



architects lse

1st Architects lse

Studio 1, 128 Robinson Road, London, SW17 9DR t: +44 (0)203 767 1311 e: london@1st-architects.com

Design & Access Statement

Rear of 3 Clarendon Road London SW19 2DX

Extension and conversion of lock up garage to form single storey dwelling.

Date: 13/05/2022
Reference: 20-518-B-DAS

Version: V1 13/05/2022
V2 18/10/2022



1. DESCRIPTION OF APPLICATION

Extension and conversion of lock up garage to form single storey dwelling.

2. DRAWING LIST FOR APPLICATION

20-518-B-EX01 to EX08 and 20-518-B-PR01 to PR11 comprising site location plan, photograph sheets, existing and proposed drawings.

3. THE EXISTING PROPERTY AND ITS SURROUNDINGS

The application site comprises a 169.3 sq.m area of land to the rear of No 3 Clarendon Road currently occupied by a single lock up garage of a significant size (44.8sq.m). The property is not a listed building and the site is not within a conservation area.

The application site is within a zone of PTAL rating 3 and within controlled parking zone CW.

This existing gross internal floor area is already in excess of the minimum requirement for studio accommodation however the scale of the site allows greater density, to better utilise it. The structure is of very sound construction with 215mm thick solid masonry walls, suitable for retention, extension and conversion which is a sustainable approach to development.

To the North of the application site are the rear elevations of the 2 / 3 storey dwellings that face Clarendon Road.

To the East of the site is a single storey dwelling at the Rear of No 1, formed from conversion of a single garage of a similar size to the garage that is the subject of this application. The site upon which this dwelling sits is of only 88.0 sq.m in floor area. The planning approval reference for this conversion is 17/P1504.

Also to the East of the application site are the rear gardens of the 2 storey properties at Myrna Close, constructed in the 1980's

To the South of the application site is a shared vehicle & pedestrian accessway of between 3.2m and 4m in width that serves only a limited number of properties so that there are no significant vehicle movements that constitute traffic. The entrance to the accessway is from Courtney Rd over a vehicle crossover. This accessway provides separation between the application site and the side/rear of the dwellings that face Courtney Road.

To the West of the application site is the garage and rear garden of No 7 Clarendon Road. A new build 2 storey dwelling is under construction to the West at rear of No 9 Clarendon Road. This was approved under planning application reference 19/P2945

The area to the rear of the properties facing Clarendon Rd is therefore occupied by various structures already, accessed via the rear shared accessway, the new build house at the corner of the accessway and Courtney Rd was permitted as it was in keeping with this historic pattern of development.

4. RELEVANT PLANNING HISTORY

21/P4153 – Withdrawn 07/04/2022

Extension and conversion of lock up garage to form 2 dwellings with ancillary refuse and cycle parking facilities. There is no relevant planning history for the site.

5. RELEVANT PLANNING PRECEDENT

To the East of the site is a single storey dwelling at the Rear of No 1, formed from conversion of a single garage of a similar size to the garage that is the subject of this application. The site upon which this dwelling sits is of only 88.0 sq.m in floor area. The planning approval reference for this conversion is 17/P1504. An area of 11.5 sq.m amenity space for this dwelling was indicated upon approved application drawing 203.

To the West of the application site is the garage and rear garden of No 7 Clarendon Road. A new build 2 storey dwelling is under construction to the West at rear of No 9 Clarendon Road. This was approved under planning application reference 19/P2945

6. PRE-APPLICATION ADVICE,

No pre-application advice has been sought has been sought for the proposals.

7. PLANNING POLICY

During the design of this application the planning policy context was reviewed, including but not limited to the review of the following policy.

National Planning Policy Framework (2021):

- 5. Delivering a sufficient supply of homes
- 8. Promoting healthy and safe communities
- 9. Promoting sustainable transport
- 11. Making effective use of land
- 12. Achieving well-designed places

London Plan (2021) policies:

- GG1 Building strong and inclusive communities
- GG2 Making the best use of land
- GG3 Creating a healthy city
- GG4 Delivering the homes Londoners need
- GG6 Increasing efficiency and resilience
- D1 London's form, character and capacity for growth
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- D12 Fire safety
- D14 Noise
- H1 Increasing housing supply
- H2 Small sites
- H5 Threshold approach to applications
- H10 Housing size mix

SI 2 Minimising greenhouse gas emissions
SI 3 Energy infrastructure
SI 5 Water infrastructure
SI 12 Flood risk management
SI 13 Sustainable drainage
T1 Strategic approach to transport
T2 Healthy Streets
T3 Transport capacity, connectivity and safeguarding
T4 Assessing and mitigating transport impacts
T5 Cycling
T6 Car parking
T6.1 Residential parking
DF1 Delivery of the Plan and Planning Obligations

Adopted Merton Core Planning Strategy (July 2011):

CS8 Housing Choice
CS9 Housing Provision
CS13 Open space, nature conservation, leisure and culture
CS14 Design
CS15 Climate Change
CS16 Flood Risk Management
CS17 Waste Management
CS18 Active Transport
CS20 Parking, Servicing and Delivery

Sites and Policies Plan and Policies Map (July 2014):

DM H2 Housing mix
DM H3 Support for affordable housing
DM D1 Urban design and the public realm
DM D2 Design considerations in all developments
DM D3 Alterations & extensions to existing buildings.
DM T1 Support for sustainable transport and active travel
DM T2 Transport impacts of development
DM T3 Car parking and servicing standards

Other guidance:

National Planning Practice Guidance 2014
DCLG Technical Housing Standards - Nationally Described Space Standard 2016 "
London Housing SPG - 2016
London Character and Context SPG 2014

Supplementary Planning Guidelines

Housing Standards – Minor Alterations to the London Plan – March 2016
London Housing SPG – 2016
Merton Design SPG-2004
DCLG Technical housing standards – nationally described space standards 2015.

Design and Impact Upon the Character Of the Area

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 historic street patterns, historic context, urban layout and landscape features of the surrounding area. Core Planning Policy CS14 supports these SPP Policies.

Development at the rear of Clarendon Rd has occurred in the 1980's with the construction of a number of 2 storey properties at Myrna Close that are to the South East of the application site. Additionally development has occurred at the rear of No 9 Clarendon Road in the form of a 2 storey dwelling currently under construction (No 9E). The character of the area therefore departs significantly from that of traditional back to back terraces with gardens in between. Instead, 2 storey development is a feature of the area, as well as the original single storey structures accessed via the accessway from Courtney Rd.

1:200 scale site block plans at ground and 1st floor/roof level are presented on application drawings EX03, EX04 & PR01, PR02. The massing of surrounding buildings has been plotted and indicated at ground, 1st and 2nd floor level on these drawings.

The positions of relevant windows of neighbouring properties have been plotted and indicated at 1st and 2nd floor levels on the application drawings.

The pattern of development and townscape character, both historical and recent, has been detailed and taken into account in the application design. The BRE guidance (for daylight) sight lines are plotted in section from neighbouring occupier's windows on drawings PR05 & PR06

3D analysis of the proposed dwelling within its context has been undertaken & presented as part of the application on drawings PR08 to PR11

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Despite the precedent for 2 storey development in the area, the application proposal is single storey with corresponding very low visual impact.

The proposed dwelling main elevation faces the existing shared accessway. The low front boundary wall and fence allow the dwelling to be visible and to address the accessway.

The proposed front elevation features a stepped design that steps away from the accessway. It features a covered entrance, integrated refuse storage and well placed windows. It constitutes a strong design and attractive addition to the accessway, increasing the feeling of openness by replacing the existing high dilapidated boundary wall and gates.

The new build element of the proposed dwelling will be constructed from London stock facing brickwork in keeping with the nearby dwellings. The existing converted element will be clad in insulation and a high quality self coloured render that will not require re-painting to maintain its appearance.

The proposed front elevation additionally utilises timber cladding to the integrated refuse store to complete a simple and coherent pallet of materials.

The proposed dwelling, by way of this arrangement, does not dominate the accessway is a subservient form in harmony with the outbuildings and garages in the vicinity.

Passive surveillance of the shared accessway is improved by design of the proposed dwelling.

The proposed sedum roof (Drawing PR04) will enhance the outlook from 1st floor windows in the vicinity, as it will replace the concrete hard standing and the felt flat roof of the existing forecourt and garage

Neighbour Amenity

The application proposal has been designed to be single storey so as to mitigate against any impact upon the amenity of neighbouring occupiers. The new build element, is positioned well away from the rear gardens of No 3, No5 and No7 Clarendon Rd as well as being set away from No 101 Courtney Rd.

The ground floor properties at No3 and No5 Clarendon Rd have rear facing glazed external doors. The proposed elevation drawings feature diagrams indicating the BRE 25 degree sightline (in section). The application drawings indicate that the BRE daylight standards that protect impact upon daylight to existing neighbouring windows, are exceeded by the design.

The single storey application design inherently protects the privacy of neighbouring occupiers, no views are available out from the application site over neighbouring sites.

The accessway acts as a buffer between the front elevation and amenity space of the proposed dwelling and the rear amenity space of 101/103 Courtney Rd.

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 will accord with these relevant policies.

Standard Of Residential Accommodation, Internal Space Standards

The application proposal has been designed in accordance with the relevant housing standards of the London Plan Policy 3.5.

The internal layout of the dwelling has been well thought out and the accommodation of a high standard with a floor to ceiling height of 2.5m. Habitable rooms are serviced by windows offering good outlook, natural light and ventilation. The ground floor living area of benefits from outlook to both front and rear amenity spaces. The dwelling as a whole benefits from being triple aspect.

Private external amenity space of 31.1 sq.m is provided in the main portion to the rear of the living area. An additional 9.8 sq.m is provided at the rear of Bedroom 1, this portion is 1.8m wide and therefore usable provision. This provision is well in excess of London Plan standards and well in excess of that approved for the adjacent new dwelling at 1C (planning reference 17/P1504) for which 11.5 sq.m amenity space was indicated upon approved application drawing 203.

SPP Policy DM D2, Core Strategy 2011 policies CS 9 Housing Provision and CS 14 Design and London Plan policies 3.3 Increasing Housing Supply, 3.4 Optimising Housing Potential, 3.5 Quality and Design of Housing Developments are all policies that seek to provide additional good quality residential accommodation. The proposal accords with these relevant policies.

Transport and Parking

The site has a PTAL rating of 3 and parking is restricted within Zone CW. Car parking cannot be accommodated on the site and none is proposed. We would submit that this context does not preclude approval of the development in line with approvals elsewhere.

Refuse Storage and Collection

Core Strategy Policy CS20 provides guidance in relation to facilities for refuse storage and collection. Core strategy policy CS17 requires well designed recycling facilities to be incorporated in all new developments where appropriate. The application proposal features refuse and recycling storage integrated into the front elevation of the proposed dwelling, as detailed upon drawings PR05 & PR07.

Cycle Storage

Policy CS18 of the Adopted Core Strategy (July 2011) states that the Council will promote active transport by prioritizing the safety of pedestrian, cycle and other active transport modes by encouraging design that provides attractive, safe, covered, cycle storage.

The application proposal provides secure covered cycle storage by way of 1 no 3 cycle locker securely located in the rear courtyard.

Sustainability Design and construction

The proposed development will comply with Merton's Core Planning Strategy (2011) Policy CS15 Climate Change (parts a-d) and the Policies in outlined in the London Plan (2021).

The sedum roof will increase the biodiversity of the site and reduce rainwater run off by functioning as rainwater attenuation.

The proposed dwelling will meet a high standard of sustainability as required by planning policy, as a minor development it will achieve a 19% improvement on building regulations 2013 part L and internal water usage rates will not be in excess of 105 litres per person per day. Solar PV panel provision has been allowed for, should it be required to meet the sustainability target. Air source heat pump (ASHP) heating can be accommodated if required to meet the sustainability target and a notional position for the external ASHP unit is indicated upon drawing PR03 (to be controlled by planning condition).

The design of building fabric will make a significant passive contribution to meeting the requirements with a high level of insulation and high standard of air tightness. This is expressed in the external architectural design, the retained garage element will be wrapped in external insulation and clad in high quality self coloured render to achieve exceptional standards of insulation and air tightness. The new build element will be distinguishable in London stock facing brickwork with inner leaf of aerated masonry block fully bedded in mortar with no gaps. The cavity between outer and inner leaf will be filled with high performance insulation. The roof and floors will each feature a thick layer of rigid board insulation. External windows will be high performing double glazing.

3. FLOOD RISK

Following reference to the Environment Agency Flood Maps it is confirmed that the application site does not fall within an area of exceptional flood risk.

4. CONCLUSION

We submit that the proposed development is an effective and sustainable use of an under utilised site, providing a high quality dwelling to assist in satisfying housing need. The proposed development comprises a high quality contemporary design that will preserve the character and appearance of the area with no material impact on the amenity of neighboring occupiers.

Should it be considered by the L.A that further information is required then the applicant will be pleased to provide a swift response.