

Representation Form for Croydon Local Plan Review

 www.croydon.gov.uk	Local Plan Publication Stage Representation Form	Ref: (For official use only)
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Name of the Local Plan to which this representation relates:

**Croydon Local Plan
(Revised) December 2021**

Please return to [ldf@croydon.gov.uk] BY [5:00pm on 17/02/2022]

NB - LPA to include data protection / privacy notice, see para 4 of Explanatory Note

This form has two parts –

Part A – Personal Details: need only be completed once.

Part B – Your representation(s). Please fill in a separate sheet for each representation you wish to make.

Part A

1. Personal Details*

2. Agent's Details (if applicable)

**If an agent is appointed, please complete only the Title, Name and Organisation (if applicable) boxes below but complete the full contact details of the agent in 2.*

Title	<input type="text" value="Mr"/>	<input type="text"/>
First Name	<input type="text" value="Derek"/>	<input type="text"/>
Last Name	<input type="text" value="Ritson"/>	<input type="text"/>
Job Title (where relevant)	<input type="text" value="Not Applicable"/>	<input type="text"/>
Organisation (where relevant)	<input type="text" value="Monks Orchard Residents' Association"/>	<input type="text"/>
Address Line 1	<input type="text" value="[REDACTED]"/>	<input type="text"/>
Line 2	<input type="text" value="Shirley"/>	<input type="text"/>
Line 3	<input type="text" value="Croydon"/>	<input type="text"/>
Post Code	<input type="text" value="[REDACTED]"/>	<input type="text"/>
E-mail Address (where relevant)	<input type="text" value="planning@mo-ra.co"/>	<input type="text"/>

Part B – Please use a separate sheet for each representation

Name or Organisation: **Monks Orchard Residents' Association (MORA)**

3. To which part of the Local Plan does this representation relate?

Paragraph **4.14** Policy **SP2 Homes** Policies Map

4. Do you consider the Local Plan is :

4.(1) Legally compliant	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
4.(2) Sound	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
4 (3) Complies with the Duty to co-operate	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>

Please tick as appropriate

5. Please give details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible.

If you wish to support the legal compliance or soundness of the Local Plan or its compliance with the duty to co-operate, please also use this box to set out your comments.

Policy SP2 – Homes

Quality and Standards

Paragraph 4.14

... **All buildings should be positioned to maximise access**, mitigating the need for unsightly ramps, external lifts, stairs or terraces, whilst working sympathetically with the existing landscape conditions and character. In exceptional circumstances, the Council will take into site specific factors (.i.e., topography, small infill sites, type of scheme such as flats, maisonettes) to determine whether it is achievable for the developments to meet the accessible adaptable housing requirements. ...

Assessment:

Access to Backland Developments:

Access Driveways

The revised Croydon Local Plan does NOT satisfactorily address the Planning requirements for access to Backland Developments.

The Access to Backland Developments usually takes advantage of the separation between existing dwellings or a rear access to garages of existing dwellings.

Alternatively, there could be a need to demolish an existing dwelling in order to gain access to the development site.

There are therefore two separate conditions that require clarification for applicants.

- 1 Ownership of the access drive if used by existing Residents along the street to gain access to their garages or for legal rear access to their properties.
- 2 The width and surface condition of the access and provision of a turning head within the site for ingress and egress of vehicles.

The Supplementary Planning Guidance SPD2 does NOT address the following issues of Access:

1. The maximum length of the access route from the highway to the backland development should be specified;
2. The 'minimum' Length of the Access (Driveway) Route from the public highway and public footpath to the Backland Development for which any **greater length** would require:
 - a. kerbs both sides of the access driveway.
 - b. A footpath for pedestrians, pushchairs and wheelchair users.
 - c. A requirement for vehicle passing bay.
 - d. Special consideration for wheelchair accessibility to avoid an oncoming vehicle.
3. The minimum width of the access driveway between kerbs the full length of the driveway should be specified (rather than the SPD requirement of minimum width of 3.7m as that could be interpreted as the width between the boundary of the access drive and not the useable width of the Access Drive for vehicles between kerbs);
4. The Minimum distance over the length of the access drive or spacing between passing bays for vehicles;
5. The structural strength specification of the driveway to sustain regular heavy goods vehicles, Refuse vehicles or Fire Tenders and emergency vehicles.
6. The minimum length of access driveways without a turning head (in which case vehicles would need to reverse out across the public footpath with limited sight lines – unless reversing into the access driveway).
7. The minimum distance from the furthest development dwelling to the nearest Fire Hydrant. (if over 100m a new nearer Fire Hydrant should be required of the Developer).
8. The Swept path illustration should be provided for heavy goods, Refuse, and emergency vehicles from the highway (road width restriction) turning circle into the access driveway. The full width of the highway would be needed to gain access; therefore, "Double Yellow Line" parking restrictions would be necessary for about 30m both sides of the highway either side of the entrance to the access drive to ensure the full width of the road is available for negotiating access.

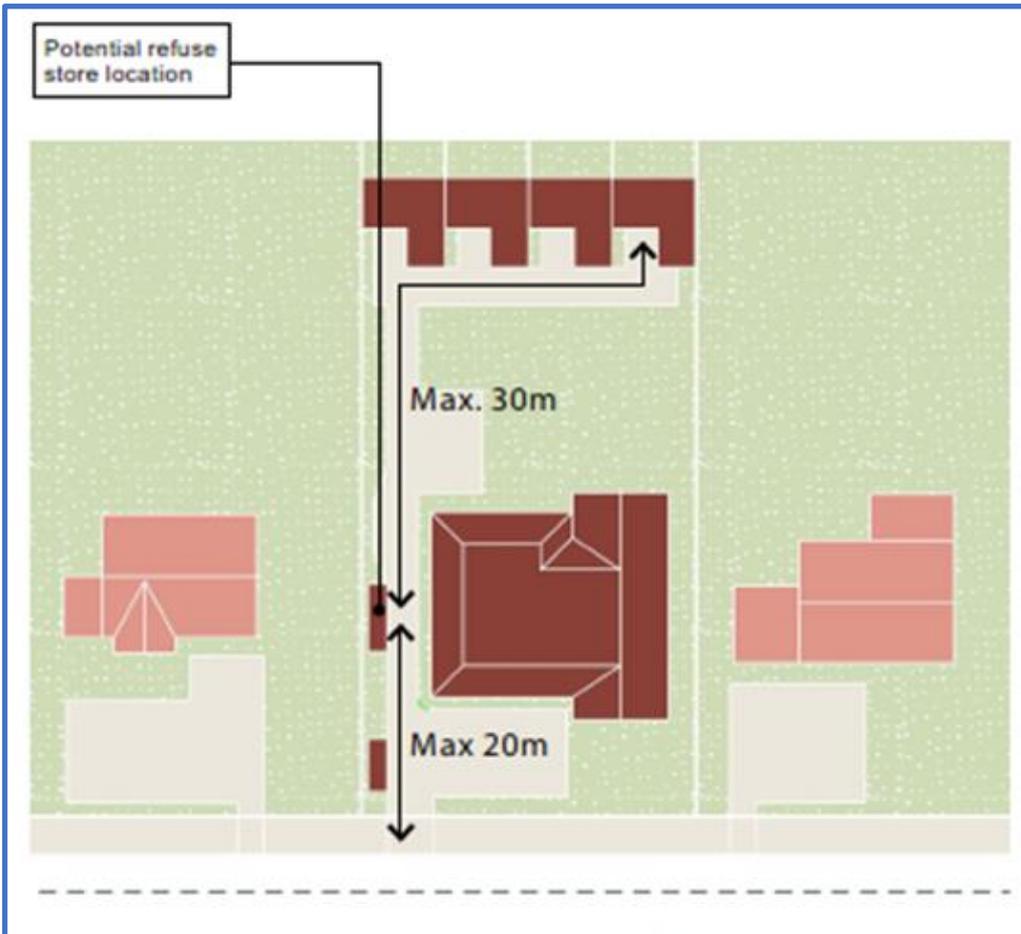


Figure 2.29g: Suitable location of bin stores on sites with limited access for refuse lorries.

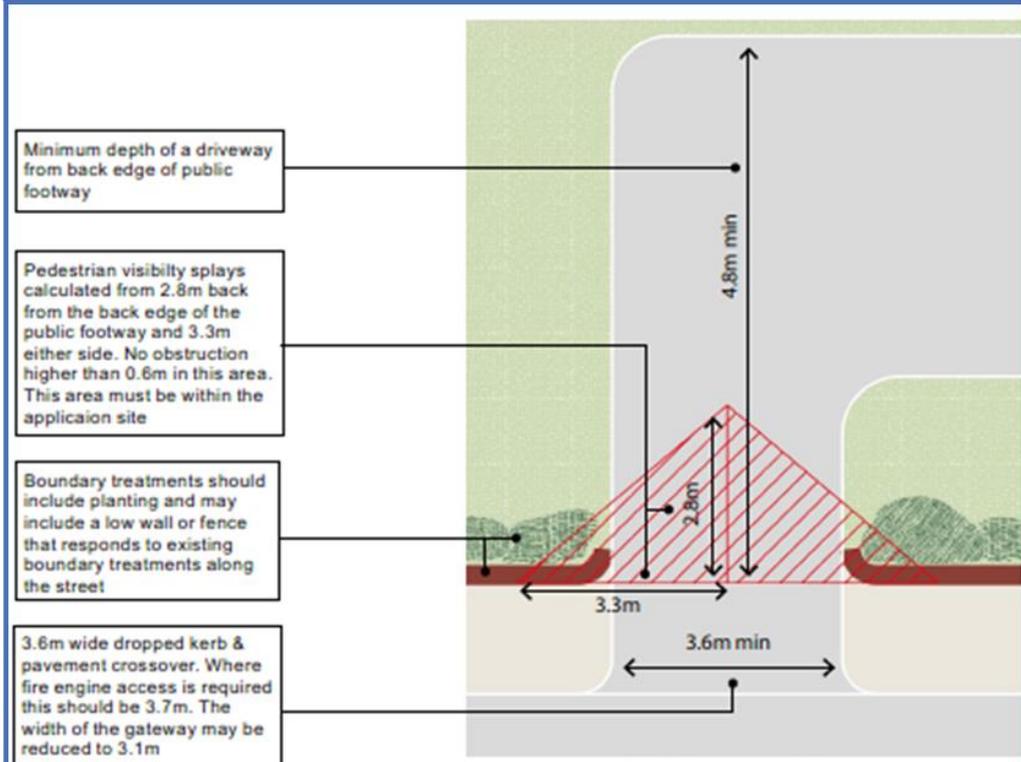
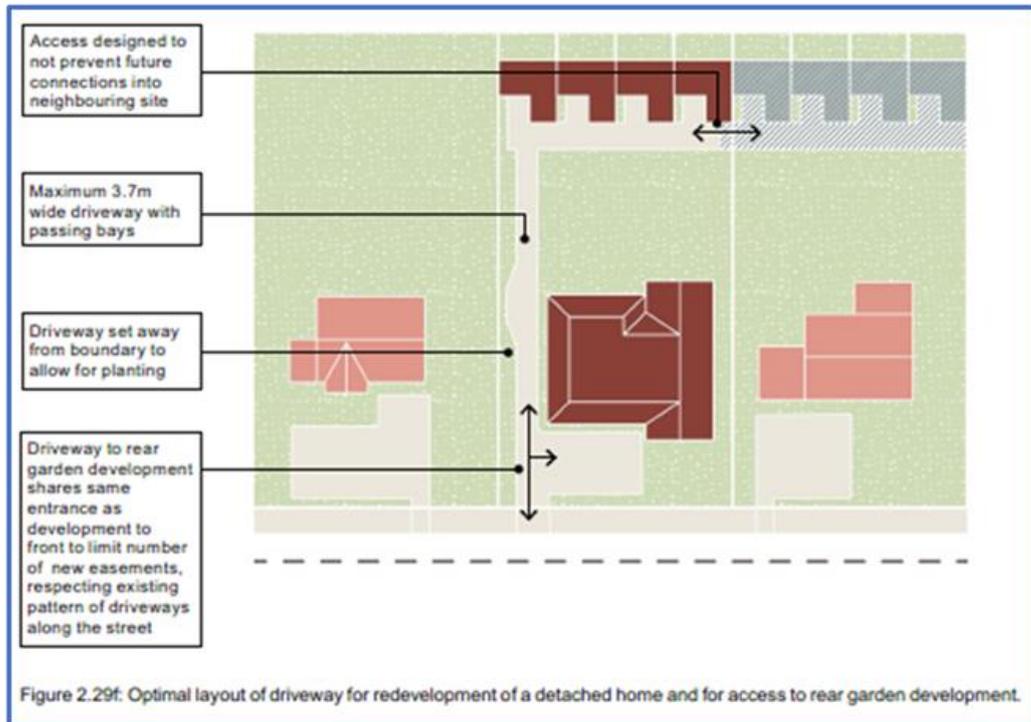


Figure 2.29e: Requirements for entrances and boundary treatments.



NPPF Compliance:

Examining Plans:

35. Local plans and spatial development strategies are examined to assess whether they have been prepared in accordance with legal and procedural requirements, and whether they are sound. Plans are 'sound' if they are:

a) Positively prepared – providing a strategy which, as a minimum, seeks to meet the areas objectively assessed needs²¹; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;

It is considered that the “Access” to “Backland Developments” have NOT been satisfactorily addressed in the Revised Croydon Local Plan and that the most appropriate “Track Changed” reference in the documents is found at Paragraph 4.14 for suitable comment and inclusion to meet the requirement of “Positively Prepared and considered required Policy Guidance.

b) Justified – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;

There is currently inadequate guidance on Backland development access requirements which supports a Justification of these Policy clarifications.

c) Effective – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground;

The suggested Policies would assist both Applicants and Planning Officers with more effective proposals and a definitive requirement for determinations than is currently available.

(Continue on a separate sheet /expand box if necessary)

6. Please set out the modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters you have identified at 5 above. (Please note that non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why each modification will make the Local Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

We do not think SPD2 Section 2.29.10 & 2.29.11 adequately defines the requirements.

The Policy should ensure development Applications include a requirement that:

- A Ownership of the access drive if used by existing Residents along the street to gain access to their garages or for legal rear access to their properties is guaranteed for the life of the development.
- B The width and surface condition of the access and provision of a turning head within the site for ingress and egress of vehicles is fully considered and met with Swept Path illustrations to prove viability.

Also, to define:

1. The maximum length of the access route from the highway to the backland development should be specified;
2. The 'minimum' Length of the Access (Driveway) Route from the public highway and public footpath to the Backland Development for which any **greater length** would require:
 - a. kerbs both sides of the access driveway.
 - b. A footpath for pedestrians, pushchairs and wheelchair users.
 - c. A requirement for vehicle passing bay.
 - d. Special consideration for wheelchair accessibility to avoid an oncoming vehicle.
3. The minimum width of the access driveway between kerbs the full length of the driveway should be specified (rather than the SPD requirement of minimum width of 3.7m as that could be interpreted as the width between the boundary of the access drive and not the useable width of the Access Drive for vehicles between kerbs);
4. The Minimum distance over the length of the access drive or spacing between passing bays for vehicles;
5. The structural strength specification of the driveway to sustain regular heavy goods vehicles, Refuse vehicles or Fire Tenders and emergency vehicles.

6. The minimum length of access driveways without a turning head (in which case vehicles would need to reverse out across the public footpath with limited sight lines – unless reversing into the access driveway).
7. The minimum distance from the furthest development dwelling to the nearest Fire Hydrant. (if over 100m a new nearer Fire Hydrant should be required of the Developer).
8. The Swept path illustration should be provided for heavy goods, Refuse, and emergency vehicles from the highway (road width restriction) turning circle into the access driveway. The full width of the highway would be needed to gain access; therefore, "Double Yellow Line" parking restrictions would be necessary for about 30m both sides of the highway either side of the entrance to the access drive to ensure the full width of the road is available for negotiating access.

(Continue on a separate sheet /expand box if necessary)

Please note In your representation you should provide succinctly all the evidence and supporting information necessary to support your representation and your suggested modification(s). You should not assume that you will have a further opportunity to make submissions.

After this stage, further submissions may only be made if invited by the Inspector, based on the matters and issues he or she identifies for examination.

7. If your representation is seeking a modification to the plan, do you consider it necessary to participate in examination hearing session(s)?

No, I do not wish to participate in hearing session(s)

Yes, I wish to participate in hearing session(s)

Please note that while this will provide an initial indication of your wish to participate in hearing session(s), you may be asked at a later point to confirm your request to participate.

8. If you wish to participate in the hearing session(s), please outline why you consider this to be necessary:

Please note the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate in hearing session(s). You may be asked to confirm your wish to participate when the Inspector has identified the matters and issues for examination.