

**Agenda Item: 6.6**

**This is a Major Application for which the 13 week period expires on 27/10/2006.**

06/03125/P                      28/07/2006                      Sanderstead

Application for outline planning permission

Agent:  
Howard Fairbairn & Partners  
439 London Road  
Croydon  
CR0 3PF

Applicant:  
South East Living  
54-56 Mottingham Road  
London  
SE9 4QR

Location: 96-100 Limpsfield Road, South Croydon, CR2

Description: Demolition of existing buildings; erection of 5 two storey three bedroom terraced houses with accommodation in roofspace, 1 two storey three bedroom terraced house with integral garage, 5 two storey four bedroom terraced houses with accommodation in roofspace and integral garage and 2 two storey four bedroom terraced houses with integral garages; formation of vehicular access and provision of associated parking

Drawing No(s): 5346-01. 02, 03B, 04B and 05B

Recommendation: **Refuse Permission**

Reason(s) for refusal :-

1. The development would constitute a cramped and overcrowded form of backland development out of character with the surrounding area by reason of scale and intensity, siting, the pattern of development and dominance of the hard surfaces and would thereby conflict with Policies UD2, UD12, UD13, UD14, H2 and H5 of the Croydon Replacement Unitary Development Plan (The Croydon Plan)
  
2. The development would be detrimental to the amenities of the occupiers of adjoining property by reason of visual intrusion and would thereby conflict with Policy UD8 of the Croydon Replacement Unitary Development Plan (The Croydon Plan)

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**Ward: Sanderstead**  
**Lead Officer: Head of Planning Control**

**PLANNING COMMITTEE**  
**12 October 2006**

**APPLICATION NO. 06/03125/P – 96 - 100 Limpsfield Road, South Croydon**

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**1. SUMMARY**

- 1.1 This report concerns an application for outline planning permission for the demolition of the existing buildings and the erection of 0.5 two storey three bedroom terraced houses with accommodation in the roof space, and the erection of 1 two storey three bedroom end of terrace house with integral garage, 5 two storey four bedroom terraced houses with accommodation in the roof space, integral garaging and 2 two storey four bedroom houses along with the formation of vehicular access and provision of associated parking. The proposal would result in a total of 13 units on the site.
- 1.2 Although illustrative drawings have been provided, only siting and means of access are to be determined at this stage.

## **2. RECOMMENDATION**

- 2.1 Refuse planning permission for the reasons set out in the Agenda.
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## **3. BACKGROUND**

### (a) Site Description

- 3.1 The application site has an area of 0.137ha (0.340 acre). It has a frontage of 32m and a depth of 43m. It comprises three detached bungalows. The bungalows are set back from the front boundary by approximately 5.9m which reflects the existing pattern of set backs to residential dwellings in the area.
- 3.2 The front of the site is bounded by a .5m high brick walls with hedges and vegetation along front and side boundaries. There are also a number of trees within the site none of these trees are subject of Tree Preservation Orders (TPO). At present there are three vehicle access points that provide access to and from the three bungalows.
- 3.3 The surrounding area comprises a mix of uses including a two storey terrace of shops and commercial premises with residential accommodation. These premises are located immediately to the north of the site while to its southern boundary there is a Methodist Church which is set behind the existing bungalows by more than 6m. A large wine warehouse is located immediately opposite the site, with a mix of residential dwellings including detached, semi-detached and terraced buildings as well as new build flats forming the character of the area.
- 3.4 Although the character of the area is mixed, the residential dwellings conform to a specific pattern in that they are characterised by large front gardens allowing a more relaxed appearance with dwellings being set back from the road by 5-6m.

### (b) Relevant Planning History

- 3.5 91/00671/P – In June 1991 planning permission was granted for construction of a pitched roof to provide accommodation in the roof space.

### (c) Proposal

- 3.6 The drawings have been amended to include an increased set back from the street. In addition the conservatories to the rear tier of proposed houses have been deleted along with integral garages. The access road has also been reduced to 4.1m in width. As amended the proposed buildings would now include a staggered frontage which would be set back from the front boundary by between 3.9m and 4m with buildings located either side of the proposed access. The layout includes a terrace of three buildings either side of the access with the building to the north of the site including an integral garage. This end terrace building would be situated 2m from the boundary with number 94 Limpsfield Road while the end terrace building to the south of the site adjacent to the church car park would be 2.1m from the boundary.
- 3.7 The access would open up a large area of hard standing to allow access to 12 car parking spaces, including one garage, distributed throughout the centre of the site along with a terrace of four buildings to the north of the site approximately 1.2m from its northern boundary with the adjacent property. The terrace of three buildings to the southern boundary would be some 2.1m from the boundary with the adjacent church car park.
- 3.8 The distance of the proposed buildings to the rear boundary to dwellings fronting Briar Grove would vary between 9.3m to 11m in depth while window to window distances between the proposed buildings to the front and rear of the application site would be 21m.
- 3.9 The illustrative drawings indicate that 10 of the proposed houses would be three storeys in height including rooms in the roof space. The remaining 3 would be two storeys. The adjacent commercial terrace to the north of the site is two storeys in height.

#### **4. PLANNING POLICIES**

- 4.1 The relevant policies of the Croydon Replacement Unitary Development Plan (The Croydon Plan) are SP3, UD1, UD2, UD3, UD8, UD12-UD15, EP16, SP18, SP20, SP22, H2, H5, H9, T8 and T11.

#### **5. CONSULTATIONS**

- 5.1 The application has been advertised in the local press as a 'major' application. Fourty seven occupiers of adjoining and nearby premises have been notified in Limpsfield Road and Briar Grove. Eleven letters have been received objecting to the application for the following reasons:-
- a) Increased noise and disturbance arising from car parking adjacent to no. 1 Mitchley Hill,
  - b) Insufficient car parking provision;
  - c) out of character with the area;
  - d) loss of privacy in general,
  - e) Overdevelopment of the plot;
  - f) Increased noise and disturbance emanating from the development,
  - g) Vehicles regularly driving into the grass verge would be dangerous
  - h) Increased parking would prevent access by emergency vehicles.

5.2 The Crime Prevention Design Advisor has been notified and has commented as follows:

- 1) casual intrusion into the site should be avoided by the use of pillars and varied road surfaces
- 2) robust fencing should be included around the site
- 3) landscaping should not impede surveillance
- 4) front gardens should be designated for specific ownership
- 5) Appropriate lighting should be installed
- 6) rear gates should be installed in the back garden
- 7) the gap between 10 and 11 should be blocked
- 8) the recess to 7 and 13 might cause vulnerability
- 9) parking areas should display clear demarcation to ensure no conflict with residents and visitors

5.3 The application has been referred by Councillor Lynne Hale on the grounds that the development represents an overdevelopment off the site and makes inadequate provision for car parking.

## **6. CONSIDERATIONS**

6.1 The principal issues are the effect of the development on:-

- a) the character of the area and the likely appearance of the street scene;
- b) the amenities of neighbouring and future occupiers;
- c) highway and traffic considerations

6.2 Policy H2 of the Replacement Unitary Development Plan (The Croydon Plan) permits housing development within built up areas provided this does not conflict with its aim of respecting the character of residential areas and there is no loss of other protected uses. In addition, Policy UD2 states amongst other things that that development proposals will be permitted provided they "Reinforce and respect the existing development pattern, plot and building frontage widths, where they contribute to local character.

### **The character of the area and likely appearance of the street scene**

6.4 Policy H5 states that residential development on back garden and backland sites will only be permitted where it respects the character and protects the amenity of adjoining residential areas. In this case the siting and massing of development would result in an intensive form of development with the two terraces to the frontage being wholly out of character with the existing spacing and residential pattern in this location. In addition the development of the rear gardens by two large terraces of three and four buildings within close proximity to neighbouring boundaries to the north of the site and only 9.3m at its nearest point to the rear boundary with Briar Grove would result in a cramped and over-intensive form of development.

- 6.5 The opening up of the back garden of the site would effectively transform its appearance by the introduction of hard standing and car parking spaces along with the two large terraces. This form of development would bear no relationship to neighbouring developments within the area.
- 6.6 In addition, the opening up of the existing rear garden would result in an uncharacteristic open area of hardstanding leading to the car parking spaces that would serve the development. In terms of the building line, most individual houses or bungalows fronting this part of Limpsfield Road are set back around 10m from the footway.

### **The amenities of neighbouring and future occupiers**

- 6.7 Policy UD8 seeks to ensure that the amenities of occupiers of surrounding buildings are protected from undue visual intrusion and loss of privacy. Although neighbouring residents have expressed concern about loss of privacy, it is considered that the proposed development would not cause any significant overlooking. No windows have been indicated in the flank walls of the proposed building the main source of light being to the front and rear elevations of the building. However, the amount of development, including hard surfacing, and its proximity to boundaries with existing adjoining property, would appear visually intrusive.
- 6.8 With regard to the amenities of future occupiers it is considered that while the Replacement UDP includes no prescriptive policies governing the size of amenity space. In relation to the surrounding area the proposed amenity space would be uncharacteristically cramped and therefore out of character with the surrounding area. Moreover, the intensity of the development and the amount of hardstanding would result in an unattractive residential environment.

### **Highways and traffic considerations**

- 6.9 The number of car parking spaces would comply with the standards set out in the Croydon Replacement Unitary Development Plan. There are no other objections to the traffic aspects of the development.
- 6.10 In relation to crime prevention, the crime prevention officer has recommended a number of measures aimed at improving safety and security. However the scheme is considered unacceptable in general terms and therefore no discussions have taken place with the applicants to incorporate these measures.

## **7. ENVIRONMENTAL CONSIDERATIONS**

- 7.1 The development proposes new homes on previously developed land which is acceptable in principle. However the proposed development represents a cramped form of development which is considered unacceptable.

## **8. EQUALITIES CONSIDERATIONS**

- 8.1 There would be level access to the main entrance to the buildings but the applicant's have not indicated any specific parking for people with disabilities. There are no other equalities considerations arising from this scheme.

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Case Officer: David Alabi

Background Documents: Eleven letters from nearby occupiers;  
One letter from the Crime Prevention officer  
Referral from Councillor Lynne Hale

Contact Officer: Mr. P. Mills 020 8760 5419