bathrooms and ancillary windows to kitchens which would be obscure glazed. Therefore, the proposed development is not considered to have an adverse impact upon the amenities of 250 Haydon's Road. The applicant has also submitted a Daylight and Sunlight which concluded that there would be no significant reduction in daylight to 2 Cowdrey Road or 248/250 Haydon's Road or to nearby gardens. Main windows within the new building would face onto Cowdrey Road and the separation distance between the new building and numbers 1, 3 and 5 Cowdrey Road and flank wall of 256 Haydon's Road is considered to be acceptable. The daylight/sunlight report also concluded that although rooms within the new flats would be north facing the levels of daylight would be better than the minimum recommendations of the BRE guidance. The proposal would not therefore cause harm to neighbour amenity and is considered to be acceptable in terms of policy DM D2 (Design Considerations in all Developments).

7.6 Parking

The application site is within a Controlled Parking Zone (Zone 3E) and has a PTAL score of 2. The site is conveniently located within a 2-minute walk to Haydon's Road station, and is 1 mile from Colliers Wood station and Wimbledon Town centre. The proposed development would see the existing redundant vehicular crossover removed and the footway reinstated. This would allow for an additional on-street parking bay to be provided, which is to be a disabled parking space. The development would also provide 20 secure cycle parking spaces. Given the site's location it is proposed that the development be designated 'permit free' secured through a S.106 Agreement which is considered to be appropriate in this location. The proposal therefore accords with the aims of policy CS20 (Parking, Servicing and Delivery) of the Adopted Merton Core Planning Strategy (2011) and mitigates the impact of on-street parking pressure in the surrounding area.

7.7 Refuse and Recycling

The application would provide communal refuse and recycling storage within the front curtilage of the application site. However, in order to ensure a satisfactory appearance to the communal refuse and recycling store a

planning condition requiring the submission of details of the design of the refuse/recycling store is considered appropriate in this instance, in accordance with policy DM D2 (Design Considerations in all Developments). The area to the front of the building is a large area which can comfortably accommodate refuse/recycling facilities for the total number of flats.

7.8 Sustainability

All new developments comprising the creation of new dwellings should demonstrate how development will comply with Merton's Core Planning Strategy (2011) Policy CS15 (Climate Change) (parts a-d) and policies contained in chapter 5 of the London Plan (2016). As a minor development proposal, the development is required to achieve a 19% improvement of Part L of the Building Regulations 2013 and water consumption should not exceed 105 litres per day.

- 7.8.1 Policy CS15 (Climate change) of the Adopted Merton Core Planning strategy (2011) requires that all minor developments submit a sustainable design and construction statement to demonstrate that CO2 emissions are an improvement against the Building Regulations 2013 Part L baseline. As part of the current application the developer has submitted a Sustainable Design and Construction Statement that outlines the proposed energy strategy for the development in order to comply with the Council's targets. The new residential block has been designed to achieve a 21% reduction in carbon emissions (beyond Building Regulations Part L 2013) and a water consumption rate of at least 105 litres per day. The report also states that 18 photovoltaic panels (a 4.5kWp array) would ensure that a carbon reduction of at least 19% is achieved on site. The proposal is therefore considered to be acceptable in terms of policy CS15 (Climate Change).

7.9 Drainage and Flood Risk

The applicant has submitted a Sustainable Drainage Report which shows how the proposals will conform with the Sustainable Urban Drainage Systems requirements. Attenuation is proposed to be provided via 2 rainwater harvesting containers and a 25.5 m³ crate system attenuation tank. Restricted surface water runoff will be conveyed by gravity to the existing surface water network. The proposal is therefore considered to be acceptable in terms of Policy DM F2 (Sustainable Urban Drainage Systems (SuDS) and; Wastewater and Water Infrastructure).

8. **SUSTAINABILITY AND ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS**

- 8.1 The proposal does not constitute Schedule 1 or Schedule 2 development. Accordingly, there is no requirement for an EIA submission.

9. **CONCLUSION**

- 9.1 The proposed new building and the alterations and extensions to the existing frontage buildings are considered to be acceptable in design terms. The proposal would not harm neighbour amenity and will provide 8 new residential

units in a residential area. Accordingly, it is recommended that planning permission be granted subject to completion of a S.106 Agreement that the development be designated 'permit free'.

RECOMMENDATION

GRANT PLANNING PERMISSION

Subject to completion of a S.106 Agreement covering the following heads of terms: -

1. That the development be designated 'permit free'.
2. That the developer pay the Council's legal and professional costs in drafting, completing and monitoring the agreement.

And subject to the following conditions: -

1. A.1 (Commencement of Development)
2. A.7 (Approved Drawings)
3. B.1 (Approval of Facing Materials)
4. B.4 (Site Surface Treatment)
5. B.5 (Boundary Treatment)
6. C.2 (No Permitted Development –Door and Windows)
7. C.4 (Obscure Glazing)
8. C.6 (Refuse and Recycling)
9. C.9 (Balcony/Terrace Screening)
10. D.11 (Hours of Construction)
11. F1 (Landscaping/Tree Planting)
12. No development approved by this permission shall be commenced until a scheme for the provision of surface water drainage has been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system (SuDS) to ground, watercourse or sewer in accordance with drainage hierarchy contained within the London Plan Policy 5.13 and the advice contained within the National SuDS Standards.

Reason: To ensure satisfactory means of surface water drainage, to reduce the risk of flooding and to comply with the following Development Plan policies for Merton: policy 5.13 of the London Plan 2011, policy CS16 of Merton's Core Planning Strategy 2011 and policy DM F2 of Merton's Sites and Policies Plan 2014.

13. H.6 (Details of Cycle Parking)
 14. H.10 (Construction Vehicles/Site Working)
 15. L.3 (Climate Change)
 16. INF1 (Party Wall Act)
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[Click Here](#) for full plans and documents related to the application

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