

ARCHITECTS NOTES TOWARDS:

EXTENSION / CONVERSION OF EXG GARAGE TO PROVIDE NEW DWELLING AT:

LAND PARCEL TO REAR OF 83 ST JAMES' RD, SUTTON, SURREY. SM1 2TJ

DATED OCTOBER 2023.

PREVIOUS PLANNING HISTORY:

B1997/41969 – DETACHED DOUBLE 1.5 STOREY GARAGE – APPROVED AND IMPLEMENTED.

B2015/71138 – CONVERSION OF MAIN DWELLING INTO SELF CONTAINED FLATS, DEMOLITION OF ABOVE EXISTING GARAGE AND CONSTRUCTION OF NEW 2 BED DWELLING ON REPLACEMENT – REFUSED ON BASIS OF DOMINANT STRUCTURE.

B2015/72307 – CONVERSION OF MAIN DWELLING INTO SELF CONTAINED FLATS, RETAINING EXISTING GARAGE AND LAND UNDER SEPERATE TITLE – APPROVED AND IMPLEMENTED.

DM2018/00689 – EXTENSION TO AND CONVERSION OF EX'G GARAGE INTO 2 BED DWELLING – REFUSED ON CRAMPED FOOTPRINT, OUT OF CHARACTER WITHIN STREET SCENE, LACK OF PARKING AND AMENITY SPACE.

DM2018/01399 – EXTENSION TO AND CONVERSION OF EX'G GARAGE INTO A ONE BEDROOM 2 STOREY DWELLING WITH PARKING – REFUSED ON CRAMPED FOOTPRINT, OVERBEARING APPEARANCE.

DM2022/01152 – DEMOLITION OF EX'G GARAGE AND ERECTION OF A 2 STOREY DWELLING – REFUSED ON BULK / PROMINENCE IN THE STREET SCENE / OUT OF CHARACTER WITH EXISTING DONOR STRUCTURE.

LOCALITY / STREET SCENE:

ST JAMES' AVENUE TO WHERE THE PROPOSAL WILL FRONT IS FORMED OF A MIX OF DWELLING STYLES, MANY ON INFIL DEVELOPMENTS AND OPPOSITE THE PROPOSAL IS A 3 STOREY BLOCK OF FLATS (MONTFORD COURT) WITH A 1980'S? CROWN'D MANSARD ROOF THAT REPLACED THE ORIGINAL DWELLING WITH TURRETT THAT MIRRORED 83 ST JAMES' ROAD.

TO THE WEST OF THE PROPOSAL ARE A PAIR OF GARAGES THAT SERVE NO'S 2 AND 4 ST JAMES' AVENUE – IN ITSELF A PROPERTY THAT HAS BEEN EXTENDED WITH A 2 STOREY OUTRIGGER TOWARDS THE PROPOSAL SITE, THEN SEPARATED INTO 2 UNITS (BELIEVED TO BE FLATS) WITH NARROW GARDENS.

THE REMAINDER OF ST JAMES' AVENUE IS A MIXTURE OF SINGLE DWELLINGS AND FLATS EITHER PURPOSE BUILT OR ON CONVERSION.

IN ST JAMES' AVENUE, ACROSS THE ROAD AFTER CROSSING ST JAMES' ROAD, THERE APPEARS TO HAVE BEEN GARAGES THAT HAVE BEEN CONVERTED INTO SMALL 1 BED / STUDIO DWELLINGS (ON INFORMATION PROVIDED BY CLIENT AND HAVE NOT INVESTIGATED PLANNING TOWARDS)

COMPARISONS:

EXISTING GARAGE FOOTPRINT – 45 SQ M (GIA 41.5 SQ M)

PROPOSED DWELLING FOOTPRINT – 61 SQ M

EXISTING GARAGE HEIGHT (0.2M FROM BOUNDARY) – 4.3M (TO REMAIN)

EX'G GARAGE DISTANCE FROM HIGHWAY – 2.4M (TO REMAIN)

CURRENT OFF-STREET PARKING OUTSIDE STRUCTURE – 0 SPACES

PROPOSED OFF-STREET PARKING SPACES OUTSIDE STRUCTURE – 1 DISABLED COMPLIANT SPACE

CURRENT USE – SHORT DEPTH GARAGE AND WORKSHOP BEYOND – ALL SERVICES CONNECTED

PROPOSED DWELLING GIA 41.5 SQ M

SITE AREA OF PROPOSAL – 160 SQ M

RATIO / PERCENTAGE OF STRUCTURE TO LAND EXISTING – 28%

RATIO / PERCENTAGE OF STRUCTURE TO LAND PROPOSED – 38%

DESIGN ELEMENTS / CONSIDERATIONS:

PREVIOUS REFUSALS HAVE BASED MAIN CONCERN TOWARDS BULK (STRUCTURE TO LAND RATIO), BEING OUT OF CHARACTER WITHIN THE LOCAL STREET SCENE AND CONCERNS OVER PARKING.

THE PROPOSAL NOW RESEMBLES THE DONOR STRUCTURE ON MINIMAL EXTENSION, WHEREBY THE LAST APPEAL CASE OFFICERS REPORT ENCOURAGED THE DEVELOPMENT IN PRINCIPLE, JUST THAT SUCH SHOULD REFLECT ITS PAST PROFILE, WITH A MINIMAL SIDE OUTRIGGER OF A MATCHING SINGLE STOREY.

WE STRONGLY BELIEVE THAT THE REVISED PROFILE ADDRESSES ALL PREVIOUS CONCERNS, SPECIFICALLY TOWARDS:

- 1, THE NEW DWELLING PROVIDES NEEDED ACCOMMODATION WITHIN BROWNFIELD LAND
- 2, THE PROPOSAL REMAINS A SINGLE STOREY STRUCTURE AND THE CHARACTERISTICS OF IT'S DONOR
- 3, THE DESIGN MEETS / EXCEEDS ALL REQUIREMENTS UNDER THE CURRENT RESIDENTIAL DESIGN STANDARDS - i.e.

A, THAT A 1 BED / 2 PERSON DWELLING MUST HAVE A MIN 50 SQ M, WITH MIN 1.5 SQ M OF STORAGE – THE PROPOSAL IS 51.5 SQ M

B, THAT THE 1 BED / 2 PERSON BEDROOM HAS A MIN FLOOR AREA OF 12 SQ M, WHEREAS THE DESIGN IS OF 15.25 SQ M

C, THE MAIN LIVING ROOM IS 14 SQ M, THE KITCHEN IS 7.2 SQ M, THE BATHROOM 5 SQ M

D, A 1 BED / 2 PERSON DWELLING REQUIRES 30 SQ M OF DEDICATED AMENITY SPACE – THE PROPOSAL HAS 48.5 SQ M OF USEABLE GARDEN SPACE TO THE REAR, PLUS THEN PARKING, BIKE AND BIN STORES, WITH THE BIKE STORE ABLE TO ACCOMMODATE A MOBILITY SCOOTER IF REQUIRED.

E, THE PARKING AREA, ALL PATHWAYS, CORRIDOR / HALLWAYS AND DOORWAYS ARE IN FULL PART 'M' COMPLIANCE FOR DISABLED USE.

F, THE PARKING AREA WILL HAVE PROVISION FOR EV CHARGING, SECURELY CONTAINED WITHIN THE WEATHERPROOF CYCLE STORE AT THE REAR

G, THE PROPOSED NEW CROSSOVER HAS LESS IMPACT THAN THAT OF THE EXISTING GARAGE.

H, THERE ARE NO WINDOWS THAT DIRECTLY OVERLOOK ANY NEIGHBOURING PROPERTY.

I, SOLAR COLLECTORS ON THE SOUTH FACING ROOF ELEMENT PROVIDE PROVISION FOR RENEWABLE ENERGY BEYOND REQUIREMENT

J, VELUX WINDOWS WITHIN THE ROOF ALLOW FOR AIR FLOW SO TO PREVENT OVERHEATING IN THE SUMMER MONTHS

K, A SHALLOW DIG WATER STORAGE FACILITY BENEATH THE DRIVEWAY CAN PROVIDE TOWARDS WATER NEUTRALITY FOR FLUSHING TOILETS, IRRIGATION ETC.

WITHIN THE HOME WHEREVER POSSIBLE. EXCESS WATER CAN ALSO BE STORED INTERMEDIATELY IN SLIM LINE WATER BUTTS FOR THE IRRIGATION OF THE GARDEN / WASHING OF CARS ETC.

THE STRUCTURE ITSELF WILL BE CONSTRUCTED FROM MATERIALS SO TO ACHIEVE THE BEST POSSIBLE THERMAL PERFORMANCE AND AIR TIGHTNESS AND WINDOWS HAVE BEEN POSITIONED SO TO MAXIMISE NATURAL LIGHT AND THERMAL GAIN WHEREVER POSSIBLE.

CONCLUSION:

IT IS BELIEVED THAT WE HAVE SYMPATHETICALLY RE-PURPOSED TO WHAT IS CURRENTLY A LAND LOCKED SITE THAT CONSISTS OF A GARAGE / WORKSHOP WITH FACILITIES THAT IS UNSUITABLE FOR MODERN VEHICLES.

A SITE THAT HAS INDEPENDENT ELECTRICITY AND WATER SUPPLY AND INDEED FOUL DRAINAGE.

A SITE THAT COULD OTHERWISE ONLY BE OCCUPIED BY A SMALL BUSINESS (ON APPROVAL), OR USED AS STORAGE (AS IS CURRENTLY) – BOTH OF WHICH WOULD / HAVE INCREASED LOCAL TRAFFIC / PARKING, PLUS SUCH USE WOULD BE OUT OF CHARACTER WITH THE STREET SCENE AS A COMMERCIAL PREMISES.