

## PLANNING APPLICATIONS COMMITTEE 16 JANUARY 2019

**APPLICATION NO.**  
19/P3302

**DATE VALID**  
06/09/2019

**Address/Site:** 74 Hazelwood Avenue  
Morden  
SM4 5PR

**Ward:** St Helier

**Proposal:** Demolition of existing detached garage and erection of a 2 storey (with roof level) end of terrace 3 bed dwellinghouse.

**Drawing No.'s:** 1390/014 Rev A; 1390/015 Rev A; 1390/016 Rev B; 1390/017 Rev B; 1390/018 Rev B; 1390/019 Rev B; 1390/020 Rev A; 1390/021 Rev A; 1390/022; 1390/023; 1390/024 Rev B.

**Contact Officer:** Catarina Cheung (020 8545 4747)

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**RECOMMENDATION - Grant planning permission subject to conditions.**

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### **CHECKLIST INFORMATION**

- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Statement been submitted: No
- Press notice: No
- Site notice: No
- Design Review Panel consulted: No
- Number of neighbours consulted: 10
- External consultations: 0
- Controlled Parking Zone: Yes, Zone M2
- Archaeological Zone: No
- Conservation Area: No

#### **1. INTRODUCTION**

- 1.1 This application is being brought to the Planning Applications Committee for determination due to the nature and number of objections received.

#### **2. SITE AND SURROUNDINGS**

- 2.1 The application site comprises a two storey end of terrace residential dwelling located on the western side of Hazelwood Avenue in Morden. There is an existing single storey detached garage at the side of the property which this proposal seeks to demolish in order to erect a new dwelling. The property

benefits from an area of hardstanding and a dropped kerb to the front of the existing garage.

- 2.2 The surrounding area is predominantly residential displaying a uniform character of 1930's terrace and semi-detached properties.
- 2.3 The site is not located within a Conservation area nor is the property locally or statutorily listed.

### **3. CURRENT PROPOSAL**

- 3.1 This application seeks planning permission for the demolition of the existing detached garage and erection of a two storey (with roof level accommodation) end of terrace 3 bed dwellinghouse.
- 3.2 The proposed dwellinghouse would replicate the style and appearance of the existing terrace properties, and have the following dimensions:
  - 5.84m width;
  - 9.14m depth;
  - 5.95m eaves height;
  - 8.4m maximum height;
  - A single storey rear extension of 3m depth, 2.6m eaves height and 3.5m maximum height is also proposed at the rear of the new dwellinghouse.
- 3.3 The new dwellinghouse would provide a 4 bed 6p unit with an internal GIA of 129sqm.
- 3.4 The rear garden would be subdivided and the new dwellinghouse provided with a separate garden area of 52sqm.
- 3.5 The front garden would provide an off-street parking space with an area for refuse bin store.

### **4. PLANNING HISTORY**

- 4.1 19/P3093: APPLICATION FOR A LAWFUL DEVELOPMENT CERTIFICATE IN RESPECT OF THE PROPOSED HIP TO GABLE ROOF CONVERSION, ERECTION OF A REAR ROOF DORMER WITH JULIETTE BALCONY, INSERTION OF 2X ROOFLIGHTS ON FRONT ROOFSLOPE AND ERECTION OF A SINGLE STOREY REAR EXTENSION. – Certificate of lawfulness issued 14/10/2019

### **5. CONSULTATION**

#### External

- 5.1 Public consultation was undertaken by way of letters sent to 10 neighbouring properties. 6 representations were received, the summary of their objections are as follows:
  - Concerns with party wall;
  - Loss of privacy and overlooking;
  - Loss of light;
  - Overshadowing;

- Increased traffic generation;
- Noise and disturbance resulting from construction and use;
- Impact on neighbouring foundations;
- Building work resulting in exposure to hazardous materials and dangerous scaffolding;
- Size and bulk of the proposal;
- De-value the property of neighbouring property;
- Impact on shared boundary fences;
- Tree on pavement not to be destroyed;
- Did not understand development description to be for a new dwelling and thought it was extension works;
- Would remove gaps between buildings.

### Internal

- 5.2 Transport officer – The site is located in an area with a PTAL of 4 which is very good being well located to all the services and facilities.

**Car Parking:** The site is located in a Controlled Parking Zone (M2) where parking is controlled from Monday to Friday between 10:00am – 4:30pm. The new house will have an off street parking space to the front. There would be no parking for the existing 74 Hazelwood Avenue. Considering the sustainable location, the loss of parking for the existing dwelling is not considered to have a negative impact on the surrounding highway network.

**Cycle Parking:** Cycle parking should be installed on site in accordance with London Plan standards on cycle parking for new residential developments: 1 per studio and one bed dwellings and 2 per all other dwellings. The proposal would require 2 cycle spaces to satisfy the London Plan and London Housing SPG standards.

**Refuse:** Refuse arrangement would be as existing.

No objection raised subject to:

1. Car parking as shown maintained.
2. Condition requiring Cycle parking.
3. Condition requiring Refuse collection.

## **6. POLICY CONTEXT**

- 6.1 NPPF - National Planning Policy Framework (2019):  
Part 5 Delivering a sufficient supply of homes  
Part 12 Achieving well-designed places

- 6.2 London Plan 2016:  
3.3 Increasing housing supply  
3.4 Optimising housing potential  
3.5 Quality and design of housing developments  
5.1 Climate change mitigation  
5.2 Minimising carbon dioxide emissions

- 5.3 Sustainable design and construction
  - 5.17 Waste Capacity
  - 6.3 Assessing effects of development on transport capacity
  - 6.9 Cycling
  - 6.13 Parking
  - 7.4 Local character
  - 7.6 Architecture
  - 8.3 Community infrastructure levy
- 6.3 Merton Sites and Policies Plan July 2014 policies:  
 DM D2 Design considerations in all developments  
 DMD3 Alterations and extensions to existing buildings  
 DM T2 Transport impacts of development  
 DM T3 Car parking and servicing standards
- 6.4 Merton Core Strategy 2011 policy:  
 CS 9 Housing provision  
 CS 14 Design  
 CS 15 Climate change  
 CS 17 Waste management  
 CS 18 Transport  
 CS 20 Parking servicing and delivery
- 6.5 Supplementary planning documents  
 London Housing SPG 2016  
 Technical Housing standards – nationally described space standards 2015

## **7. PLANNING CONSIDERATIONS**

- 7.1 The key planning considerations of the proposal are as follows:
- Principle of development
  - Design and impact upon the character and appearance of the area
  - Impact upon neighbouring amenity
  - Standard of accommodation
  - Transport, parking and cycle storage
  - Refuse
  - Sustainability
- Principle of development
- 7.2 The National Planning Policy Framework, London Plan Policy 3.3 and the Council's Core Strategy Policy CS8 and CS9 all seek to increase sustainable housing provision and access to a mixture of dwelling types for the local community, providing that an acceptable standard of accommodation would be provided. Policy 3.3 of the London Plan 2016 also states that boroughs should seek to enable additional development capacity which includes intensification, developing at higher densities.
- 7.3 The development seeks to provide a further residential unit on site by increasing the density through the construction of a new dwellinghouse to adjoin to the end of the terrace. The principle of doing so is considered

acceptable and in line with policies to increase provision of additional homes and seeking opportunities through intensification of the site.

- 7.4 However, the scheme is also subject to all other criteria being equally fulfilled and compliant with the policies referred to above.

#### Character and Appearance

- 7.5 Policy DM D2 of Merton's Sites and Policies Plan requires development to relate positively and appropriately to the siting, rhythm, scale, density, proportions, height, materials and massing of surrounding buildings and existing street patterns, historic context, urban layout and landscape features of the surrounding area and to use appropriate architectural forms, language, detailing and materials which complement and enhance the character of the wider setting. The requirement for good quality design is further supported by the London Plan London Plan Policies 7.4 and 7.6 and Merton's Core Strategy Policy CS14.
- 7.6 SPP policy DM D3 further seeks for roof extensions to use compatible materials, to be of a size and design that respects the character and proportions of the original building and surrounding context, do not dominate the existing roof profile and are sited away from prominent roof pitches unless they are a specific feature of the area.
- 7.7 The proposed design of the new end of terrace addition would mirror the appearance of the existing dwellinghouse, so, from the street elevation, appear as a continuation of the existing terrace properties.
- 7.8 The scheme has also been amended to provide a hipped roof over the new dwelling which is considered to better assimilate with the surrounding terrace blocks. Considering the reduction in the separation gap between 74 and 76, a hipped roof would to some degree, reduce the sense of enclosure between the properties and appear less bulky in its overall form.
- 7.9 Whilst the width of the new dwellinghouse would be marginally slimmer than the width of the existing properties, 5.83m instead of 6.37m, this would not be considered such a significant difference which would result in an unacceptably disproportionate appearance when viewed from the streetscene.
- 7.10 Therefore, the proposed character and appearance of the new dwellinghouse would not be considered harmful toward the host dwelling and surrounding area.

#### Neighbouring Amenity

- 7.11 SPP Policy DM D2 states that proposals must be designed to ensure that they would not have an undue negative impact upon the amenity of neighbouring properties in terms of loss of light, quality of living conditions, privacy, visual intrusion and noise.

#### **76A and 76B Hazelwood Avenue**

- 7.12 There is a single storey garage attached on the southern elevation of 76A/76B

Hazelwood Avenue which is set back from the boundary line by approximately 1.6-1.7m, the main building is set back from the boundary line by around 4.5m with no existing windows on the side elevation of the property.

- 7.13 The proposed end of terrace addition would follow the same depth of the main dwellinghouse, 74 Hazelwood Avenue, with a 3m single storey rear extension and a setback of 0.1m from the shared boundary. Given the setback of the adjacent property, it is not considered the proposed new build would have an unacceptable impact toward numbers 76A and 76B's light or outlook.
- 7.14 A window has been proposed on the first floor side (northern) elevation, however this would serve a bathroom and be obscured glazed, so there would unlikely be overlooking or privacy issues.

### **72 Hazelwood Avenue**

- 7.15 The proposed end of terrace addition would not project beyond the rear building line of the main dwellinghouse, 74 Hazelwood Avenue, and would mimic their proposed 3m single storey addition (currently under construction). Therefore, it is unlikely the proposed development would be visible toward 72 Hazelwood Avenue and would not have a detrimental impact toward their outlook and light.

### **Abbotsbury Road**

- 7.16 The rear building line of the new dwellinghouse would not project further than the established building line of the properties along Hazelwood Avenue, thereby retaining a separation distance of approximately 32m between the rears of the properties on Hazelwood Avenue to those on Abbotsbury Road.
- 7.17 This is considered a reasonable separation distance which would unlikely result in a harmful impact toward properties on Abbotsbury Road's light, outlook or privacy.

### Standard of accommodation

#### **Internal**

- 7.18 Policy 3.5 of the London Plan 2016 requires housing development to be of the highest quality internally and externally, and should satisfy the minimum internal space standards (specified as Gross Internal Areas –GIA) as set out in Table 3.3 of the London Plan. Table 3.3 provides comprehensive detail of minimum space standards for new development; which the proposal would be expected to comply with. Policy DMD2 of the Adopted Sites and Policies Plan (2014) also states that developments should provide suitable levels of sunlight and daylight and quality of living conditions for future occupants.
- 7.19 The dwellinghouse would provide a three storey 4b6p unit with an internal GIA of 129sqm. The London Plan and Technical housing standards require 112sqm, the proposal would comfortably accord with the required internal space standards.

### **External**

- 7.20 Policy DMD2 of the Council's Sites and Policies Plan requires new houses to provide a minimum garden area of 50 sqm as a single usable regular shaped amenity space.
- 7.21 The existing garden would be subdivided to provide the new dwellinghouse with a garden area of 52sqm. This would be compliant with required policy standards.

### Transport, parking and cycle storage

- 7.22 Core Strategy Policy CS20 requires that development would not adversely affect pedestrian or cycle movements, safety, the convenience of local residents, street parking or traffic management. Cycle storage is required for all new development in accordance with London Plan Policy 6.9 and Core Strategy Policy CS18. It should be secure, sheltered and adequately lit and Table 6.3 under Policy 6.13 of the London Plan stipulates that 1 cycle parking space should be provided for a studio/1 bedroom unit and 2 spaces for all other dwellings.
- 7.23 The site has a PTAL of 4 which is considered very good, and is located in a Controlled Parking Zone, M2. The additional unit would be provided with an off-street car parking space resulting in the loss of the parking space for the existing dwellinghouse. The Transport officer has been consulted and has raised no objection to this arrangement. Considering the sustainable location of the application site, the loss of parking for the existing dwelling is not considered to have a negative impact on the surrounding highway network.
- 7.24 The new dwellinghouse would be provided with reasonable front and rear garden spaces which would be able to accommodate the provision of cycle storage. A condition will be attached requiring further details of this cycle provision to be submitted to the LPA should the application be minded for approval.

### Refuse

- 7.25 The proposed front garden plan indicates an area of the front garden to be provided for refuse bin storage. This is considered an appropriate location for convenient access and collection. Therefore, the proposal is considered to accord with Policy 5.17 of the London Plan and Policy CS 17 of the Core Strategy.

### Sustainability

- 7.26 All new developments comprising the creation of new dwellings should demonstrate how the development will comply with Merton's Core Planning Strategy (2011) Policy CS15 Climate Change (parts a-d) and the policies outlined in Chapter 5 of the London Plan (2016). As a minor development proposal, the development is required to achieve a 19% improvement on Part L of the Building Regulations 2013 and water consumption should not exceed 105 litres/person/day.

7.27 The application is accompanied with a Design and Access statement which includes a section on Sustainability. In this instance, it is considered acceptable in order to secure the above policy requirements, that a pre-occupation condition be attached to the permission if it were to be approved.

## **8. CONCLUSION**

8.1 The scale, form, design, positioning and materials of the proposed new end of terrace dwellinghouse are not considered to have an undue detrimental impact toward the character or appearance of the host dwelling, streetscene or on neighbouring amenity. Therefore, the proposal complies with the principles of policies referred to in Section 6 and it is recommended to grant planning permission subject to conditions.

### **RECOMMENDATION**

Grant planning permission

Subject to the following conditions:

1. A1 Commencement of Development
2. A7 Approved Plans
3. B1 External Materials as specified
4. C01 No permitted development (extensions) – Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no extensions, other than that expressly authorised by this permission shall be carried out without planning permission first obtained from the Local Planning Authority.
5. C03 Obscure Glazing – before the development is first occupied, windows on the side (northern) elevation shall be obscure glazed and fixed shut to a height of 1.7m above internal finished floor level and shall be permanently maintained as such thereafter.
6. C07 Refuse & Recycling – implementation
7. D11 Construction hours
8. H04 Provision of Vehicle parking – vehicle parking area to be provided prior to occupation of development and to be retained for parking purposes for occupiers and users of the development and for no other purpose.
9. H06 Cycle Parking – details to be submitted
10. Non-standard condition – pre-occupation condition for sustainability
11. INF Party Walls Act
12. INF 20 Street naming and numbering
13. Note to Applicant – approved schemes

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