

SECTION '2' – Applications meriting special consideration

Application No : 13/02835/FULL1

Ward:
Hayes And Coney Hall

Address : 1 Croydon Road West Wickham BR4
9HT

OS Grid Ref: E: 539179 N: 165382

Applicant : Mr Ian Johnson

Objections : YES

Description of Development:

The erection of a detached building to provide 2 x two bedroom maisonettes and the provision of 4 car parking spaces, two for the use of the existing properties 1 and 3 Croydon Road and two spaces for the new dwellings

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Local Cycle Network
Flood Zone 2
Flood Zone 3
London City Airport Safeguarding
Local Distributor Roads
London Distributor Roads

Proposal

The proposal is for a pair of maisonettes which will occupy an existing area of open land to the north-western corner of Croydon Road, at the corner of Croydon Road and Addington Road. The site adjoins 1-3 Croydon Road which comprises a semi-detached pair of two storey buildings forming a block of four maisonettes fronting a slip road alongside Croydon Road.

The proposed building will maintain a minimum separation of 4.0m to Addington Road and 4.2m to Croydon Road and will sit forward of the building line of the neighbouring maisonettes at 1-3 Croydon Road. It will incorporate a maximum width of 10.0m and a maximum depth of 10.4m. It will incorporate a pitched roof, rising to a maximum height of 7.8m.

Following the receipt of revised plans (received 27.3.14) allowing for all sleeping accommodation within the two dwellings to be provided within the upper floor, the design of the proposed building has been revised to incorporate a central (vertical) partition (rather than a partition between the ground and first floors) so that the

accommodation for each maisonette will be on two levels, a design more akin to a pair of semi-detached houses.

Two off-street parking spaces will serve the development, whilst two off-street spaces are proposed for the donor property.

The application is accompanied by a Design And Access Statement.

Location

The site comprises an existing area of open land to the north-western corner of Croydon Road, at the corner of Croydon Road and the A2022 Addington Road. The site adjoins 1-3 Croydon Road which fronts a slip road alongside Croydon Road.

There is a pine tree situated to the front of the site which is protected by a Tree Preservation Order.

The site lies across Floor Zones 1,2 and 3

Comments from Local Residents

Nearby owners/occupiers were notified of the application and the following representations were received:

- lack of information about provision of car parking spaces at the rear of the site
- right of way to rear of neighbouring has been blocked by the applicant
- proposal to construct a double garage was refused in 2006 on the basis that the access has substandard visibility and due to restricted width, cars would not be able to leave the highway in forward gear
- loss of prospect
- noise and disturbance to neighbouring property caused by vehicular activity
- land to the rear of the site has already been cleared
- damage caused to neighbouring property

Comments from Consultees

No technical Highways objections raised.

Following receipt of revised plans (received 27.3.14, allowing for all sleeping accommodation to be provided within the upper floor) the Environmental Agency no longer object to the proposal.

Planning Considerations

Policies BE1, H7, H9 and NE7 of the Unitary Development Plan apply to the development and should be given due consideration. These policies seek to ensure a satisfactory standard of design which complements the qualities of the surrounding area and to safeguard the amenities of neighbouring properties; ensure an adequate degree of side space separation in respect of two storey

development; and ensure that proposals for new development take account of existing trees on site.

The National Planning Policy Framework and that National Planning Policy Guidance are also important material considerations in assessing this application.

Planning History

Under ref. 06/00568 planning permission was refused in respect of a detached double garage and forecourt car parking at rear of 1 and 3 Croydon Road, on the following grounds:

"The proposal would intensify use of the access to Croydon Road, which is a District Secondary Road in the adopted and draft Unitary Development Plans. This access has substandard visibility and by reason of its restricted width, cars would not be able to enter and leave the highway in forward gear. As such the proposal would be prejudicial to the free flow of traffic and conditions of pedestrian and vehicular safety along Croydon Road, contrary to Policy T.3 of the adopted Unitary Development Plan and Policy T22 of the second deposit draft Unitary Development Plan (September 2002)."

"The proposal would be detrimental to the amenities of adjacent residential properties by reason of loss of prospect and the noise and general disturbance of vehicular activity associated with the use of the garage and forecourt, contrary to Policy H.3 of the adopted Unitary Development Plan and Policy H6 of the second deposit draft Unitary Development Plan (September 2002)."

Conclusions

The main issues relating to this application concern its impact on local character and on neighbouring amenity.

As noted above the site is prominently situated alongside the junction of Croydon Road and the A2022 Addington Road and appears as garden land comprising of grassland and various trees and shrubs. It forms a buffer between the houses along the northern side of Croydon Road and Addington Road, and provides something of a visual break within this corner. The site is tapered so that it narrows significantly at the rear, and hence the forward siting of the proposed building. The site is considered to contribute to local visual amenity, particularly given its prominent and exposed position.

Taking account of the above site characteristics the proposal is considered unacceptable as it will be especially dominant and out of character, and harmful to the visual amenities of the area. This impact will be exaggerated as a result of its forward siting in advance of the neighbouring building line. Whilst it is noted, in the Design And Access Statement, that "the row of houses is completed at the other end of Croydon Road by a detached house which sits in front of the general building line", the two sites are considered distinct from one another, and in the case of No 29A (the house at the far end of this road cited by the Agent) that

dwelling maintains a much more generous separation to the junction than is proposed in this scheme. Furthermore, it is considered that this proposal represents a cramped overdevelopment of the site given the level of site coverage by the proposed building.

No objections are raised in respect of the impact of the proposal on neighbouring amenity, given the relationship between the proposed building and surrounding properties. However, this consideration does not outweigh the concerns set out in the preceding paragraph. Concerns raised by residents in respect of the right of the way to the rear of the site are a private legal matter and do not represent a determining factor in this application.

Background papers referred to during production of this report comprise all correspondence on the files refs. 06/00568 and 13/02835, excluding exempt information.

as amended by documents received on 27.03.2014

RECOMMENDATION: PERMISSION BE REFUSED

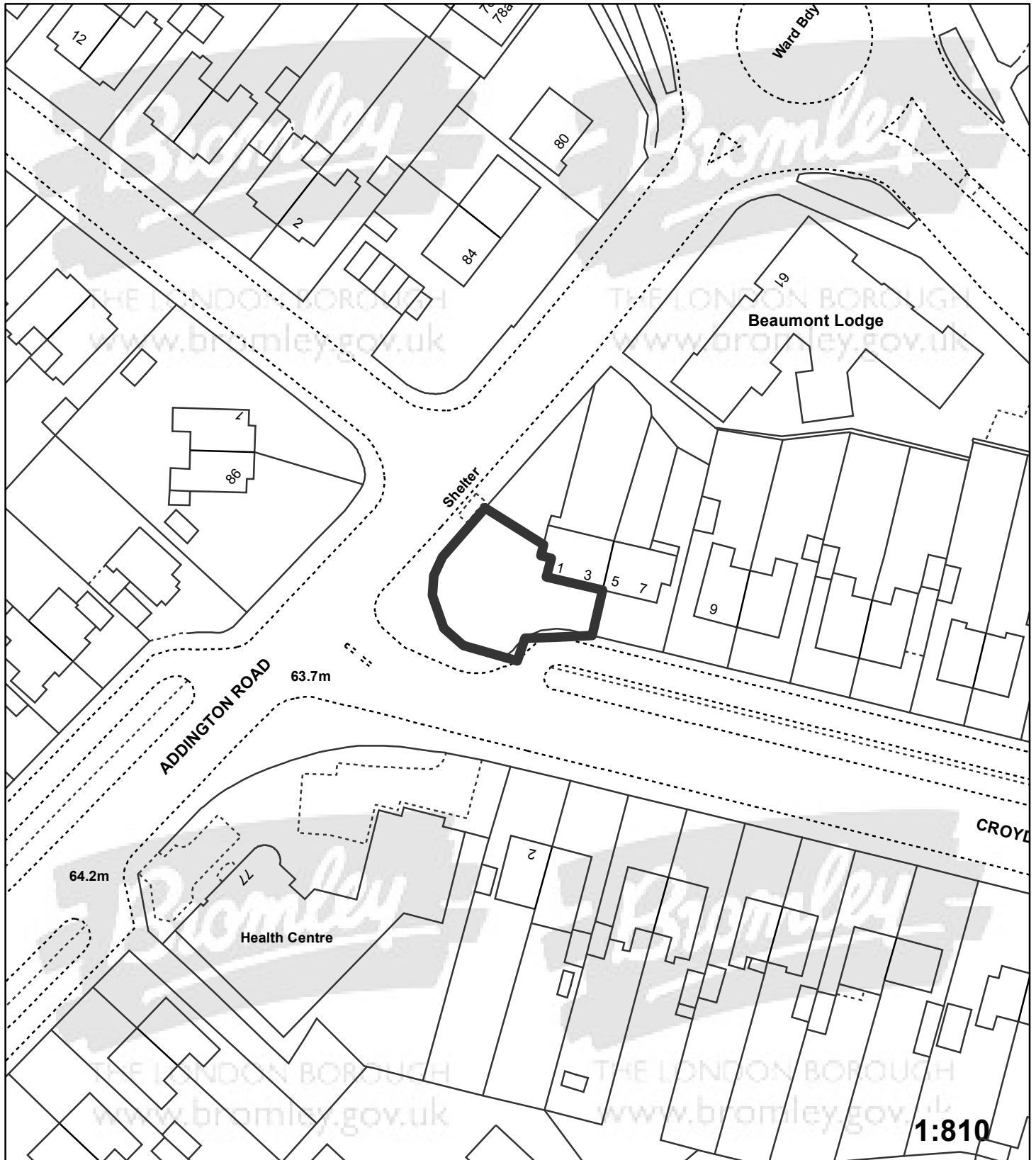
The reasons for refusal are:

- 1 The proposal, by reason of its prominent siting in advance of the neighbouring building line and exposed position within this prominent corner plot, will appear out of character and harmful to the visual amenities of the area, contrary to Policies BE1, H7 and H9 of the Unitary Development Plan.
- 2 The proposal represents a cramped overdevelopment of the site by reason of the restrictive size of plot available and would be detrimental to the character of the area, contrary to Policies BE1 and H7 of the Unitary Development Plan.

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"This plan is provided to identify the location of the site and should not be used to identify the extent of the application site"

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