

PLANNING APPLICATIONS COMMITTEE

11th February 2016

Item No:

UPRN

APPLICATION NO.

DATE VALID

15/P2482

10/07/2015

Address/Site:

Land Rear of 150-152 Hartfield Road, Wimbledon, SW19 3TJ

(Ward)

Dundonald

Proposal:

Erection of detached dwellinghouse on land at rear of 150-152 Hartfield Road

Drawing Nos:

HR_PRO_LANDS_PLAN_008(008),
HR_PRO_SIDE_ELVS_008(008),
HR_PRO_FF_PL_008(008),
HR_PRO_EAST_ELVS_008(008),
HR_PRO_WEST_ELVS_008(008),
HR?PRO_SECTION_AA_008,
HR_PRO_GF_PL_005(005)

Contact Officer:

David Gardener (0208 545 3115)

RECOMMENDATION

GRANT Planning Permission Subject to a S106 Legal Agreement and Conditions

CHECKLIST INFORMATION

- Heads of agreement: Permit free, Affordable housing
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Press notice: No
- Site notice: Yes
- Design Review Panel consulted: No
- Number of neighbours consulted: 55
- External consultations: None

1. INTRODUCTION

1.1 The applications have been brought before the Planning Applications

Committee at the request of Councillor Grocott and due to the number of objections received.

2. SITE AND SURROUNDINGS

- 2.1 The application site comprises a parcel of land, which is located to the rear of Nos. 150 and 152 Hartfield Road. The frontage properties (Nos. 150 and 152) are each sub-divided into flats.
- 2.2 The application site is located on the east side of Hartfield Road. The surrounding area is generally characterised by a mixture of houses and flats. It should be noted that houses have also been erected at the rear of a number of properties along this side of Hartfield Road including the adjoin site, No.154.
- 2.3 The application site has a PTAL rating of 6b (excellent) and is not located in a conservation area. The site is also located in a controlled parking zone (Zone W4).

3. CURRENT PROPOSAL

- 3.1 The application has been amended since it was originally submitted with a single detached three bedroom house now proposed to the rear of Nos. 150 and 152 rather than two, three bedroom semi-detached houses.
- 3.2 The proposed house would be arranged over two floors with the first floor accommodated in the roof space. The proposed house would have a maximum height of 6.36m and an eaves height of 3.8m and feature London stock facing brickwork, a slate roof and timber windows. The front elevation would feature three dormers and also high level rooflights inserted in the rear elevation at first floor level.
- 3.3 Private amenity space, off-street car parking, cycle parking and bin storage are also proposed.

4. PLANNING HISTORY

The following planning history is relevant:

- 4.1 No.150
- 4.2 MER419/71 - Conversion forming three self-contained flats on first and second floors. Granted - 10/06/1971
- 4.3 No.152
- 4.4 14/P4584 - Application for a lawful development certificate for the proposed conversion of 2 x flats into a single family dwelling house. Issued - 27/01/2015

5. POLICY CONTEXT

- 5.1 Adopted Merton Sites and Policies Plan and Policies Maps (July 2014): DM D1 (Urban design and the public realm), DM D2 (Design considerations in all developments), DM T1 (Support for sustainable transport and active travel), DM T3 (Car parking and service standards)
- 5.2 Adopted Merton Core Strategy (July 2011) are: CS.8 (Housing Choice), CS.9 (Housing Provision), CS.14 (Design), CS.20 (Parking, Servicing and Delivery)
- 5.3 London Plan (March 2015) are: 3.3 (Increasing Housing Supply), 3.5 (Quality and Design of Housing Developments), 3.8 (Housing Choice), 5.3 (Sustainable Design and Construction), 6.13 (Parking)
- 5.4 The following Supplementary Planning Guidance (SPG) is also relevant: New Residential Development (September 1999)

6. CONSULTATION

- 6.1 The application was publicised by means of a site notice and individual letters to occupiers of neighbouring properties. In response, 13 letters of objection have been received, including objections from Councillor Grocott and the Wimbledon Society. The objections are on the following grounds:
- The proposed shared access is for the use of occupiers of No.154 only.
 - Proposed plans overstate the area over which Nos. 150 and 152 have shared access
 - Traffic and parking impact
 - Proposed dwellings are out of character with surrounding area
 - Proposed houses are larger than existing backland development along this part of Hartfield Road
 - Proposed houses are too bulky and would be overbearing when viewed from properties on Gladstone Road
 - Loss of daylight/sunlight, overshadowing, loss of privacy, and overlooking
 - Noise impact
 - Inaccuracies in proposed plans
 - Loss of existing rear garden, mature trees, open space and impact on biodiversity
 - Overdevelopment
 - Lack of amenity space
 - Disruption/damage to neighbouring properties during construction
 - No information on how refuse would be collected
- 7.2 Following the amendments to the original submission a further re-consultation of neighboring properties was undertaken. In response a further 7 letters of objection were received including a further objection from Councilor Grocott reiterating previous concerns.

7. PLANNING CONSIDERATIONS

The main planning considerations are the impact that the proposed house would have on visual and residential amenity, the standard of accommodation and impact on parking/highways.

7.1 Visual Amenity

- 7.11 Policy DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that proposals for development will be required to relate positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings, whilst using appropriate architectural forms, language, detailing and materials which complement and enhance the character of the wider setting.
- 7.12 The proposed house would be located to the rear of Nos. 150 and 152 Hartfield Road, which means it would not be readily visible from the street. The house is considered to be acceptable in terms of its appearance as it would have a traditional 'cottage' style design with three dormers located in the front elevation and London stock brick and slate facing materials, which means it would relate well with surrounding properties. The house is also not excessive in terms of its size with a maximum height of 6.36m and an eaves height of only 3.8m, which is lower than the adjoining house, No.154a.
- 7.13 Overall, it is considered that the current proposal would complement the character of the Ridgway Place street scene and the wider area in general and as such accords with policy DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014).

7.3 Standard of Accommodation

- 7.31 The London Plan was published in July 2011 and sets out a minimum gross internal area standard for new homes as part of policy 3.5. It provides the most up to date and appropriate minimum space standards for Merton.
- 7.32 In addition, adopted policy CS.14 of the Core Strategy and DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) encourages well designed housing in the borough by ensuring that all residential development complies with the most appropriate minimum space standards and provides functional internal spaces that are fit for purpose. New residential development should safeguard the amenities of occupiers by providing appropriate levels of sunlight & daylight and privacy for occupiers of adjacent properties and for future occupiers of proposed dwellings. The living conditions of existing and future residents should not be diminished by increased noise or disturbance.
- 7.33 The proposed house would comfortably exceed the minimum space standard set out in the London Plan and provide good circulation. To prevent overlooking of adjoining properties from bedrooms 2 and 3, the dormer windows and north facing side windows will be obscure glazed and fixed shut

up to 1.7m internal floor height. Although this is not ideal it is considered that the provision of two windows in each of the bedrooms would allow for adequate levels of daylight/sunlight. In addition, the proposed house would provide 110sqm of private amenity space, which is in excess of the minimum of 50sqm required in policy DM D2. The proposed house would therefore comply with policy 3.5 of the London Plan (July 2011), CS.14 of the Core Planning Strategy (July 2011) and DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014).

7.4 Residential Amenity

- 7.41 Policy DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that proposals for development will be required to ensure provision of appropriate levels of sunlight and daylight, quality of living conditions, amenity space and privacy, to both proposed and adjoining buildings and gardens. Development should also protect new and existing development from visual intrusion.
- 7.42 It is considered that the proposed house would not be visually intrusive or overbearing when viewed from the rear of properties along Gladstone Road or Hartfield Road or result in an unacceptable level of daylight/sunlight loss. The Council's SPG on new residential development states that where new housing is orientated to face directly towards an existing residential building, then a spacing of 10 metres (for a two-storey dwelling) will be required between the new dwelling and the site boundary. Although the proposed house would be located between 6.7m and 8.2m from the site boundaries of properties along Gladstone Road and Hartfield Road, it is considered that this would be acceptable in this instance given its low profile with the first floor accommodated in the roof space. The proposal also incorporates significant landscaping to the front and rear further reducing its visual impact.
- 7.43 With regards to privacy the Council's SPG on New Residential development suggests a minimum 20m separation distance between two-storey dwellings and facing neighbouring habitable room and kitchen windows. The house would not only achieve this separation distance from properties along Gladstone Road (approx. 20.5m), but also incorporate high level rooflights at first floor level on its east facing elevation, which means any overlooking would be minimal. Although the house would be located 13.8m from the rear elevation of Nos. 150 and 152 Hartfield Road it is considered that privacy levels would be preserved in this instance with the front dormer windows being obscure glazed and fixed shut below 1.7m internal floor height. The first floor north facing side windows would also be obscure glazed and fixed shut in the same way to protect the amenity of occupiers at Nos. 146 – 148 Hartfield Road. Overall, it is considered that given the above considerations that the proposal would accord with policy DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014).

7.5 Parking and Traffic

- 7.51 The application site has a PTAL rating of 6b, which means it has excellent access to public transport. The scheme proposes the provision of one off-street parking space to the side of the house, which will be accessed via a shared access way from No.154 Hartfield Road. The applicant has provided evidence in the form of title deeds from the Land Registry confirming that they have right of way with or without vehicles to this shared access.
- 7.52 Policy DM T3 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that development should only provide the level of car parking required to serve the site taking into account its accessibility by public transport (PTAL) and local circumstances in accordance with London Plan standards unless a clear need can be demonstrated. Policy 6.13 Table 6.2 of the London Plan (March 2015) allows for up to 1 space per unit for a 3 bedroom house where there is a PTAL rating of 5-6. The level of parking provision is therefore in accordance with London Plan policy. Given the application site is located in a controlled parking zone (Zone W4) and has excellent access to public transport it will be required that the development is permit free so that it does not create any additional parking stress in the area.
- 7.53 Policy DM T1 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) states that development must provide cycle parking in accordance set out in the London Plan. It states that residential cycle parking facilities should be provided in secure and conveniently sited positions with good access to the street. Policy 6.13 of the London Plan states that developments must meet with minimum cycle parking standards set out in Table 6.3 which in this instance requires 2 spaces per dwelling. Given the proposed house would provide 4 secure bicycle spaces in the rear garden it is considered the proposal complies with local and regional planning policy.

7.6 Landscaping

- 7.61 The proposed house would feature a front and rear gardens. Trees, which are proposed along the front and rear boundaries of the application site would provide screening to adjoining properties. A condition would be attached requiring details of landscaping including the species of the proposed trees. The condition would also require that the trees are permanently retained.

8. SUSTAINABILITY AND ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS

- 8.1 The application does not constitute Schedule 1 or Schedule 2 development. Accordingly, there are no requirements in terms of EIA submission.

9. LOCAL FINANCIAL CONSIDERATIONS

- 9.1 The proposal would result in a net gain in gross floor space and as such will be liable to pay both the Mayoral and Merton Community Infrastructure Levies (CIL). The funds will be spent on the Crossrail project, with the remainder spent on strategic infrastructure and neighbourhood projects.

10. SECTION 106 LEGAL AGREEMENT

10.1 Affordable Housing

10.11 In terms of affordable housing, Policy CS.8 of the Core Planning Strategy (July 2011) requires developments of 1 – 9 units to make an off-site financial contribution for provision of affordable housing in the borough. The affordable housing contribution is calculated based on a formula using the median open market valuation of the completed development based on three independent valuations. The proposal would result in a net increase of one residential unit in this instance. After applying the formula a figure of (£84,341) would be sought as a S106 planning obligation.

10.2 Permit Free

10.21 The development is to be ‘Permit Free’ in line with policy CS.20 of the Core Planning Strategy, which seek to reduce reliance on private motor vehicles in locations with good access to public transport facilities.

10.22 Further information in respect of the above, including details of supplementary research carried out in justification of the S106 requirements, can be viewed here:

<http://www.merton.gov.uk/environment/planning/s106-agreements.htm>

11. CONCLUSION

11.1 It is considered that the proposed house would be acceptable in terms of its size and design and would not have an unacceptable impact on the surrounding area. The house is also considered to have an acceptable impact on neighbour amenity, traffic/parking and would provide a satisfactory level of landscaping. Overall it is considered that the proposal would comply with all relevant planning policies and as such planning permission should be granted.

RECOMMENDATION

GRANT PLANNING PERMISSION

Subject to a S106 legal agreement with the following heads of terms:

1. That the residential units are ‘Permit Free’;
2. Financial contribution for affordable housing (£84,431)
3. The developer agreeing to meet the Council’s costs of preparing, drafting and monitoring the Section 106 Obligations.

And the following conditions:

1. A.1 (Commencement of Development)

2. A.7 (Approved Plans)
3. B.1 (External Materials to be Approved)
4. B.4 (Details of Site/Surface Treatment)
5. B.6 (Levels)
6. C.1 (No Permitted Development (Extensions))
7. C.2 (No Permitted Development (Windows and Doors))
8. C.4 (Obscured Glazing (Opening Windows))
9. C.10 (Hours of Construction)
10. F.1 (Landscaping/Planting Scheme)
11. F.2 (Landscaping (Implementation))
12. F.9 (Hardstandings)
13. No part of the development hereby approved shall be occupied until evidence has been submitted to the council confirming that the development has achieved not less than the CO2 reductions (ENE1), internal water usage (WAT1) standards equivalent to Code for Sustainable Homes level 4. Evidence requirements are detailed in the "Schedule of evidence Required for Post Construction Stage from Ene1 & Wat1 of the Code for Sustainable Homes Technical Guide. Evidence to demonstrate a 25% reduction compared to 2010 part L regulations and internal water usage rates of 105l/p/day must be submitted to, and acknowledged in writing by the Local Planning Authority, unless otherwise agreed in writing.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with the following Development Plan policies for Merton: policy 5.2 of the London Plan 2011 and policy CS15 of Merton's Core Planning Strategy 2011.

14. Prior to the commencement of the development details of the provision to accommodate all site operatives, visitors and construction vehicles and loading / unloading arrangements during the construction process shall be submitted and approved in writing with the Local Planning Authority. The approved details must be implemented and complied with for the duration of the construction process.

Reason: To safeguard the amenities of the occupiers of neighbouring properties.

15. H.2 (Vehicle Access to be provided)

16. H.7 (Cycle Parking to be implemented)
17. J.1 (Lifetime Homes)

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