



PART 6: Planning Applications for Decision

Item 6.2

1 APPLICATION DETAILS

Ref: 16/04462/P
Location: Land rear of 20-22 Cranleigh Gardens, South Croydon, CR2 9LD
Ward: Sanderstead
Description: Erection of a pair of three bedroom semi-detached houses (fronting Cranleigh Close).
Drawing Nos.: 040-001-PL-110A, 200, 300.
Applicant: Mr Taylor
Agent: Mike Bliss Architecture
Case Officer: Billy Tipping

- 1.1 This application is being reported to committee because objections above the threshold in the Committee Consideration Criteria have been received.

2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposal is considered in the light of a previous permission further down Cranleigh Close, which established the principle of the use of Cranleigh Close for residential development.
- The proposal makes a valuable contribution to housing supply in the borough.
- The proposed development provides an acceptable standard of accommodation, without an undue adverse impact on issues of neighbouring residential amenity in the area.
- The design, siting and layout of the proposal respects the character of the area.
- The scheme is acceptable in terms of level of parking and highway safety.

3 RECOMMENDATION

- 3.1 That the Committee resolve to GRANT planning permission.
- 3.2 That the Director of Planning and Strategic Transport is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

- 1) development in accordance with approved plans,
- 2) submission of details relating to: visibility splays, finished floor levels in relation to existing and proposed site levels,
- 3) the submission of a landscaping scheme,
- 4) archaeological investigation,
- 5) submission of material samples,
- 6) submission of Construction Environmental Management and Logistics Plan,
- 7) no doors or windows in flank elevations other than as specified,

- 8) removal of permitted development rights,
- 9) compliance with Part M4(2) of Building Regulations
- 10) restriction on water usage to 110L per person, per day,
- 11) 19% carbon dioxide reduction,
- 12) three years for commencement, and,
- 13) any other planning obligation(s) considered necessary by the Director of Planning and Strategic Transport.

Informatives

- 1) Community Infrastructure Levy.
- 2) Site Notice removal
- 3) Code of Practice – Construction Sites
- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport.

4 PROPOSAL AND LOCATION DETAILS

Proposal

4.1 Planning permission is sought for:

- the erection of a pair of three bedroom semi-detached houses fronting Cranleigh Close and,
- the formation of an access to the new development from Cranleigh Close.

Site and Surroundings

4.2 The application site has been created from the rear gardens of 20-22 Cranleigh Gardens. As 22 Cranleigh Gardens is on the corner of Cranleigh Close, the site fronts Cranleigh Close.

4.3 The surrounding area is characterised by similar properties. There are small pockets of development of garaging and offices, of varying shapes and sizes, towards the rear of existing properties in Blenheim Gardens, fronting Cranleigh Close.

Planning History

4.4 The following planning decision is relevant to the application.

- 15/03673/P – Erection of a two storey, four bedroom detached house at rear of 14 Blenheim Gardens (fronting Cranleigh Close).
Approved.

4.5 The proposed development was the subject of a pre-application enquiry:

- 14/04435/PRE – Pre-application enquiry for erection of 2 three bedroom semi-detached town houses fronting onto Cranleigh Close.

5 CONSULTATION RESPONSE

5.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

6 LOCAL REPRESENTATION

6.1 The application has been publicised by way of site notices in Blenheim Gardens Cranleigh Gardens and Cranleigh Close. The number of representations received from neighbours and local groups in response to publicity of the application were as follows:

No. of individual responses: 14 Objecting: 13 Supporting: 0 Commenting: 1.

6.2 Cllr Hale has also expressed an interest in proposal.

6.3 The following issues were raised in representations that are material to the determination of the application, and they are addressed in substance in the next section of this report:

Objections

- development involves 'garden grabbing',
- out of character in the area,
- increased traffic to rear of Limpsfield Road premises,
- loss of trees,
- loss of privacy,
- highway safety, and,
- increased pressure on local facilities.

6.4 The following issue was raised in representations, but is not material to the determination of the application:

- Cranleigh Close is not an adopted highway [OFFICER COMMENT: the management of Cranleigh Close is a separate, private matter].

7 MATERIAL PLANNING CONSIDERATIONS

7.1 The main planning issues raised by the application that the committee must consider are:

1. The principle of development
2. The character and appearance of the area.
3. Amenities of the occupiers of adjoining property.
4. Amenities of future occupiers of the property.
5. Parking and highway safety

The principle of development

7.2 Chapter 6 of the National Planning Policy Framework (NPPF) indicates that housing applications should be considered in the context of a presumption in favour of sustainable development and that it is the role of local planning authorities to deliver a wide choice of high quality homes, widening opportunities for home ownership. Policy 3.3 of the London Plan 2011 (with 2013 Alterations) recognises the pressing need for more homes in London and Policy 3.8 states that Londoners should have a genuine choice of homes. Policy H2 of the Croydon Plan (2006) Saved Policies 2013 permits housing development within the existing built up area provided it does not conflict with the Council's aim of respecting the character of the residential area and there is no

loss of protected uses. Policy SP2.1 of the Croydon Local Plan: Strategic Policies (2013) states that the Council will apply a presumption in favour of development of new homes provided proposals meet the requirements of Policy SP2 and other applicable policies of the development plan.

- 7.3 The proposal would provide a pair of new dwellings within a residential area, utilising existing infrastructure. The principle of development is therefore considered acceptable and is in line with the NPPF, Policies 3.3 and 3.8 of the London Plan 2011(with 2013 Alterations), Policy H2 of the Croydon Plan (2006) Saved Policies 2013 and Policy SP2.1 of the Croydon Local Plan: Strategic Policies (2013), subject to the considerations below.

The impact on the character and appearance of the area

- 7.4 Policy 3.5 of the London Plan 2011(with 2013 Alterations) requires housing development to be of the highest quality. Policies 7.1, 7.4, 7.5 and 7.6 of the London Plan 2011(with 2013 Alterations) state that development should make a positive contribution to the local character, public realm and streetscape. It should incorporate the highest quality materials and design appropriate to its context. Policies UD2 and UD3 of the Croydon Plan (2006) Saved Policies 2013 require the siting, layout and form of new development to respect the character and appearance of existing areas. Policies H2 and H5 relate to the provision of new housing, and developments on backland sites. Policy SP1.1 of the Croydon Local Plan: Strategic Policies (2013) indicates that the Council will require all new development to contribute to enhancing a sense of place and improving the character of the area. Policies SP4.1 and SP4.2 of the Croydon Local Plan: Strategic Policies (2013) also require development to be of a high quality which respects and enhances local character.
- 7.5 The application site fronts Cranleigh Close, to the rear of 20-22 Cranleigh Gardens. The main rear elevation of Cranleigh Close properties is at least 15m from the side boundary of the proposed property. One of the properties has a rear extension, which reduces this distance to 12m. The proposed building would front Cranleigh Close. It would have a plot depth of 30.5m-32m, with a rear garden depth of 12.5m, and leave the smallest rear garden for the existing properties of 11-14m. It is therefore considered that this location is suitable for consideration for residential development and that the plot is sufficient to accommodate the dwellings in this location.
- 7.6 The proposed building would represent a typical suburban design for residential dwellings. Conditions are proposed requiring details of materials, and hard and soft landscaping be submitted prior to construction to ensure an acceptable appearance for the proposed building and its setting. It is considered that the building could provide an addition to the built character of the area providing visual interest.
- 7.7 Consequently, it is concluded that the proposal would accord with the intentions of the NPPF, Policies 3.5, 7.1, 7.4, 7.5 and 7.6 of the London Plan (2011), Policies UD2, UD3, H2 and H5 of the Croydon Plan (2006) Saved Policies 2013 and Policies SP1.1, SP4.1 and SP4.2 of the Croydon Local Plan: Strategic Policies (2013).

Amenities of the occupiers of adjoining property

- 7.8 Policy 7.6 of the London Plan 2011 (with 2013 amendments) states that development should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and

microclimate. Policy UD8 Croydon Replacement Unitary Development Plan (The Croydon Plan 2006) Saved Policies 2013 states that “Privacy and amenity of occupiers of surrounding buildings ensuring that both new and existing occupiers are protected from undue visual intrusion and loss of privacy...” and will have regard to the “maintenance of sunlight or daylight amenities for occupiers of adjacent properties”.

- 7.9 The proposed dwelling would front Cranleigh Close, an unadopted cul-de-sac used principally to access the rear of the properties fronting Limpsfield Road, but also to access some office developments at the far end. The dwelling would face the rear of the properties fronting Limpsfield Road. Some of these rears provide accesses to residential uses on upper floors. However these properties still constitute the rear of the Limpsfield Road properties, and are separated from the proposed dwelling by the close, forecourt parking and some parking to the rear of the Limpsfield Road properties themselves (approximately 26m of separation). It is not therefore considered that there would be an undue adverse impact on the residential amenity of these properties.
- 7.10 The adjacent residential properties in Blenheim Gardens and Cranleigh Gardens are sufficiently separated from the proposal to ensure that there will not be any undue visual intrusion to these properties. There are no windows proposed in the flank elevations, so there should not be any undue overlooking problem.
- 7.11 A condition requiring a Construction Logistics Plan is proposed, which should minimise noise and disturbance during construction to an acceptable level and an informative is proposed advising that the development should comply with the Council’s Construction Code of Practice.

Living conditions of future occupiers

- 7.12 The gross internal floor area of the proposed dwelling would provide an acceptable internal layout. All rooms would exceed the minimum standards with the Department for Communities and Local Government’s ‘Technical housing standards – nationally described space standards’ and the Mayor’s Housing SPG and provides a comfortable internal living environment for future occupiers.
- 7.13 With regard to amenity space, the London Housing SPG states that a minimum of 5m² of private outdoor space should be provided for 1 person dwellings, increasing by 1m² per occupant and Croydon Plan Policy UD8 requires development proposals to provide residential amenity space that is considered as an integral part of the design of the overall development concept. The proposed garden area exceeds the minimum standards while the provision is considered to respect the character of the area as discussed above. It would have a total depth from the rear elevation of the proposed dwelling to the rear boundary of 12.5m which is considered to be a sufficient degree of separation.
- 7.14 The Design and Access Statement refers to level access for the proposed dwelling, and that the dwellings will be constructed to Lifetime Homes standards. A condition is proposed requiring the dwellings to comply with Part M4(2) of the Building Regulations ‘accessible and adaptable dwellings’.

The impact on parking, pedestrian and highway safety

- 7.15 Policy 6.13 of the London Plan 2011(with 2013 Alterations) indicates that a balance should be struck between promoting development and preventing an excessive

parking provision. Policies T8 and T2 of the Croydon Plan (2006) Saved Policies 2013 respectively require development to make appropriate provision for car parking on site and to ensure that traffic generated does not adversely affect the efficiency of nearby roads. Policy UD13 of the Croydon Plan (2006) Saved Policies 2013 requires car parking and access arrangements to be safe, secure, efficient and well designed. Policies SP8.1, SP8.3, SP8.4, SP8.6, SP8.12, SP8.13 and SP8.15 of the Croydon Local Plan: Strategic Policies (2013) seek to ensure that sustainable transport will be promoted, that traffic generated by new development can be safely accommodated on the road network and that there is an appropriate level of car parking.

- 7.16 The parking arrangements for the proposed dwellings would be two spaces per unit, on the forecourt. The proposed parking would be within the maximum standard of 2 spaces per dwelling and is considered acceptable. Conditions are proposed requiring that the applicant demonstrates that vehicles can access and exit the parking area and garage safely. Conditions are proposed requiring details of cycle storage provision, refuse storage provision, and highway access (including visibility splays and sightlines).
- 7.17 The submission of the Construction Logistics Environmental Management Plan will ensure that any impact on other users of the close is minimised.
- 7.18 It is not therefore considered that the proposal would have a significant adverse impact on traffic flow or highway safety, and incorporates sufficient parking provision.

Other Planning Issues

- 7.19 Historic England do not object to the proposal subject to the proposal subject to an archaeological condition.
- 7.20 It is suggested that a condition is attached removing the permitted development rights of any new dwelling to protect the character of the area and the residential the amenities of the adjoining occupiers from future harm.
- 7.21 The development would result in the loss of some small trees from this rear garden area, but it is not considered that these have great public amenity, and it is not considered that their loss would warrant refusal of the application.

Conclusions

- 7.22 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.