

# Design Statement

Supporting a full planning application for a loft conversion together with changes to the roof and a rear dormer extension, change of use from residential to 1 x 3 bedroom, 2 x 2 bedroom and 2 x 1 bedroom flats with landscaping and waste and cycle storages at 39 Mitcham Park, Merton CR4 4EP



November 2022

## 1. TRODUCTION

- 1.1. This statement accompanies a full planning application submission to the council in respect of development at 39 Mitcham Park, Merton, CR4 4EP.
- 1.2. The format of the statement complies with National Planning Policy Framework and Council's Guidelines. The application proposal has taken national and local planning policy requirements into consideration.

## 2. SITE AND SURROUNDINGS



**Site Plan**

- 2.1. The application relates to a large two storey semi-detached residential building situated on the northern side of Mitcham Park in an area that is predominately residential in character with a mixture of family dwellings, flats, care homes and HMOs. The street is mainly of two storey semi-detached dwellings and some detached dwellings. The building is L shaped consisting of a two storey rear out-rigger which has been extended by a two storey addition. The premises benefits from a large rear garden and a large area to the front of the house which has been blocked paved in order to provide off street parking.

- 2.2. The site is situated within Cricket Green Conservation Area. There are no Listed Buildings in close proximity of the site.
- 2.3. The site has a Public Transport Accessibility Level (PTAL) of 3 indicating a 'moderate' level of public transport accessibility. The site currently has 3 parking spaces to the front and a garage to the rear accessed through the rear access road.
- 2.4. The site falls within Environment Agency flood zone 1 and therefore have a low probability of flooding.

### **3. PROPERTY HISTORY**

- 3.1. The property was an HMO when it was purchased by the applicant in 2015. Electoral Register for years 2005 to 2014 have been obtained from the register at the British Library and is attached. This Electoral Register confirms that the use of the property as a house in multiple occupations had persisted for more than 10 years. We understand that not all of the occupants were registered to vote and consequently their name did not appear on the Electoral Register.
- 3.2. The bedsits on the first floor and two bedsits on the ground floor which were rented all had coin operated gas and electric meters in the rooms. During the refurbishment, these meters were removed and new independent electric supplies were provided for each of the units.
- 3.3. At the time of purchase The ground floor consisted of two parts. A flat at the rear occupied by the owner, and the front was a dance school and a couple of rented rooms. Even now this dance school is showing on some sites as it has not been updated by them. For example: (<https://mitcham.cylex-uk.co.uk/company/lynton-taylor-school-of-dance-14473574.html>). The other two rooms on the ground floor were also bedsits. Attached photos show the dance studio on ground floor prior to refurbishment. Since refurbishment the applicant has been letting four of the units and the rest have been left unoccupied.

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

- 4.1. Ref: 20/P1975 – Change of use from small HMO (use within class C4) to a 14 person HMO (use class Sui Generis). Planning permission refused 05-11-20. Appeal Dismissed 20-12-2021
- 4.2. Ref: 20/P0285 – Change of use from small HMO (use within class C4) to a 17 person HMO (use class Sui Generis). Planning permission refused 11-03-20. Appeal Dismissed 11-02-2021
- 4.3. Ref: 16/P1062 - Conversion of property into 8 x flats (comprising 2 x 1 bed flats and 6 x studio flats) with erection of a two storey rear extension and provision of footpath access with 3 x parking spaces and cycle storage. Planning permission refused 07-04-2016.

- 4.4. Ref:16/P3199 – Retention of a two storey rear extension hardstanding to the front and widening of existing crossover. Planning permission granted 18-08-2017.

## 5. THE PROPOSAL

- 5.1. The proposal is for a loft conversion together with changes to the roof and a rear dormer extension, change of use from residential to 1 x 3 bedroom, 2 x 2 bedroom and 2 x 1 bedroom flats with landscaping and addition of waste and cycle storages.
- 5.2. Each flat will comply with national space standards with regards to overall gross internal area (GIA) and individual habitable rooms.

FLAT No.	BEDROOMS	NATIONALLY DESCRIBED SPACE STANDARD (m <sup>2</sup> )	PROPOSED GROSS INTERNAL AREA (GIA) m <sup>2</sup>
39A	3 (5person)	86 m <sup>2</sup>	92.99 m <sup>2</sup>
39B	1 (2person)	50 m <sup>2</sup>	53.31 m <sup>2</sup>
39C	2 (3person)	61 m <sup>2</sup>	66.63 m <sup>2</sup>
39D	2 (3person)	61 m <sup>2</sup>	62.43 m <sup>2</sup>
39E	1 (2person)	50 m <sup>2</sup>	62.88 m <sup>2</sup>

- 5.3. External alterations to the property include the addition of small rear dormer and infill between two ridges in order to not to change the roof form.
- 5.4. The rear garden will accommodate a secure timber bike storage suitable for 10 bikes and a path from the garage to the rear to front of site. The remaining rear garden will be divided into 5 amenity spaces, one for each flat.
- 5.5. A 10 space timber secure bike storage to the rear of the site for the flats and a sheffield cycle stand for 2 guest bikes to the front of the site are proposed.
- 5.6. Five new timber Bellus Double Wheelie Bin and 2 Recycling Box Storage Units are proposed to the front of site. Each allow for 1 x 140 ltr general waste, 1 x 240 ltr paper and card, 1 x dry recycling box and 1 food recycling bin.
- 5.7. Three parking bays to the front of the property and one parking to the rear will remain.
- 5.8. A comprehensive set of drawings have been submitted with the full planning application to comply with national and local requirements. These drawings illustrate in detail the proposed site layout, floor plans and elevations.

## 6. PRINCIPLE OF DEVELOPMENT

- 6.1. Considering the property has an area of 312m<sup>2</sup>, the property is being under used, therefore a considerable amount of habitable space is wasted. In order to use the property efficiently the applicant had previously submitted two planning applications to convert the property to larger HMO, which both were refused.
- 6.2. Following the refusals of conversion of the property into larger HMO, in order to use the property efficiently, the applicant requires to convert the property to 5 flats.
- 6.3. It is recognised that there is an overriding need to boost the supply of housing, as promoted by the Framework. Policy H2 of “The London Plan” 2021 supports new homes on small sites:

### *Policy H2 Small sites*

*A- Boroughs should pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making in order to:*

- 1) significantly increase the contribution of small sites to meeting London’s housing needs*
- 2) diversify the sources, locations, type and mix of housing supply*
- 3) support small and medium-sized housebuilders*
- 4) support those wishing to bring forward custom, self-build and community-led housing*
- 5) achieve the minimum targets for small sites set out in Table 4.2 as a component of the overall housing targets set out in Table 4.1.*

### *B- Boroughs should:*

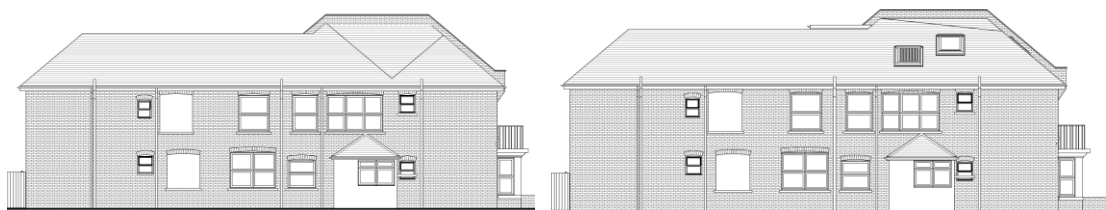
- 1) recognise in their Development Plans that local character evolves over time and will need to change in appropriate locations to accommodate additional housing on small sites*
- 2) where appropriate, prepare site-specific briefs, masterplans and housing design codes for small sites*
- 3) identify and allocate appropriate small sites for residential development*
- 4) list these small sites on their brownfield registers*
- 5) grant permission in principle on specific sites or prepare local development orders*

- 6.4. In accordance with Tables 4.1 and 4.2 of “The London Plan” 2021, Merton Council requires hitting a target of 9180 new dwelling in the 10 years between 2019-2029 (918 per annum), of which 2610 (261 per annum) will require to be on small sites.
- 6.5. There is therefore a demonstrable need for new housing development within the Borough. The site is one such site that is in a sustainable location that will make a small but valuable contribution to the provision of new housing stock.

- 6.6. The NPPF states there is a presumption in favour of sustainable development which is described for decision making as “approving development proposals which accord with the development plan”. The effective use of land is encouraged, and the London Plan Policy encourages intensification and optimising of land subject to justification within the local context. It is considered that the application site is currently in residential use and therefore its continued use for residential purposes would be acceptable in principle subject to compliance with other policies in terms of design, neighbouring amenity impact and the quality of the proposed accommodation provided.

## 7. DESIGN RATIONALE

- 7.1. The rationale for the proposed design focuses upon a scheme that shall be of appropriate size and layout within the site to accommodate an acceptable level of development which shall be of high quality standard.
- 7.2. Since the property is within the Cricket Green Conservation Area no changes to the front have been proposed except for two heritage style rooflights.
- 7.3. Looking from the side, the property has a double ridge roof from front to rear. The front ridge being lower than the rear ridge. The proposal connects both ridges creating a low pitched roof between the two ridges and a continuous roof to the side. This roof form is similar to the neighbouring properties nos 41 and 43.



**Image demonstrating existing and proposed side roof, connecting the ridges together**

- 7.4. Further to connecting the two ridges a small rear dormer, suitable for conservation areas, has also been added to the rear in order to have a similar size window as on the first floor for the new studio flat in the loft.
- 7.5. Design cues are taken from the existing property. The materials chosen have been carefully selected to match the existing. The proposed rear dormer is proposed to be clad in tile hanging to match existing. The infill roof slope between the two ridges maintain the same appearance as the existing buildings and shall be clad in plain clay tiles, similar to existing.

- 7.6. It is therefore considered that the design and appearance of the extension is acceptable and appropriate to its context.

## **8. QUALITY, LAYOUT AND AMENITY OF FUTURE OCCUPIERS**

- 8.1. The proposal will provide a good standard of accommodation for occupants and it will comply with the nationally described space standards, as set out in the DCLG's document "Technical Housing Standards" (March 2015). The accommodation is compliant with the minimum size standards set out in the London Plan.
- 8.2. Each flat shall exhibit good circulation space, good daylight levels and general appearance and outlook; there shall be developed high quality flats for market. All Flats have their individual large amenity space at the rear, with lawn and soft landscaping to contribute toward a high-quality space for future occupiers to enjoy.
- 8.3. All rooms would have a good level of outlook, adequate ventilation, and there would be no loss of privacy or overlooking to the neighbouring properties.
- 8.4. Existing parking spaces would be used by flats 39 A, B, C and D. No additional off-street parking areas are proposed. The site has a PTAL rating of 3 and close proximity to Mitcham Tram Station (2min) and Mitcham Junction Train and Tram station (12 min) will provide access to London main stations and other major stations nearby.
- 8.5. Bins storages for all flats are also provided in the front garden which will be suitably landscaped.
- 8.6. Secure bike storages are provided in the amenity space of each flat.
- 8.7. The development will therefore be in accordance with current policies, guidance and standards so as to achieve a good standard of living accommodation for the future occupiers.

## **9. IMPACT ON STREET SCENE AND NEIGHBOURS**

- 9.1. As stated previously there will be no impact on the street scene as there have not been any changes to the front of the property except the addition of heritage style rooflights.
- 9.2. The changes to the roof form on the side of the property will be similar to the existing roof of the neighbouring property no 41. Since the two roofs are next to each other

and a mirror of one another, the proposed roof form will be in line with the existing neighbouring property, while at the same time not having any impact on the street scene.

- 9.3. The rear dormer is proposed to be 500mm away from the neighbouring property and 300mm lower than the ridge. Furthermore, considering the rear dormer is to the north, it will have not impact on the neighbouring property in terms of daylight and sunlight.
- 9.4. Due to its size and location, the rear dormer will also not impact the privacy of the neighbouring property.
- 9.5. The proposal is therefore considered to relate satisfactorily to the street scene and the neighbouring properties without any adverse impact on their daylight, sunlight and amenities.

## **10. ACCESSIBILITY, PARKING& REFUSE**

- 10.1. The PTAL rating of the site has been calculated as 3 which indicate moderate access to public transport. Mitcham Tram Station and Mitcham Junction Tram and Train stations are in close proximity of the property, less than 12 minutes walk, and they provide access to major stations in London and nearby town centres.
- 10.2. Mitcham Park has restricted parking, from 11am – 3pm, Monday to Friday. However, there are 4 parking spaces available for the property which all will be retained.
- 10.3. In accordance with the London Plan 2021 Table 10.3 – Maximum Residential Parking Standards, for PTAL 2-3 at locations outside of Central London the number of parking spaces required for 1-2 bedrooms is 0.75 and for 3 bedrooms is 1.
- 10.4. Therefore it is considered that the 4 parking spaces for the development will be sufficient.
- 10.5. In accordance with table “10.2 Minimum cycle parking standards” of “London Plan 2021”, the development requires a secure cycle store for minimum of 8.5 bikes. Therefore, a timber secure bike store has been considered for 10 bikes in the rear garden for the flats. In addition a Sheffield bike stand has been considered in the front garden for 2 guest cycles.
- 10.6. Five Bellus double wheelie bin and 2 recycling box storages have been considered, one for each flat, in the front garden. Each Bellus bin storage will house one 140 ltr waste bin, 1 x 240 ltr bin for paper and card, 1 x recycling box for dry recycles and one food caddie.



## **11. TREES & LANDSCAPING**

- 11.1. There is considered to exist no trees or planting of protected species within or in immediate proximity to the application site.
- 11.2. The development shall comprise high quality soft and permeable landscaping to surface and boundary treatments, detailed to be agreed.

## **12. ENERGY AND SUSTAINABILITY**

- 12.1. Please see sustainable Design Statement.

## **13. FLOOD RISK AND SUDS**

- 13.1. Please see SUDS Statement.

## **14. CONCLUSION**

- 14.1. The proposal would meet London wide and local housing need and provide an excellent standard of accommodation in an accessible. It is considered that the proposal would not result in harm to neighbouring residential amenity and would not harm the character and appearance of the conservation area and given the mixed housing types in the street the proposed conversion to flats would not detract from the consecration area.
- 14.2. It is considered that the proposal would have an acceptable proposed layout in planning terms as it would provide a sufficient standard of accommodation for future occupiers and excellent transport connections with walking distance to Mitcham Tram Stop situated less than 5 minutes' walk via a footpath across the road to the south. In addition there are numerous bus services in the vicinity and it is noted that the Council have not raised objections on highways and transportation grounds.
- 14.3. This Planning, Design and Access statement in conjunction with the drawings, documents and evidence supplied in the full planning application constitutes a well-considered application and the LPA are respectfully requested to grant approval.