

PLANNING AND DESIGN & ACCESS STATEMENT

127 Pollards Hill South, Norbury - March 2011





CONTENTS

- 1.0 Introduction**
- 2.0 Assessment**
- 3.0 Evaluation**
- 4.0 Design**
- 5.0 Access**
- 6.0 Conclusion**

1.0 Introduction

1.1 This Design and Access Statement accompanies an application for full planning permission to redevelop land at 127 Pollards Hill South, Norbury within the London Borough of Croydon.

1.2 This Design and Access Statement is structured in accordance with the advice in Circular 1/2006 (Guidance on Changes to the Development Control System) and the Guidance contained in the CABI document 'Design and Access Statements.' It also takes account of the local requirements of Croydon Borough Council.

1.3 Accordingly the statement is set out as follows;

- Assessment
 - *Physical*
 - *Social*
 - *Economic*
 - *Planning Policy*
- Evaluation
- Design
 - *The Proposal*
 - *Use*

- *Amount*
- *Residential Amenity*
- *Character and Appearance*
- *Landscaping*

- Access (including Lifetime Homes Statement)
- Conclusion

1.4 The application seeks planning permission for the erection of four new dwellings on the site of the existing bungalow. The proposals are described in more detail in this statement.

1.5 The application site is shown outlined in red on the following image.



Figure 1 Aerial photograph of site

- 1.6 The site and its surroundings are discussed in more detail in Section 2.

2.0 Assessment

2.1 This section of the report considers the site's immediate and wider context in terms of physical, social and economic factors as well as the relevant planning policy context.

Physical

2.2 The site itself is a large detached bungalow sat in a wide plot as can be seen in the following image.



Figure 2 Application Site

2.3 It is a white rendered building with a plain tiled, fully hipped roof. Within the roof are pitched roof dormer windows with projecting bays running back into it.

2.4 There have been a number of extensions including a large flat roofed garage to the side which causes the building to occupy almost the entire width of the site.

2.5 The bungalow is set back from the road by approximately 18.5m and the intervening area is almost exclusively hardstanding with a mix of paving and tar macadam.

2.6 The plot is 70 – 75m deep and 20 – 26m wide. It runs roughly north east to south west. The garden to the rear is laid to lawn with some shrubs. The rear boundary is screened by planting from Recreation Way as can be seen in Figure 1.

2.7 The existing bungalow sits at a break in the building line with those to the north sitting further forward in the plot than No.127 and those to the south as can be seen in Figure 1. No. 129 sits further forward by as much as a building's depth.

2.8 Pollards Hill South is an established suburban area which contains a mix of housing forms. For example, whilst the application site contains a bungalow, the neighbouring properties are detached houses. Those on the opposite side of the road are terraced.

2.9 Some of this diversity can be seen in the following image.



Figure 3 Street View

- 2.10 This diversity is apparent in other ways such as the manner in which houses address the road, the treatment and width of front gardens and the means of enclosure and the degree of soft landscaping etc.
- 2.11 Even so, there are elements which provide cohesion throughout the street which it is important to note when considering new development. The palette of materials is relatively simple with white rendered elevations under plain tiled pitched roofs. This is interspersed with brick and timber detailing and projecting bays and gables.

- 2.12 The overall street pattern in the area is quite varied. The following image shows the looped layout of the road with the application on the outside of the loop backing onto Recreation Way. This forms the outer edge of the residential area with commercial buildings to the west. On the inside of the loop the properties sit within smaller plots with gardens backing onto gardens. Further to the south the residential street pattern is more regimented and linear. To the north, there is open space.



Figure 4 Aerial view showing street pattern

- 2.13 Figure 4 highlights in red areas where land on the outside of the loop has been used to create successful backland development which is accessed from the loop of Pollards Hill South.

- 2.14 As can be seen in the image, the areas occupied by such development, represent a significant proportion of the land on the outside of the loop. This has been achieved without substantially altering the character of Pollards Hill South or the amenities of the original properties adjoining it.
- 2.15 This pattern is effectively a reverse of that which has occurred to the east on the loop formed by Pollards Hill West, East and North. Here, newer development has taken place within the loop itself as can be seen in the following image.



Figure 5 Pollards Hill North, East and West

- 2.16 Overall the pattern of the area is one of a relaxed looping road with an unregimented layout of housing of varying forms. It is an area that has accommodated change in

different ways and that has provided additional housing benefitting from this geometry.

Social

- 2.17 The key social impact to consider is that of the proposed buildings on the amenities of existing residents. Those most directly affected are those on either side, nos. 125 and 129. The later sections of this report describe the relationships of the proposed dwellings to the existing. There are no properties to the rear of the site to impose constraints in this manner.

Economic

- 2.18 There are no economic factors influencing the design of the proposed scheme. Once the development is under construction there are likely to be some benefits to the local economy in terms of use of local trades and the sourcing of materials etc.

Planning Policy

- 2.19 The Development Plan for Croydon comprises the London Plan and the 'saved' policies of the Croydon Unitary Development Plan (UDP) 2006. The saved policies are those policies extended beyond the life of the UDP until further progress is made on the Local Development Framework (LDF).
- 2.20 In terms of site specific policies, the site lies within an area affected by UD11, as it lies within the Croydon Panorama.

However, the scale of development proposed will have no impact upon this. The area is not designated as a conservation area or as being of other specific townscape importance.

- 2.21 Beyond this it is the wider policies of the UDP, generally relating to development control and associated matters that need to be considered in formulating proposals for the site's redevelopment.
- 2.22 Policies SP1 and SP3 require new development to be sustainable and of a high standard of design.
- 2.23 Policies SP17 to 22 are the general housing policies and defer to the Urban Design Chapter (et al) for the detail.
- 2.24 Chapter 4 on Urban Design contains specific policies to enhance the overall quality of the design of new development with the aim, summarised in UD1, for proposals that are of a high quality, inclusive and sustainable in design.
- 2.25 The means for achieving this are developed in UD2 which focuses on the impact of development at street level and the interaction of built form and space.
- 2.26 UD3 relates to the scale and design of new development with reference to height and proportions of surrounding buildings, the impact of roof designs and the specific detailing of schemes.
- 2.27 UD7 addresses the importance of inclusive design and the need for accessibility.
- 2.28 UD8 underlines the importance of protecting residential amenity, highlighting its importance to the visual success of new development as well as the practical importance of new development being neighbourly.
- 2.29 UD13 requires consideration of parking provision and layout within new schemes.
- 2.30 UD14 deals with landscaping.
- 2.31 The Housing chapter is of course very relevant to these proposals. The chapter sets out the background to housing land supply which is perhaps less relevant in the context of this report. The key policy to note is H5 on Back Land and Back Garden Development. It is worth setting it out in full here for that reason:
- H5 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 particular:*
- i. Adequate provision should be made for car parking and secure cycle parking and proper access for vehicles, cycles and pedestrians;*
 - ii. The form, layout, siting and site area should respect the existing character and maintain adequate separation between existing and new development;*
 - iii. The design and landscaping should conform to other appropriate policies in the Plan;*

- iv. *The cumulative impact of different schemes in an area does not harm the visual amenity and residential character of the area;*
- v. *Sites of Nature Conservation Importance should be protected and the needs of wildlife taken into account;*
- vi. *Areas of open land that are designated, or meet the criteria for designation, as Local Open Land should be protected; and*
- vii. *the special character of Wooded Hillside and Ridges should be protected (see policy UD9).*

Croydon area to have 3 or more bedrooms, rising to 100% outside district and local sites.

Planning History

- 2.36 There does not appear to be any relevant planning history associated with this site.

2.32 It is clear from this and the supporting text that such development can be satisfactorily accommodated provided these criteria are met. This is reflected in the areas that have already been developed in the manner referred to above.

2.33 The LDF is still at a relatively early stage although there has been consultation on the Core Strategy with the publication of Towards a Preferred Core Strategy document in March 2010 and a Core Strategy supplement and an Infrastructure Delivery Plan in September 2010.

2.34 Pollards Hill is identified as a local centre in accordance with the London Plan town centre hierarchy. It also lies within the North Spatial Management Area (NSMA).

2.35 A need is identified for more 3 and 4 bedroom properties in the Borough and policies are proposed to deliver this. This includes a target in the Amended Homes Strategy for 70% of all new homes in the Borough outside the central

3.0 Evaluation

3.1 From an evaluation of the site the following constraints and opportunities have been identified:

Opportunities	Constraints
<ul style="list-style-type: none"> • To make more effective use of this land in a sustainable, established residential location. • Variety of architectural styles and built forms in area. • Opportunity to increase stock of family housing. • No significant natural features to be retained. • Rear of plot backs onto road, therefore no residential properties to rear • Generally level site with good access. • Plot sits at a break in the building line enabling new building to sit further forward in the site without 	<ul style="list-style-type: none"> • Need to consider amenities of neighbouring properties. • Despite variety of built form there is a need to maintain domestic scale and limited to two/two and half storeys at front of site, possibly subordinate form of development to rear. • Unlikely to be suitable for high density flatted development.

adverse impact on the street scene or neighbours amenity.

- Area to front of site dominated by hardstanding. Redevelopment offers opportunity to enhance the streetscene.
- Existing bungalow of no architectural merit.

3.2 The manner in which these factors have influenced the design of the scheme is described in the following section.

4.0 Design

Proposals

- 4.1 The scheme proposes the demolition of the existing bungalow with the site being redeveloped to provide four detached houses. This is best illustrated in the following image.



Figure 6 Birds eye view of proposed scheme

- 4.2 The two detached dwellings to the front of the site are two storeys with some accommodation in the roof. Each contains four bedrooms. Those to the rear are designed to

appear as single storey buildings but with accommodation in the roof. These too have four bedrooms and are detached buildings.

- 4.3 They are served by a driveway to south east boundary adjacent to no.125 Pollards Hill south. All four houses will have two car parking spaces.

Use

- 4.4 The area is predominantly residential and this is the only sensible use for the site, based on the character of the local area, development plan policies and its existing use.

Amount

- 4.5 The amount of development is influenced by a number of factors including the character of the area, the need to respect the amenities of neighbours, car parking etc. These points have been carefully considered to locate the four dwellings on the site in such a manner that it does not appear cramped, with each sitting comfortably within the site.

Amenity

- 4.6 The issue of amenity is relevant to both the future residents of the proposed houses and the existing residents. As stated previously, there are two properties adjoining the site, nos. 125 and 129. There are no houses to the rear of the site. Those to the front of the site are on the opposite side of the road so the relationship in that instance is one of outlook rather than amenity.

- 4.7 The two proposed dwellings to the front of the site sit further forward in the site than the existing bungalow to take advantage of the change in the building line at this point. This enables the new buildings to align with number 129. This is achieved without encroaching on the 45° guideline in respect of the windows of no 125. No.125 is also separated by the proposed driveway to the houses at the rear.
- 4.8 There is no impact from these properties on no. 129 due to the alignment, as can be seen in the following extract (the existing bungalow is shown in grey).

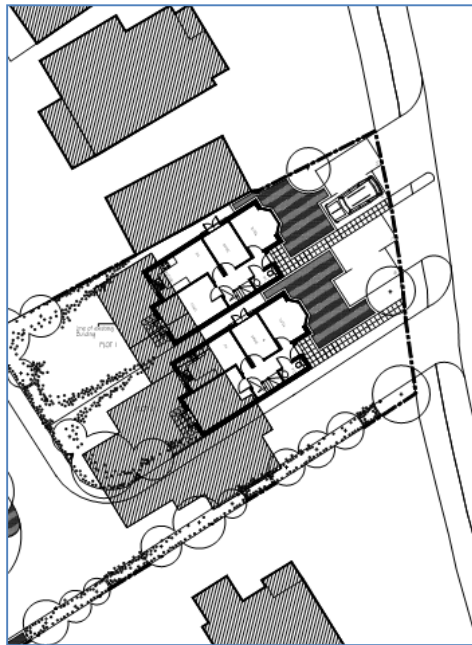


Figure 7 Extract from plans showing relationship of frontage properties

- 4.9 No.129 has its garage on the shared boundary with the application site.
- 4.10 The properties to the rear have been positioned and designed to ensure they are far enough away from the proposed and existing dwelling so as not to cause any problems in terms of overlooking.
- 4.11 The closest window to window distance at first floor level is over 25m, the recognised minimum is normally 21m. This is in relation to no. 125. In the case of no.129 the figure is 36m. The relationships are shown in the following extract.

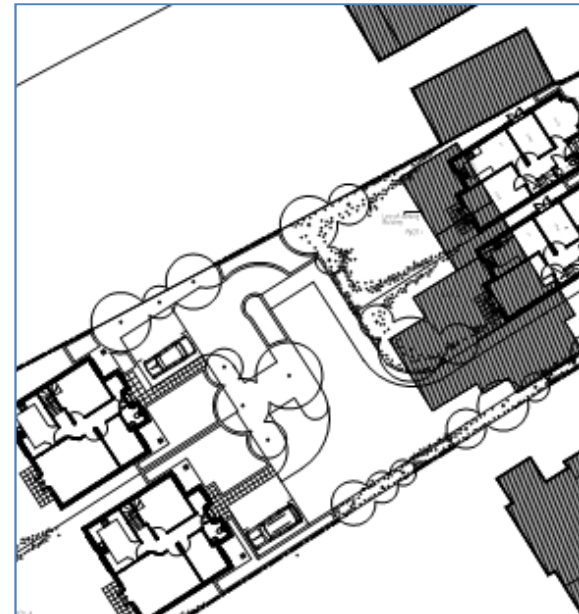


Figure 8 Extract showing relationship of properties to rear

- 4.12 The arrangement of the new plots, the depth of existing gardens and the proposed fenestration mean that there is minimal overlooking of the rear gardens, with extensive private areas available.

Character and Appearance

- 4.13 The design of the buildings has taken the cues from the consistent elements noted in Section 2. The palette of materials is predominantly white render with brick and timber detailing under plain tiled roofs. This is evident in the following image.



Figure 9 Artist impression of plot to rear of scheme

- 4.14 This image also shows the use of bays and gables in the manner of other properties in the area. This approach can also be seen in the following extract showing the building to the front of the site. This can also be seen in Figure 6.



Figure 10 Elevation of plots 1 and 2

Landscaping

- 4.15 The depth of the site means that landscaping has not been compromised as a result of the layout having housing at the front and rear of the site. Figure 6 shows how the layout works in this respect.
- 4.16 At the front of the site the houses are set far enough back to allow the necessary car parking as well as an area of lawn to provide an attractive frontage to each house. This is clear from figure 6.
- 4.17 Whilst the detail of this can be resolved by conditions, the following image shows how this landscape framework can be treated.



Figure 11 Potential landscaping to front of site

- 4.18 The parking areas will be laid to block work with contrasting paving to the paths. The lawns will sit behind railings and will provide sufficient space to allow shrub and tree planting.
- 4.19 This will represent a significant improvement to the hardstanding which dominates the front of the site at present (see Figure 2) and is harmful to the street scene.
- 4.20 The rear gardens will be 11 to 13m deep. Beyond this there is sufficient space for the necessary turning areas and driveways. This will have sufficient space for more soft landscaping.



Figure 12 Central landscaping area

- 4.21 Beyond the properties to the rear are large gardens. All of these areas will be attractively laid out and provide a development of high landscape quality.

5.0 Access (including Lifetimes Homes Statement)

- 5.1 The issue of access covers two different aspects, the accessibility of site in its wider sense and the accessibility of the proposed homes.
- 5.2 The four dwellings have been designed with the sixteen design Criteria of Lifetime Homes in mind and the requirements of Local Plan Policy H14.
- 5.3 The parking spaces allow for clear space to one side with the potential for widening if required with level approaches to the house and entrance. They are sited close to the front doors of the houses.
- 5.4 The entrances to each house will be lit in accordance with the Lifetime Homes Design Criteria.
- 5.5 The plans show how the entrance width and internal dimensions such as door widths etc. comply with the guidelines. Thresholds will also meet the Design Criteria with a maximum 15 mm up-stand. Corridor widths exceed the minimum requirements.
- 5.6 Provision has been made for a shower room on the ground floor if required together with the potential for the family room or study to become a ground floor bedroom if necessary. This meets the criterion for entrance level living space and entrance level WC and shower drainage.
- 5.7 The applicant is happy to accept a condition requiring compliance with these standards.
- 5.8 In wider terms the site is accessible to local services and is in a sustainable location. It is within a short walk of the facilities of the local centre on London Road, which is also well served by bus links as well as rail links from Norbury Station.
- 5.9 London Road (A23) has a good range of shops and other facilities including schools and the local library. There are also offices and industrial premises.

6.0 Conclusions

- 6.1 This application seeks to demolish an existing bungalow and redevelop the site to provide four detached properties with associated car parking and landscaping.
- 6.2 These buildings have been designed to create a strong street scene and to provide a development which sits comfortably on the site in a neighbourly manner.
- 6.3 This represents an improvement over the existing situation where the large area to the front of the bungalow is entirely surfaced with unattractive hard standing.
- 6.4 Careful consideration has been given to the relationship with neighbouring buildings and those between the proposed houses. Privacy distances exceed the normal minimums and all retain private areas with no overlooking.
- 6.5 The design of the buildings takes into account the form of existing buildings in the area and the local palette of materials. The buildings to the rear are subordinate in form and size to the frontage buildings.
- 6.6 There is significant precedent for this form of development within the area and the scheme can be assimilated into its pattern and grain without compromising its character.
- 6.7 The buildings will comply with the Council's policies on Lifetime Homes to provide flexible and accessible family accommodation in line with the Council's stated housing needs.
- 6.8 This Design and Access Statement describes how the scheme responds to the context of the site and the

opportunities and constraints and various planning factors associated with this.

- 6.9 Overall the scheme offers the opportunity to make more efficient use of this well located site without adversely affecting the character of the area.