

PLANNING APPLICATIONS COMMITTEE 15th September 2016

	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	16/P1677	20/04/2016
Address/Site:	150-152 Hartfield Road, Wimbledon, SW19 3TQ	
Ward:	Dundonald	
Proposal:	Erection of 2 x single storey rear extensions, rear mansard roof extension with 2 x roof terraces in connection with conversion of 150-152 Hartfield Road from 5 x self-contained flats (1 x 1 bed, 3 x 2 bed & 1 x 3 bed) to 7 x self-contained flats (2 x 1 bed & 5 x 2 bed)	
Drawing Nos:	HR_EX_BLOCK_PLAN_001(001), HR_PRO_GFP_007(007), HR_PRO_FFP_007(007), HR_PRO_SFP_007(007), HR_PRO_N&E_ELVS_007(007), HR_PRO_W&S_ELVS-007(007), HR_PRO_LAND_007(007) & Site Location Plan.	
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
- 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 application has been brought before the Planning Applications Committee due to the number of objections received.

2. SITE AND SURROUNDINGS

- 2.1 The application site comprises a pair of semi-detached buildings (Nos.150 & 152 Hartfield Road) which have been converted into a total of five self-contained flats. No.150 Hartfield Road currently comprises three flats (1 x 1 bedroom & 2 x 2 bedroom) flats whilst No.152 comprises two flats (1 x 2 bedroom & 1 x 3 bedroom) flats. Two off-street parking spaces are provided at the front of the site.
- 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 planning permission has recently been granted for a new three bedroom detached house at the rear of the site (Ref: 15/P2482).
- 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 applicant seeks planning permission to erect 2 x single storey rear extensions, 2 x rear mansard roof extensions and 2 x rear second floor terraces in connection with conversion of Nos. 150-152 Hartfield Road from 5 x self-contained flats to 7 x self-contained flats (2 x 1 bed (2 person) & 5 x 2 bed (5 x 3 person)). The proposed flats would be the following sizes:

Flat No.	Number of Bedrooms/Bed Spaces	Floorspace	London Plan Minimum required floorspace	Amenity space
150: A	1b/2p	50	50	46sqm
150: B	2b/3p	73	61	none
150: C	2b/3p	65	61	6sqm
152: A	1b/2p	50	50	10sqm
152: B	2b/3p	73	61	none
152: C	2b/3p	65	61	6sqm
Rear ground floor	2b/3p	80	61	43sqm

- 3.2 Private amenity space would be provided for the ground floor and second floor flats. Cycle parking and bin storage are also proposed and built in storage space. One off-street parking space would be retained at the front of the site to allow for enough space for the cycle parking and bin storage.

- 3.3 The application has been amended since it was first submitted with a single storey extension to the rear of the outrigger of No.150 now proposed. The single storey extension proposed for the north side of the building has been removed. The extension proposed to the rear of the outrigger of No.150 would feature a flat roof and measure 4m in depth and 3.1m in height. The extension attached to the side of the outrigger of No.152 would have a height of between 2.6m and 3.6m. This extension does not project beyond the rear wall of this outrigger.

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
- 4.5 Land Rear of 150-152 Hartfield Road
- 15/P2482 - Erection of a single three bedroom detached dwelling on land rear of 150-152 Hartfield Road, with associated parking and amenity spaces. Granted - 20/04/2016

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 Housing Standards – Minor Alterations to the London Plan (March 2016)
- 5.5 Mayor's Housing Supplementary Planning Guidance (March 2016)
- 5.6 DCLG Technical Housing Standards – nationally described space standard March 2015

- 5.7 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, seven letters of objection have been received. The objections are on the following grounds:

- Overdevelopment of the site
- Loss of open space at rear/trees, impact on wildlife, insufficient amenity space
- Traffic and parking impact
- Loss of privacy/overlooking, noise and disturbance
- Proposed balconies are an unneighbourly form of development and out of keeping with area
- Some of the flats are below minimum space standards and lack amenity space, poor layout and concerns regarding ventilation
- Poor design

- 6.2 A re-consultation was undertaken following amendments to the proposal. In response a further 2 objections were received on the grounds that the proposal remains too dense, loss of green space/trees, privacy and visual impact.

7. PLANNING CONSIDERATIONS

7.1 Principle of Development

- 7.1.1 Policy CS.14 of Merton's Core Planning Strategy (2011) requires the incorporation of at least one family sized unit where resulting in the loss of an existing family sized unit. A three bedroom unit currently exists at first floor and roof level within no. 152. The current scheme does not include a three bedroom unit. However, it is considered that this would not warrant a refusal of the application in this instance given there is an extant permission to erect a three bedroom house at the rear of the site (Ref: 15/P2482), subject to a S106 agreement requiring that the new house is substantially complete prior to occupation of the flats. In addition, the existing 3-bed unit is at first and second floor level and does not have access to the outside amenity space, affecting its suitability for family occupation.

7.1 Visual Amenity

- 7.1.1 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.

- 7.1.2 Although, the Council's SPG states that a mansard roof form on the rear roof slope of the main roof would not normally be considered acceptable, exceptions have been widely permitted where the architectural style of the parent building provides a strong basis for an alternative design approach. In this instance, the roof extensions would be located on a pair of semi-detached Victorian buildings, which means a mansard roof form would be acceptable and the flank walls comprising London Stock brick would project through the roof plane. The rear roof extensions over the rear 'outriggers' would extend only half the length of each outrigger and the rear and side walls are sloped at 70 degrees, which would significantly reduce their visual impact. It should also be noted that the immediate surrounding area comprises an eclectic mixture of building styles and sizes and a number of similar roof extensions along part of the outrigger have been granted planning permission on this type of property in the Borough. It is also considered that the roof terraces are acceptable in this instance given they are small in size with the 1.7m high screening set back from the rear and side walls of the building limiting their visual impact.
- 7.1.3 The single storey rear extensions are considered to be acceptable in terms of their size with the extension on the south side of No.152 not extending beyond the rear wall of the outrigger, whilst the extension to the rear of the outrigger at No.150 would have a depth of only 4m. The extension would also feature matching materials, which means they would integrate well with the current building. Overall, it is considered that there would be no adverse impact on the street scene or the wider area in general and as such the proposal accords with policy DM D2 of the Adopted Sites and Policies Plan and Policies Maps (July 2014).

7.3 Standard of Accommodation

- 7.3.1 Policy 3.5 of the London Plan 2015, as updated by the Minor Alterations Housing standards (March 2016) and the Department for Communities and Local Government 'Technical housing standards – nationally described space standard' set out a minimum gross internal area standard for new homes. This provides the most up to date and appropriate minimum space standards for Merton. 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.
- 7.3.2 All of the proposed flats would meet or exceed the minimum room sizes required by policy 3.5 of the London Plan and the Department for Communities and Local Government 'Technical housing standards –

nationally described space standard'. The flats are also at least double aspect and as such it is considered that they would receive a satisfactory amount of daylight/sunlight and have good outlook. The three ground floor flats would have private garden space well in excess of the Council's standards and the second floor flats would have balconies that meet the minimum size required by policy DM D2 of the Sites and Policies Plan and Policies Maps (July 2014). Although the two first floor flats do not have access to amenity space it is considered that this would not warrant a refusal of the application in this instance given that the three existing upper floor flats do not have access to the rear garden. A number of consultation responses raised concerns regarding the lack of amenity space, poor layout and that the flats were below minimum space standards. It should be noted that plans were amended with a reduction in bed spaces from 4 to 3 in three of the flats whilst the amount of amenity space for the one bedroom flat at ground floor level in No.150 has been increased from 10sqm to 46sqm.

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.
- 7.4.2 It is not considered that the proposal would be visually intrusive, overbearing when viewed from neighbouring properties or result in an unacceptable level of daylight/sunlight loss or outlook. The proposed single storey rear extension on the south side of No.152 would not project beyond the rear wall of the outrigger whilst there would be a gap of approx. 1m to the side boundary. A shared driveway to car parking and No.154a also abuts the southern boundary of the application site. The extension to the rear of the outrigger would have a depth of only 4m and is located approx. 3.4m from the northern boundary of the application site.
- 7.4.3 The mansard would also not feature any windows in its side elevation and the rear roof terraces are only 6sqm and are located approx. 4.2m from the side boundaries and enclosed by a 1.7m high screen, which means they are unlikely to have an unacceptable impact on privacy or noise.

7.5 Parking and Traffic

- 7.5.1 The application site has a PTAL rating of 6b, which means it has excellent access to public transport. 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 1-2 bedroom dwellings where there is a PTAL rating of 5-6.

7.5.2 There are currently two off-street parking spaces provided at the front of the site. To create the required space for the bin storage and cycle parking the number of car parking spaces would be reduced to one. Given parking standards are to be applied as a maximum there is no objection to this in principle. 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 two, one (2 person) bedroom flats are permit free so that it does not create any additional parking stress in the area. It should be noted that the five current flats which have a total number of 18 bed spaces do not have parking permit restrictions whilst the proposal would have 19 bed spaces in total so in this instance it would be unreasonable to require any more than the two net additional flats (a total of 4 bed spaces) to be permit free.

7.5.3 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. It is considered that the proposal would comply with Policy DM T1 by providing cycle spaces that are secure and conveniently accessible. It is also considered that the proposed number of cycle spaces (14 spaces) would comply with policy 6.13 of the London Plan, which requires 1 space per one bedroom flat and 2 spaces per two bedroom flat.

7.6 Trees and Landscaping

7.6.1 Occupiers of neighbouring properties have raised concerns regarding the loss of trees and greenery at the rear of the site. The proposal does not actually involve the removal of any trees however it should be noted that a condition was attached to the recently approved application (Ref: 15/P2482) for the erection of a new house at the rear of the site requiring the planting of trees at the front and rear of the house. It is a requirement of this condition that these trees are permanently retained. The reduction in car parking spaces to one space at the front of the building would also create an opportunity to introduce some landscaping at the front of the site and therefore soften the appearance of the building when viewed from Hartfield Road. A condition will be attached requiring submission of landscaping details.

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 Permit Free

- 10.1.1 The two, one bedroom flats on the ground floor are 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.

- 10.1.2 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>

- 10.2 To retain a 3 bedroom family sized unit on the site it will be required that the house granted planning permission under Ref: 15/P2482 is to be substantially complete prior to occupation of the flats.

11. CONCLUSION

- 11.1 It is considered that the proposal is acceptable in terms of size and design and would not have an unacceptable impact on neighbour amenity, traffic/parking whilst providing a satisfactory standard of accommodation. 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 two, one bedroom ground floor flats are 'Permit Free';
2. The house granted planning permission under Ref: 15/P2482 is to be substantially complete prior to occupation of the flats;
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.2 (Matching materials)
 4. C.8 (No use of flat roof)
 5. C.9 (Screening)
 6. D.11 (Hours of Construction)
 7. F.1 (Landscaping/Planting Scheme)
 8. F.2 (Landscaping (Implementation))
 9. H.6 (Cycle parking – Details to be submitted)
 10. C.6 (Refuse & Recycling (Details to be submitted))
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Please [click here](#) for full plans and documents related to this application.

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