

To: Case Officer – Mr Dean Gibson  
Development Environment  
Development Management  
6th Floor  
Bernard Weatherill House  
8 Mint Walk  
Croydon  
CR0 1EA

From:

**Monks Orchard Residents'  
Association  
Planning**

29<sup>th</sup> April 2021

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Reference: 21/01635/FUL  
Application Received: Tue 30 Mar 2021  
Application Validated: Tue 30 Mar 2021  
Address: 176 & 178 Orchard Way Croydon CR0 7NN  
Proposal: Demolition of existing dwellings, erection of three pairs of two storey 3-bed semi-detached dwellings with roof accommodation and one pair of two storey 2-bed semi-detached dwellings with car parking, formation of accesses onto Sloane Walk together with a new pavement, and provision of cycle, refuse and recycling stores and soft landscaping.  
Consultation Expiry: Sat 15 May 2021  
Decision Deadline: Tue 25 May 2021  
Case Officer: Mr. Dean Gibson

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Dear Mr Gibson

Please accept this letter as a formal objection to **Application Ref: 21/01635/FUL** for the Demolition of the existing dwellings, erection of three pairs of two storey 3-bed semi-detached dwellings with roof accommodation and one pair of two storey 2-bed semi-detached dwellings with car parking, formation of accesses onto Sloane Walk together with a new pavement, and provision of cycle, refuse and recycling stores and soft landscaping.

The **Monks Orchard Residents' Association** is registered and approved with the **Croydon LPA** and represents approximately **3,800** households in the **Shirley North Ward**. We only object on grounds of 'non-compliance' to adopted or 'emerging' Planning Policies' or to clarify '*ambiguous or vaguely*' worded policies that require interpretation appropriate for the individual proposal.

The Text with **Coloured Backgrounds** are the current adopted or emerging Planning Policies relevant to this Application. All References are listed as "**Endnotes**" at **Appendix A**.

**Planning History:**

176-178 Orchard Way, Croydon, CR0

Demolition of existing buildings, erection of 14 two-bed flats and provision of associated car parking and amenity space.

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Ref. No: 05/03658/P | Received: Thu 25 Aug 2005 | Validated: Thu 25 Aug 2005 |  
 Status: Decided – Withdrawn Application - Wed 28 Sep 2005

176-178 Orchard Way, Croydon, CR0

Demolition of existing buildings, erection of a three-storey building comprising 14 two- bed flats and provision of associated car parking and amenity space.

Ref. No: 05/04112/P | Received: Tue 27 Sep 2005 | Validated: Tue 27 Sep 2005 |

Status: Decided - Permission Refused - Fri 02 Dec 2005

Reasons for refusal not currently available on the public register.

### Existing:

The proposal is for demolition of two, family bungalow homes with an *estimated* total of **10 habitable Rooms** in a total Site Area of **1369.64m<sup>2</sup> (0.1370 hectare)** with an estimated **Residential Density** of **73.01hr/ha** and a **Housing Density** of **14.60\*Units/ha**.

176 Orchard Way	Site Area *		187.1	sq.m.	0.01871	ha
178 Orchard Way	Site Area *		1182.54	sq.m.	0.118254	ha
Existing	Site Area (ha)	Dwellings	Habitable Rooms	Bedrooms	Bed Spaces	Car Parking Spaces
176 Orchard Way	0.0187	1	5	3	4.00	2
178 Orchard Way **	0.1183	1	5	3	5.00	2
Totals	0.1370	2	10	6	9	4
Residential Density	73.01	hr/ha				
Residential Density	65.71	bs/ha		Car spaces per Occupant		0.44
Housing Density	14.60	units/ha				
* Site Area taken from previous Planning Applications						
** Estimated as access not possible and floor plan incomplete						

### Parameters of proposal:

Semi-Detached Dwellings					Residential Density		271.43	hr/ha	Uplift Residential Density		198.42	hr/ha	
8		Site Area *	1400.00	sq.m.	Residential Density		242.86	bs/ha	Uplift Residential Density		177.15	bs/ha	
		Site Area *	0.1400	ha	Housing Density		57.14	unit/ha	Uplift Housing Density		42.54	units/ha	
New	Floor	Bedrooms	Bed-Spaces (Persons)	Habitable Rooms	GIA Offered	GIA Required	Built-In Storage offered	Built-In Storage Required	Private Garden Space offered	Car Parking Space	Electric Charging Facility	Cycle Store	
Unit 1	Ground	0		2	129.02	99.00	2.50	Not Stated	53.64	2	Not Stated	Shed	
	First	2	3	2									
	Second	1	2	1									
Unit 2	Ground	0		2	127.38	99.00	2.50	Not Stated	63.56	2	Not Stated	Shed	
	First	2	3	2									
	Second	1	2	1									
Unit 3	Ground	0		2	127.38	99.00	2.50	Not Stated	63.34	2	Not Stated	Shed	
	First	2	3	2									
	Second	1	2	1									
Unit 4	Ground	0		2	127.38	99.00	2.50	Not Stated	71.80	1	Not Stated	Shed	
	First	2	3	2									
	Second	1	2	1									
Unit 5	Ground	0		2	118.72	90.00	2.50	Not Stated	59.21	1	Not Stated	Shed	
	First	2	2	2									
	Second	1	2	1									
Unit 6	Ground	0		2	118.72	90.00	2.50	Not Stated	91.95	2	Not Stated	Single Cycle Stand	
	First	2	2	2									
	Second	1	2	1									
Unit 7	Ground	0		2	86.14	70.00	2.00	Not Stated	75.67	1	Not Stated	Single Cycle Stand	
	First	2	3	2									
	Second	1	2	1									
Unit 8	Ground	0		2	86.14	70.00	2.00	Not Stated	128.54	1	Not Stated	Single Cycle Stand	
	First	2	3	2									
	Second	1	2	1									
Totals		22	34	38	920.88	716	19	0	607.71	12	0	0	
* Site Area taken from Application Form				Car Spaces per occupant		0.35							
Average hr/unit		4.75 hr/u											

The Application Form indicates the Site Area as **0.14ha** but the **Design and Access Statement** indicates the Site area to be **0.156ha**. We have assumed the **Application Form** value of **0.14ha**.

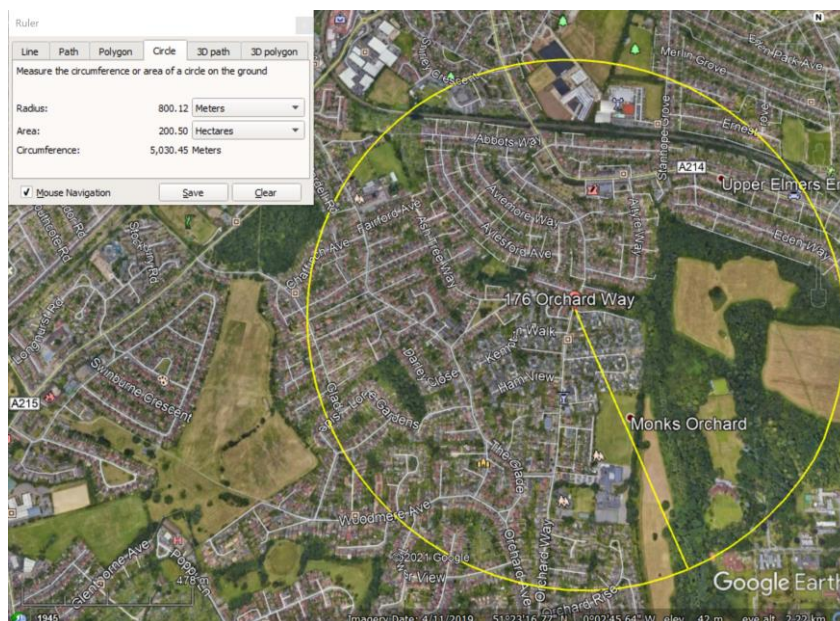
The 'uplift' in **Residential Density** is therefore  $(271.43 - 73.01) = 198.42\text{hr/hectare}$

The 'uplift' in **Housing Density** is therefore  $(57.14 - 14.60) = 42.54\text{units/hectare}$

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## 1 Site Location, Layout and Character

The TfL WebCAT shows 176 Orchard Way has PTAL 0 and 178 Orchard Way has PTAL 1b; therefore, we can assume an average PTAL of 1a for the combined proposal site.



The Google Earth image (above) illustrates the proposed development site is over **800m** from any **Train Station** or **Tram Stop** and is greater than **800m** (Line of Sight) from the **Shirley 'Local' Centre** (i.e., not a '**District**' Centre). Thus, as the **London Plan (2021) Para 4.2.4 [1]** defines the "**Incremental intensification**" criteria potential for existing **suburban residential areas** are required to be **within PTALs 3-6** or within **800m** distance of a **train or tram station** or within **800m** of **town centre boundary** (interpreted as a **District Centre**) this location is therefore precluded from "**Incremental Intensification**".

### **Borough Character Appraisal – Shirley (Place) - Character, Heritage and Design**

**11.202** New development will be **sensitive** to the **existing residential character** and the wooded hillsides of the **Place** referring to the **Borough Character Appraisal [2]** to inform design quality. Public realm improvements will focus on the Local Centre. Any building and conversions should be of a high standard of design to ensure the character of the Centre is respected.

**The current typology (Shirley 'Place') for this location is: "Planned estates of semi-detached houses" or "Compact Houses on very small plots". ... Further housing of this type lies to the north of Wickham Road, covering the majority of North Shirley Ward**. (i.e., including 176-178 Orchard Way).

### **Site Character:**

The Local Character is predominantly detached and semi-detached 2 storey houses and the 3 storey Units of the Lawdon Estate designed dwellings with associated medium sized gardens.

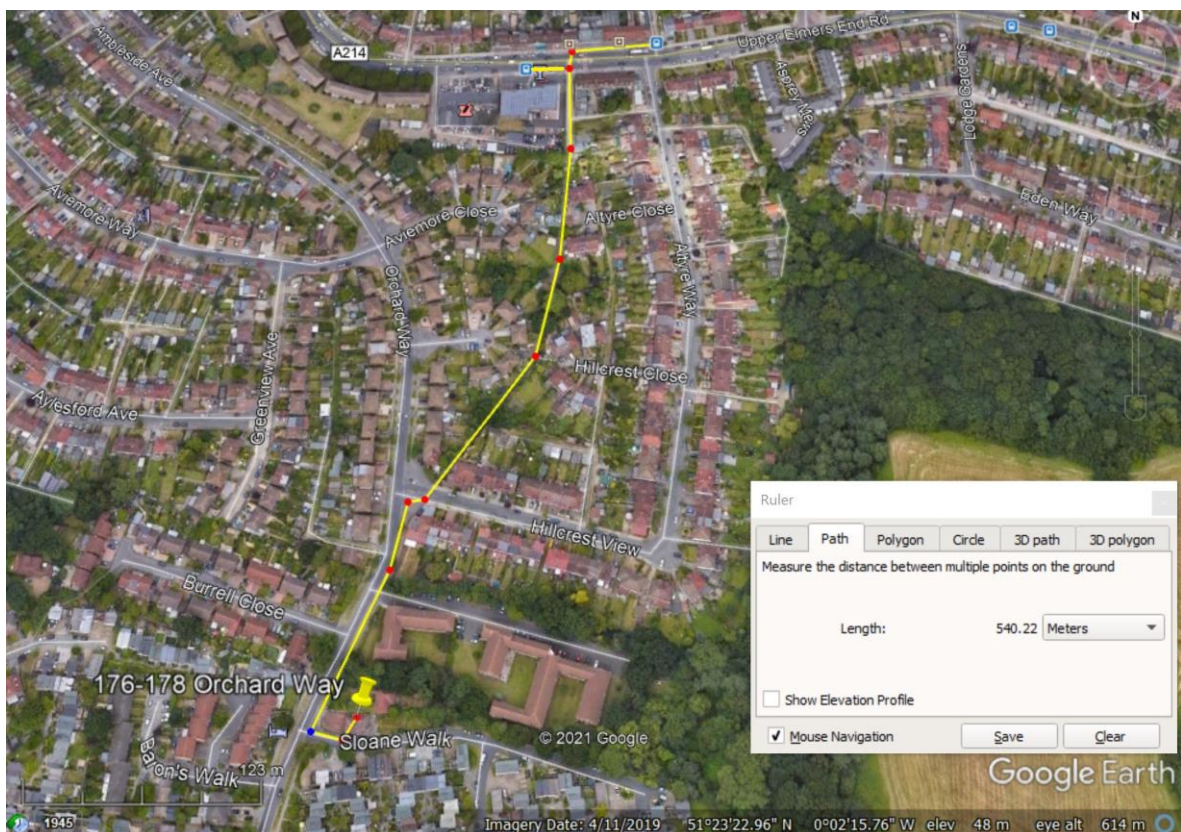
The locality has poor public service provision and poor level of support services and facilities including GP surgeries (one local GP surgery has recently closed). The local education facilities are provided by Monks Orchard School in The Glade and Orchard Way Primary School and Orchard Park High School in Orchard Way.

The site is regarded as very low risk of surface water flooding (Environmental Agency).





**Walking Distance from site to 367 route Bus Stops in The Glade.**



**Walking Distance from site to 194, 356 & 358 route Bus Stops in Upper Elmers End Road.**

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**Orchard Way** has an extremely poor provision of **Public Transport Accessibility Level (PTAL)** at **PTAL of 1a** <sup>[3]</sup> as defined by **TfL WebCAT**, provided by a single decker **367 Bus Service** between **Bromley** and **West Croydon** via **The Glade** (between the **A232** and the **A222**), a winding diverse route at intervals averaging **≈20 minutes**. Also, the **194**, **356** and **358 routes** with **Bus Stops** at **Upper Elmers End Road**.

Walking distances to the nearest **367 Bus Stops** in **The Glade** are **≈682m** (Bromley direction) **≈727m** (Croydon direction) as measured on Google Earth (roughly **10min** walking time).

Walking distance to the Bus stops in **Upper Elmers End Road** **518m & 540m** for the **194** between Lower Sydenham & West Croydon, the **356** between Upper Sydenham & Shirley and the **358** between Bromley and Penge' is **≈517m** and **≈540m** as measured on Google Earth.

### MORA Comment #1:

The foregoing paragraphs set the scene to provide the background for the potential difficulties in the assessment and definition of the appropriate 'Site Capacity' and 'Densification' for the development proposals at 176-178 Orchard Way, resultant on the adoption of the new London Plan <sup>[4]</sup> (2<sup>nd</sup> March 2021) and the current adopted Croydon Local Plan (2018) as set out in the following submission.

Para 4.2.4 of the New London Plan <sup>[5]</sup> defines the "Incremental intensification" criteria for existing suburban residential areas which are required to be within **PTALs 3-6** or within **800m** distance of a **train or tram station** or within **800m** of **town centre boundary** (interpreted as an equivalent to a **District Centre** – (NOT a **Local Centre** as defined in the **Croydon Local Plan**)).

The location at 176-178 Orchard Way is assumed to be **PTAL 1a** (as 176 is **PTAL 0** & 178 is **PTAL 1b**) and the development site falls outside of the **800m** limits of these defined requirements, and as such, the locality of this site is therefore inappropriate for "Incremental intensification".

### Site Layout:



**Ground Floor Plan and Site Layout**

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## **MORA Comment #2:**

The ground floor plan and site layout (Drawing PL-04) show that **Units 5, 6, 7 & 8** are remarkably close to the new public footpath and the south facing ground floor windows are set at eye level allowing passers-by on the new public footpath to have unobstructed views directly into the ground floor living accommodation of these units.

**This is unacceptably close for future occupants of this proposed development.**



The properties on the opposite side of Sloane Walk (south side) 'Lawden Estate' Properties, all have windows facing the street significantly higher than eye level, which prevents vision into the accommodation.

The access to the rear of **Plot 5** is shared with **Plot 4** and the **Bin store** for **Plot 5** will need the Refuse Bins to be dragged via this route on refuse collection days. There is no specific position for these Refuse Bins (nominally three per property) to be left at the front of the properties which should **NOT** be on the public footpath (probably in one of the parking bays). There would need to be Refuse Bins for **Units 4 & 5** within the front curtilage of **Unit 4**.

**This is unacceptable for future occupants of this proposed development.**

Similarly for **Plots 6 & 7**. The Refuse Bins for **Plots 6 & 7** need to be dragged from their respective Bin Stores via the shared access path to the front of the properties, but again have no reasonable allocated space for the bins to be positioned awaiting refuse collection.

**This is unacceptable for future occupants of this proposed development.**

The application documentation gives **no details** of the proposed new **Pavement** or its **specification**, whether it provides **drop kerbs** or any **drainage channels** (CD 239 Rev1) and where and if draining channels are connected to the **Main Drains**. Also, if the new pavement is **within the curtilage** of the new development, **who owns and maintains it and is public access allowed?** It also needs to be confirmed that provision of the **new Pavement** will not reduce the **Road Width** of the existing Sloane Walk public highway.

## **2 Croydon Plan 'Growth' Policies.**

The adopted Croydon Local Plan "**Growth**" Policies are set out in **Policy DM10** and **Table 6.4**.

### **Policy DM10**

The following policies DM10.1 to DM10.10 apply in circumstances other than those where intensification policies (DM10.11) and place-specific policies (DM34 to DM49 and Table 11.1) specify otherwise and will be interpreted with reference to the description of each of the Places of Croydon set out in the introduction to each policy DM34 to DM49 and in the Council's Borough Character Appraisal and by reference to Table 6.5.

**6.57** The Council recognises the need to proactively plan for the population growth. The challenge for the Croydon Local Plan is to respect local character and distinctiveness whilst accommodating growth. Croydon's aspiration is for this to be done in a way that contributes to the improvement of each of Croydon's 16 places and accommodated in the following ways as set out in **Table 6.4**. ...

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**Table 6.4** Accommodating growth and improving Croydon

Method of accommodating growth and improving Croydon	How it works	Applicable policies
<b>Evolution without significant change of area's character</b>	Each character type has a capacity for growth. Natural evolution is an ongoing process where development occurs in a way that positively responds to the local context and seeks to reinforce and enhance the existing predominant local character. Most development throughout the borough will be of this nature.	DM10.1 – DM10.10
<b>Guided intensification associated with enhancement of area's local character</b>	Areas where the local character cannot be determined as a result of no one character being dominant, further growth can be accommodated through place specific enhancement policies.	DM34 – DM49
<b>Focussed intensification associated with change of area's local character</b>	Further growth can be accommodated through more efficient use of infrastructure. Due to the high availability of community and commercial services, intensification will be supported in and around District, Local and potential Neighbourhood Centres which have sufficient capacity for growth.	DM10.11
<b>Redevelopment</b>	In larger areas where growth would result in a change to the local character it must be supported by masterplans or design codes.	DM36.2 DM38.1 DM49.1

### **MORA Comment #3:**

The evolutionary '**growth**' designations, depicted in the current adopted **Croydon Local Plan (2018)** are given at **Table 6.4 (above)**; but there is absolutely **no guidance** on any appropriate '**Growth**', with respect to **Residential, Housing 'Densification' in DM10.1 to DM10.11 or DM34 to DM49 (including Shirley at DM45) to clarify an appropriate 'Site Capacity' or any 'quantifiable' or 'incremental' density parameters** to meet any of the **four** (different) designations for accommodating '**Growth**', given at **Table 6.4** or the supporting text, other than to recommend increased height (Floors) of new developments.

This **totally ignores** the **Plan Making requirements of NPPF (2019) para 16 d)**.

**DM10.1** Proposals should be of high quality and, whilst seeking to achieve a **minimum height of 3 storeys**, should respect:

- The development **pattern, layout, and siting**.
- The **scale, height, massing, and density**.

**Evolution without significant change of area's character:**

**6.58** There are existing residential areas which have the capacity to accommodate growth without significant impact on their character. In these locations new residential units can be created through the following interventions.

- Regeneration** – The replacement of the **existing buildings** (including the replacement of **detached or semi-detached houses with flats**) with a development that **increases the density and massing, within the broad parameters** of the **existing local character** reflected in the **form of buildings and street scene in particular**.

**6.59** **The level of growth depends on existing local character.** The capacity for natural evolution is dependent upon the **local character typology**. The new development should **not adversely impact on the predominant character**. The objective of the evolution of local character is to achieve an **intensification** of use **without major impacts on local character**. Each character type has capacity for growth. Natural evolution is an ongoing process where development occurs in a way that positively responds to the local context and seeks to reinforce and enhance the existing predominant character

**6.60** **Character** in most areas of the borough will evolve over time through the recycling of existing lots with **denser forms of development still within keeping of local character**, the subdivision of larger properties, infill development and the development of the largest back gardens in the borough. Growth will be accommodated with **Table 6.5 providing guidance** as to what development types are likely to be acceptable compared to the predominant character of a local area.

**6.66** To accommodate '**growth**' which would **complement the existing** individual character of Places of Croydon and improve efficiency of land use, the Council promotes a minimum **building height of three storeys**.



### MORA Comment #4:

There is therefore no actual **Policy definition** for **'growth'** in terms of **'Site Capacity'** or **'magnitude of population or housing density'**, nor **'percentage increase or incremental increases'** between any of the **designations** given in **Table 6.4** other than guidance to **"seek to achieve"** a minimum height of **3 storeys** at specific locations.

There is **NO 'quantifiable difference'** between **any of the four designations** listed in **Table 6.4** and there is **no guidance to assist Applicants or Resident's Assessment** of an **"appropriate"** **'magnitude of growth'**, **'Site Capacity'** or **'magnitude of densification'** for any of the **designations** listed in **Table 6.4** as required by **NPPF [6] (2019) Section 3. Plan-making and specifically NPPF para 16.**

### **NPPF Section 3. Plan-making**

#### **16. Plans should:**

- a) be prepared with the objective of contributing to the achievement of **sustainable development**<sup>10</sup>.
- b) be prepared positively, in a way that is aspirational but deliverable.
- c) be shaped by early, proportionate and effective engagement between **plan-makers and communities**, local organisations, businesses, infrastructure providers and operators and statutory consultees.
- d) **contain policies** that are **clearly written and unambiguous**, so it is evident how a **decision maker should react to development proposals**.
- e) be accessible through the use of digital tools to **assist public involvement** and **policy presentation**; and
- f) **serve a clear purpose**, avoiding unnecessary duplication of policies that apply to a particular area (including policies in this Framework, where relevant).

### MORA Comment #5:

It would appear that these policies (**DM10 & Table 6.4**) are prepared with the intention of obfuscation of interpretation and analysis in order to give **case officers** full flexibility to interpret the policies to their **'subjective preference'** without any possibility or likelihood of a legal challenge as the **designations are completely subjective to 'prejudicial interpretation'**.

Therefore, the appropriate **'Growth'**, **'Site Capacity'** or **'Relative Density'** for any **Croydon** locality cannot be defined by the Policies stated in **Croydon Plan (2018)** for **'growth'** for any of the **four designation** objective descriptions given in **Table 6.4**. In addition, **Croydon LPA** does **NOT** include **'Shirley'** in the Borough's **"Infrastructure Delivery Plans"** [7]. The lack of any **'incremental densification'** definition allows Case Officers to **'subjectively'** assess **'densification'** without any possibility or likelihood of a legal or otherwise challenge as the designations at **Table 6.4** are completely subjective to **'prejudicial interpretation'**.

It will therefore be necessary for the **LPA** to undertake an **'infrastructure' and 'site capacity' assessment** for **'minor' developments** to ensure **infrastructure sustainability** will cater for **all** developments, including implications of any **previous cumulative developments** as there has been **no improvement** in supporting infrastructure over recent years and there is **no prospect of any improvement to local infrastructure capacity forecast over the life of the London Plan (2021) and the life of the next revision of the Croydon Local Plan (2022).**



### 3 Croydon Plan Review (2019-2020) - Windfall and Small Sites <sup>[8]</sup>

**Croydon Local Plan Review Planning Bulletin** <sup>[9]</sup> 25<sup>th</sup> June 2020 Interim Bulletin authored by Cllr. Paul Scott, Cabinet Member Responsible for Planning and Regeneration – states:

*“The other particular focus of the review is sustainability, and the protection and improvement of our environment. We need to provide the homes for local people whilst also ensuring that we have a sustainable borough that is green, healthy and pleasant environment to live, work and play in. **We must also protect the character of each of the places in the borough** whilst allowing them to continue to grow and evolve. This is clearly a **difficult challenge**.”*

- “Building New Homes in the Suburbs (Suburban intensification on ‘Windfall’ sites) - as directed by the government we are required to plan for the “gentle” “**densification**” (undefined) of the suburbs with an average **641** <sup>[10]</sup> new homes per year.”
- “Focused Intensification Areas (FIA): Reconsidering the current Intensification Areas and the introduction of additional areas including the following potential options.
  - **Omitting the Shirley FIA (Focussed Intensification Area)** as it looks increasingly unlikely that significant improvements to the public transport capacity in the Shirley area will be delivered over the period covered by the local plan and hence the area only has capacity for limited future growth. The limited development potential significantly reduces the strength of the argument for major transport investment, although improvements are needed from a sustainability perspective.”

#### MORA Comment #6:

This “**Difficult Challenge**” is fundamental to the professional planner’s formulation for **defining appropriate Planning Policies** which **SHOULD** provide specific detailed guidance to satisfy this identified “**Difficult Challenge**”. See **NPPF Chapter 3 Para 16 d)**.

**Para 4.2.4 of the New London Plan** <sup>[11]</sup> defines the “**Incremental Intensification**” criteria for existing **suburban residential areas** are required to be within **PTALs 3-6** or within **800m** distance of a **train or tram station** or within **800m** of **town centre boundary** (or interpreted as a District Centre). Thus, implying that locations **below PTAL 3** and **greater than 800m** from **Train/Tram Stations** or **District Centres**, are “**inappropriate**” for “**Incremental Intensification**” which means that this site at **PTAL 1a** and **greater than 800m** from **Train/Tram Stations** and **District Centres** is in a location which is “**inappropriate**” for “**Incremental Intensification**”.

#### Windfall or ‘Small Sites’ Evidence Base <sup>[12]</sup>

(Croydon Local Plan Partial Review 2019) paper states:

*“1.3 In line with the Council’s recently adopted **Suburban Design Guide**, or **Supplementary Planning Document (SPD2)**, and changes to the London Plan focussing on further delivery of homes through windfall development, this report analyses the likely areas of change across the borough based on the **prevailing character previously mapped through the Borough Character Appraisal**” <sup>[13]</sup>.*

*“2.2 For this study, the **expected rate that windfall homes** will come forward for development is known as a ‘**participation rate**’. The participation rate varies based on the **capacity** and likelihood of a **type of housing** to come forward. For example, it is much more likely that ‘Detached Houses on Relatively Large Plots’ will come forward for development than ‘Cottages, Terraced*

*Houses and Close-Knit Semi-Detached Houses'. The participation rate is calculated based on the following equation:*

**New homes # <sup>[14]</sup> = Participation Rate (%) x Housing Density Uplift (u/ha) x Area (ha)**

*The equation is used across all typologies, broken down by area within and beyond 800m from train stations, tram stops and district centres, to calculate the number of existing dwellings that would be **expected to come forward** as windfall sites during the plan period. These base figures for **uplift in density calculations** are demonstrated in image 8 and resulting participation rates required to meet these figures are demonstrated in images 9 & 10."*

There are **8 <sup>[15]</sup>** main residential typologies:

- ☐ Planned Estates of Semi-detached Houses,
- ☐ Detached Housing on Relatively Large Plots,
- ☐ Compact Houses on Relatively Small Plots,
- ☐ Cottages, Terraced Houses and Close-Knit Semi-Detached Houses
- ☐ Low Density Scattered Housing on Large Plots
- ☐ Large Housing on Relatively Small Plots
- ☐ Medium Rise Blocks with Associated Grounds
- ☐ Public Housing with Public Realm.

***These Typologies are insufficient to define a specific Local 'Design Code' for this application as required of the New London Plan (2021) Policy D3 [See below].***

As the London Plan definition of small sites is below **0.25 hectares**, the nearest **Typology <sup>[16]</sup>** to that for **176-178 Orchard Way** would be "**Bungalows with a medium sized garden on a reasonable sized plot**".

However, we can use this formula to estimate and evaluate the appropriate number of windfall or in-fill dwellings expected for this proposed site area and site capacity as assessed by the **Windfall or 'Small Sites' Evidence Base. <sup>[17]</sup>**

The **Typologies list is incomplete** and **does not fit all dwelling types or all localities character or site capacities of a "Place"** so we cannot define an appropriate '**design code**'. However, an **estimated Participation Rate (%)** is:

Croydon Plan Review Option	Typology	Participation Rate	
		Within 800m	Beyond 800m
Option 1	<b><i>Bungalows with a medium sized garden</i></b>	≈2%	≈1%
Option 2 (Preferred)	<b><i>Bungalows with a medium sized garden</i></b>	≈1%	≈0.5%

**Strategic Option 1 Map - Bungalows with a medium sized garden** - within 800m has an estimated Participations Rate of 2% and beyond 800m is 1%. Or Low Density Scattered Housing on medium sized Plots - within 800m has an estimated Participations Rate of 2% and beyond 800m has Participations Rate of 1%.

Strategic **Option 2 Map - Bungalows with a medium sized garden** - within **800m** has an estimated Participations Rate of **1%** and beyond **800m** is **0.5%**. Or Low Density Scattered Housing on medium sized Plots - within **800m** has an estimated Participations Rate of **1%** and beyond **800m** has Participations Rate of **0.5%**.

### **MORA Comment #7:**

It is understood **Option 2** is the preferred **Option** for the **Local Plan Review**.

Thus, for this proposed development:

Number of expected new homes <sup>[18]</sup>  $\approx \text{PR (0.5\%)} \times \text{Uplift in Housing Density (u/ha)} \times \text{Area (ha)}$   
 $\approx 0.5(\%) \times (42.54\text{u/ha}) \times (0.14 \text{ ha}) \approx 2.9778 \text{ units}$

Thus, Number of new homes (for this site with this local character) is expected at  $\approx 3$  units.

Whereas the proposal is for 8 Units.

## **4 New London Plan (2<sup>nd</sup> March 2021)**

The new London Plan (published and adopted 2<sup>nd</sup> March 2021)

### **MORA Comment #8:**

The main objective of the New London Plan Policies D1, D2, D3 & D4 is to Optimise 'Site Capacity'. The omission of the 'Density Matrix' now requires an assessment to establish the methodology to define the appropriate 'densification' based on 'Site Capacity' for sustainable developments. The new London Plan at Policy D1 - London's form, character and capacity for growth, requires LPAs to undertake area assessments to define the characteristics, qualities and value of different places to develop different areas' 'capacity for growth'. Policy D2 - Infrastructure requirements for sustainable densities requires Density of proposals to be linked to the provision of future planned levels of infrastructure rather than existing levels and Policy D3 - Optimising site capacity through the design-led approach and Policy D4 - Delivering good design, requires definition of area "Design Codes" for guidance to implement the Policies. It is **unlikely** that the **Croydon Plan Review** will include this guidance in order to define the appropriate 'Design Code' for this proposed development at this location, prior to its adoption in 2022 unless included in a **Supplementary Planning Guidance (SPG)** intermediate Policy clarification.

### **Policy D2 - Infrastructure requirements for sustainable densities:**

A The density of development proposals **should**:

- 1) consider, and be linked to, the provision of future planned levels of infrastructure rather than existing levels
- 2) be **proportionate to the site's connectivity and accessibility** by walking, cycling, and public transport to jobs and services (including both **PTAL** and access to local services).

#### **Para 3.2.4 States:**

**3.2.4** Minor developments will typically have **incremental impacts** on local **infrastructure capacity**. The **cumulative** demands on **infrastructure** of **minor development should be addressed in boroughs' infrastructure delivery plans** or programmes. Therefore, it will not 'normally' be necessary for minor developments to undertake infrastructure assessments or for boroughs to refuse permission to these schemes on the grounds of infrastructure capacity.



### MORA Comment #9:

As Croydon LPA does **NOT** include 'Shirley' in the Borough's "***Infrastructure Delivery Plans***", it is necessary for **minor development applications** to include an **infrastructure assessment** to cater for this proposal, **including** all recent **cumulative developments** within the locality of the proposed development to assess sustainability (as the locality does not meet the "***normal***" criteria statement of [London Plan Policy para 3.2.4 \[See above\]](#)).

As there is **no prospect** of any local improvement in future planned levels of infrastructure to public transport at this application location to modify the '**site's capacity**', connectivity and accessibility over the life of the New London Plan or the Croydon Local Plan (2018) <sup>[19]</sup> or the Croydon Plan Review, any proposed development should therefore be consistent with the **current Public Transport Accessibility Level assumed for this Site at PTAL at 1a**.

This proposed development should therefore respect the local character and as there is no proposal for improved transport infrastructure in the foreseeable future, any development should **only** support '***gradual***' or '***gentle densification***' ('***undefined***') to meet **Public Transport PTAL1a accessibility and the "Site Capacity"**. We believe the "**Site Capacity**" has been **significantly exceeded** and is not supported by the available public transport and other service infrastructure.

The New London Plan SPG's Modules A, B & C (consultation completed but not yet adopted) indicates "***Boroughs should prepare 'design codes' and broader forms of design governance that clarify the character of a 'place' and the elements that are important for new developments to respect***". <sup>[20]</sup>

## 5 London Plan Policy D3 - Monitoring density and 'site capacity'.

London Plan (2021) Policy D3 Para 3.3.22 states:

3.3.22 To help assess, monitor and compare development proposals **several measures of density are required** to be provided by the applicant. **Density measures** related to the residential population will be relevant for **infrastructure provision**, while measures of **density related to the built form and massing** will inform its **integration with the surrounding context**. The following measurements of **density** should be provided for all planning applications that include new residential units:

1. number of units per hectare
2. number of habitable rooms per hectare
3. number of bedrooms per hectare
4. number of bedspaces per hectare

### MORA Comment #10:

These "***measurements of density***" (Policy D3 para 3.3.22 items 1 through 4) although '***required***', is **deficient** in defining any **methodology** to actually use these parameters to evaluate the '***site capacity***' or to define acceptability or otherwise of proposed Housing or Residential Densities. These parameters are not even mentioned in the [London Plan Supplementary Planning Guidance \(SPG's\) - Modules A, B or C](#) <sup>[21]</sup> (consultation closed) or Policy H2 B <sup>[22]</sup>. There are plenty of vague '***Objectives***' but **NO definition of Policies**. Policy D3 gives an '***objective***' but provides no guidance on how to implement the **Policy D3**. <sup>[23]</sup>

### MORA Comment #11:

In summary, The **Croydon Local Plan Review** is not produced concurrently with the **new revisions** of the **London Plan** Policies and therefore the **adopted Croydon Plan** does **NOT** include the requirements to implement the **New London Plan 'Design-Led-Approach' Policies**.

The current adopted **Croydon Plan** does **NOT** provide a methodology to determine **individual locality "Site Capacities", "Character Assessments" or "Design Codes"** of **sufficient detail** (within the Places of Croydon), to assess **Local Site 'Capacity' in accordance with the new London Plan (2021) Policy D3**. The objective of the **New London Plan** is to provide housing to the highest quality whilst **"optimising site capacity"** to meet the ambitious targets and address housing need while maintaining good external and internal design, **which is quite different from optimising a 2-dwelling site capacity to provide as many units as possible (8 in this case), that can be squeezed onto a site to maximise profit at the expense of supporting a 'sustainable site capacity'.**

### MORA Comment #12:

**Thus, without a 'robust' local character assessment and evaluation of infrastructure support parameters, it is not possible to determine the scope of 'growth capacity' within which a locality can accommodate sustainable development.** In our view, the **New London Plan** plus the associated planned **SPG's (Modules A, B & C)** does **NOT** provide the appropriate guidance to meet **NPPF Para 16 d)**.

***Recognising the foregoing, and acknowledging that the adopted Croydon Local Plan is inadequate in defining meaningful 'growth' designations or to implement the New London Plan Policies D1, D2, D3, D4 and H2, Planning Officers must therefore make an assessment, based upon the 'current and future known public transport accessibility with other available services infrastructure', 'local character' and 'site capacity' information to estimate an appropriate level of Residential and Housing Densities within the available existing parameters, without 'cognitive dissonance', as there is no prospect of local supporting infrastructure improvements in the locality over the life of these Plans.***

### MORA Comment # 13:

**All the foregoing reasoning confirms this proposal is an over development of the site at this location. It can however be logically assumed that "Gentle Densification" or "Gradual, Moderate Incremental Densification" (all undefined) in an area "inappropriate" for "incremental intensification" would have an appreciably 'discernible' reduction in Density than those localities categorised and listed in Table 6.4 – "Accommodating Growth"**

**We would therefore request that the Case Officer's Report identifies evidence and methodology for the assessment of the recommendation of the proposals 'Site Capacity' in terms of Residential and Housing Densities and available PTAL to substantiate the justification of the proposed Densities for this development at this site in relation to the available and future supporting Public Transport accessibility and other services infrastructure. It is unacceptable for Case Officers to presume a prejudicial interpretation of adequacy without detailed justification.**

## 6 Transport for London Accessibility Assessment.

As the **London Plan Policies D1, D2, D3 and H2** require **LPAs** to undertake **Character Assessments** and given that the **Character Assessments** of the **current adopted Croydon Plan (2018)** are **inadequate** in terms of definition and will probably not be completed prior to the adoption of the **Local Plan Review** estimated in **2022**, we have investigated other possible options for **infrastructure assessment of site capacity for comparison**.

**Transport for London (TfL)** <sup>[24]</sup> recommends suburban Densities at Public Transport Accessibility Levels (PTAL) in the range **0 - 1** to support a **Residential Density of 150 to 200hr/ha** and **Housing Density of 35 to 55 units/ha**.

The **PTAL at 176 Orchard Way** is **PTAL 0** and for **178 Orchard Way** is **PTAL 1b** and as such it is reasonable to assume an **average PTAL of 1a** for this site which is forecast to remain at **1a until at least 2031** <sup>[25]</sup>.

In order to analyse the available parameters, assuming any **incremental increase of Density or PTAL** is approximately **'linear'** across the ranges; **Density** is given by the straight-line function:  $y = mx + c$  where  $m$  = slope (rate of change  $\Delta y/\Delta x$ ),  $x$  = **PTAL** and  $c$  =  $y$  when  $x = 0$  at the  $y$  intercept.

At a **suburban** setting at **PTAL 0 to 1** the **Residential Density** as recommended in the **TfL WebCAT** should be in the range of **150 to 200 hr/ha**

$$\text{Residential Density} = y = mx + c \text{ where } m = \Delta y/\Delta x = \left(\frac{200-150}{1-0}\right) = 50$$

$$\text{Residential Density} = y = 50x + 150 \text{ where } x = \text{PTAL}$$

$c$  is found by the known max and min equations  $150 = 50 * 0 + c$  &  $200 = 50 * 1 + c$

$$\text{Therefore, } 350 = 50 + 2c : \text{ and therefore } c = \frac{300}{2} = : c = 150$$

The **PTAL** required for **Residential Density** of **271.43hr/ha** is:

$$271.43 = 50x + 150 \text{ therefore } x = \text{PTAL} = 2.42$$

Presuming an approximation to linear increases, **PTAL 1a** would be numerically equivalent to **0.66** and **PTAL 1b** numerically equivalent to **1.33**.

Thus, the appropriate **Residential Density** at **PTAL 1a** is:

$$\text{Residential Density } y = 50 * 0.66 + 150 \text{ then } y = 183 \text{ hr/ha at PTAL 1a}$$

$$\text{Similarly, Housing Density} = y = mx + c \text{ where } m = \Delta y/\Delta x = \left(\frac{55-35}{1-0}\right) = m = 20$$

$c$  is found by the known max and min equations  $55 = 20 * 0 + c$  &  $35 = 20 * 1 + c$

$$\text{therefore, } 90 = 20 + 2c : \text{ and therefore } c = \frac{90-20}{2} = c = 35$$

$$\text{Housing Density} = y = 20x + 35 \text{ where } x = \text{PTAL}$$

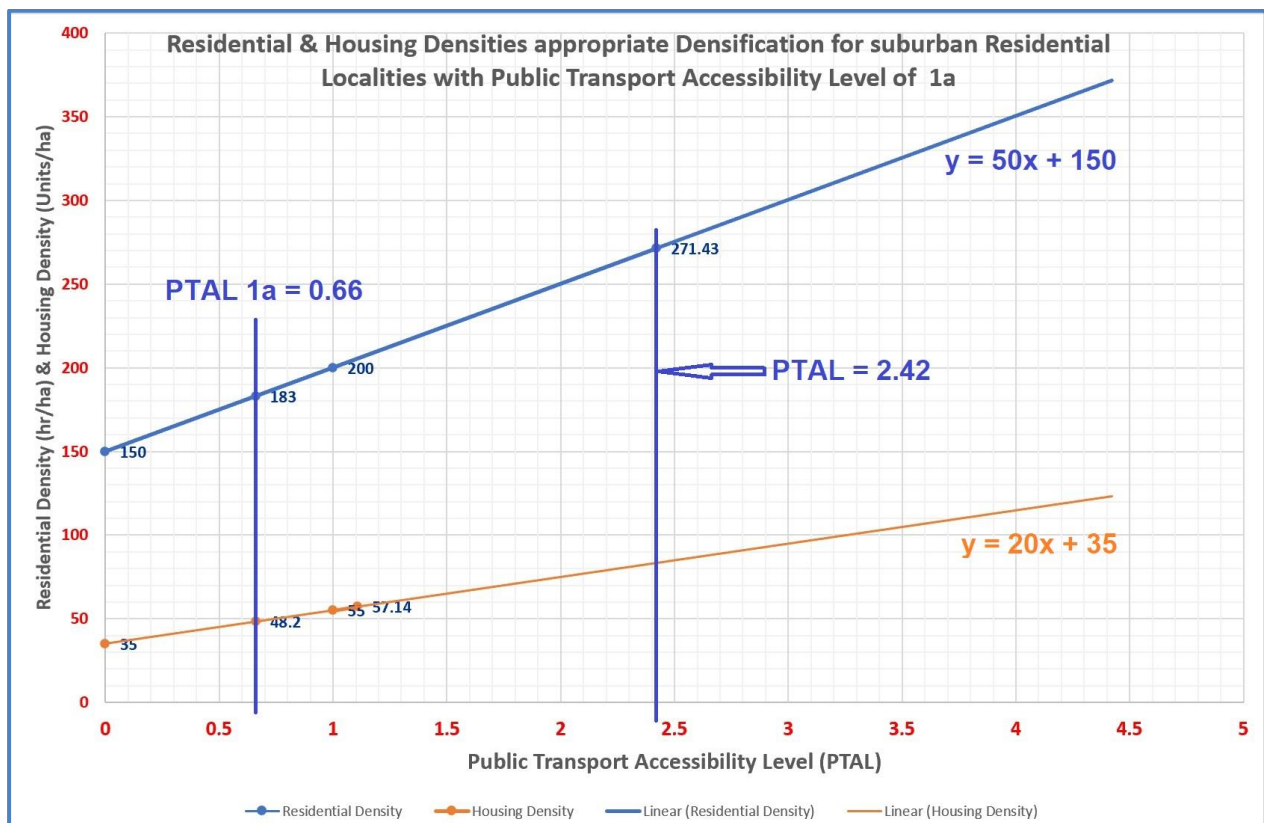
The appropriate **Housing Density** at **PTAL 1a** is:

$$\text{Housing Density} = y = 20 * 0.66 + 35 \text{ then } y = 48.2 \text{ units/ha at PTAL 1a}$$

The **PTAL** for the Actual proposed development at **57.14units/ha** is:

$$57.14 = 20x + 35 \text{ therefore } x = \text{PTAL} = 1.107$$





**Graphical Illustration of calculations above.**

### MORA Comment #14:

This analysis using the TfL WebCAT <sup>[26]</sup> supports our earlier assessment that this proposal is an over-development for the locality based upon the London Plan definition of areas inappropriate for '*incremental intensification*' and the '*Site Capacity*' assessment would require a **PTAL of 2.42** when the actual and future PTAL is 0 to 1 (assumed 1a).

London Plan para 4.2.4 defines the "*Incremental intensification*" criteria for existing suburban residential areas are required to be within PTALs 3-6 or within 800m distance of a train or tram station or within 800m of town centre boundary (or interpreted as a District Centre).

## **7 London Plan Policy H2 Small sites:**

A Boroughs should pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) through both **planning decisions** and **plan-making**.

4.2.5 The **small sites target** represents a **small amount** of the potential for *intensification* in existing residential areas, particularly in **Outer London**, therefore, they **should be treated as minimums**. To proactively increase housing provision on small sites through *incremental development*, Boroughs are encouraged to prepare **area-wide housing 'design codes'**, in particular, for the following forms of development: residential conversions, **redevelopment**, extensions of houses and/or ancillary residential buildings.

## MORA Comment #15:

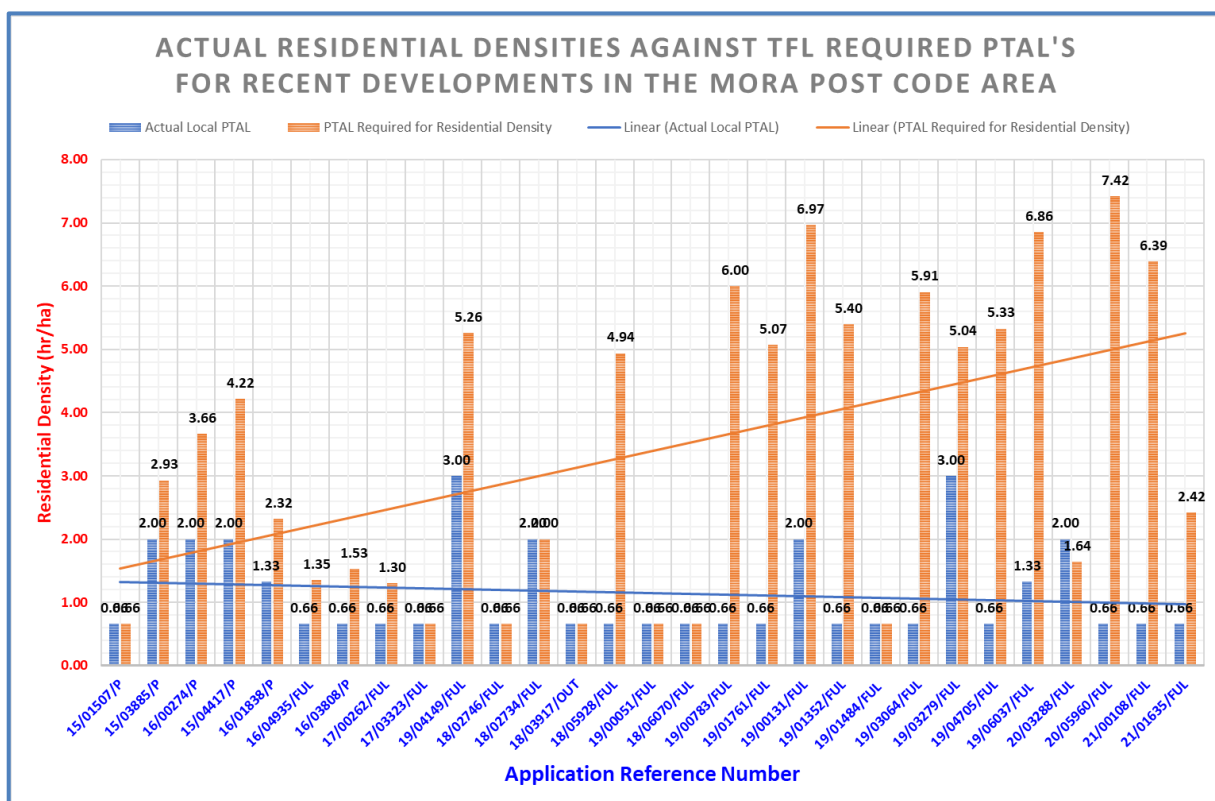
**NO IT DOES NOT** “represent a **small amount** of the **potential for intensification** in existing residential areas, particularly in **Outer London**.” In our area **Small Site** development represents a **significant intensification** (see Histogram below) <sup>[27]</sup> based upon TfL WebCAT analysis.

There is no quantifiable definition of “**gentle** **Densification**” or “**Gradual, Moderate Incremental Densification**”. Thus, all these Policies are **very subjective, vague and inadequately defined** for any **professional** assessment.

The assessment is at the **subjective prejudicial whim** of the case officer.

It can however be **logically** assumed that “**Gentle Densification**” or “**Gradual, Moderate Incremental Densification**” (**Undefined**) would have an appreciably ‘**discernible**’ reduction of **Density** than those localities categories listed in Croydon Local Plan **Table 6.4 - Accommodating Growth**.

## 8 Year-on-year cumulative windfall redevelopments



## Year-on-year cumulative windfall redevelopments

## MORA Comment #16:

Year-on-year cumulative windfall and redevelopments in the **Shirley North Ward** has **unsustainable supporting infrastructure** and access to public transport required for social cohesion from the new occupants of recent developments (see histogram above) as there is no mechanism to manage the requirements of additional occupants of multiple **cumulative high-density year-on-year developments** as they are **assessed individually**.

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The **MORA Post Code Area** has seen significant ‘**cumulative developments**’ since **2015** representing a **significant increased intensification** (see Histogram above) <sup>[28]</sup> with absolutely no improvement in **Public Transport Accessibility** as based upon **TfL WebCAT analysis** or any improvement to other supporting services infrastructure.

The recent **cumulative** developments in the **MORA post code area** (See also histogram above, including this proposed development application), have and will all have **contributed** to the ‘**Community Infrastructure Levy**’ none of which has been visibly spent in the **MORA area** to improve the Public Transport Accessibility to support these increases in local Residential Densities.

## 9 **Policy D6 Housing quality and standards.**

D The design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.

3.6.3 To address the impacts of the urban heat island effect and the fact that the majority of housing developments in London are made up of flats, a minimum ceiling height of 2.5m for at least 75 per cent of the gross internal area is required so that new housing is of adequate quality, especially in terms of daylight penetration, ventilation and cooling, and sense of space. The height of ceilings, doorways and other thresholds should support the creation of an inclusive environment and therefore be sufficiently high to not cause an obstruction. To allow for some essential equipment in the ceilings of kitchens and bathrooms, up to 25 per cent of the gross internal area of the dwelling can be lower than 2.5 m. However, any reduction in ceiling height below 2.5 m should be the minimum necessary for this equipment, and not cause an obstruction.

3.6.11 Other components of housing design are also important to improving the attractiveness of new homes as well as the Mayor’s wider objectives to improve the quality of Londoners’ environment. The Mayor intends to produce a single guidance document which clearly sets out the standards which need to be met in order to implement Policy D6 Housing quality and standards for all housing tenures, as well as wider qualitative aspects of housing developments. This will include guidance on daylight and sunlight standards. This will build on the guidance set out in the 2016 Housing SPG and the previous London Housing Design Guide.

### **MORA Comment #17:**

The proposal meets most accommodation standards as defined by the **New London Plan (2021)** except that the proposal does **NOT** appear to provide any detail of ‘**In-Built**’ **Storage capacities** that are appropriate for the storage of the normal living clutter requirements for future occupants as defined in the **New London Plan (2021) Table 3.1**.

These are ‘**minimum**’ **Accommodation space standards** requirements which the **London Plan** further recommends that “**these minimum standards should be exceeded if at all possible**”, in development proposals.

**It is unacceptable that this detail is NOT submitted in the application documentation.**



## 9 Residential Parking & Cycle Storage.

### Policy DM30: Car and cycle parking in new development

To promote sustainable growth in Croydon and reduce the impact of car parking new development must:

- Reduce the impact of car parking in any development located in areas of good public transport accessibility<sup>97</sup> or areas of existing on-street parking stress;
- Ensure that the **movement of pedestrians**, cycles, public transport and emergency services **is not impeded by the provision of car parking**;
- Ensure that **highway safety** is not compromised by the provision of car parking including off street parking where it requires a new dropped kerbs on the strategic road network and other key roads identified on the Policies Map;
- If the development would result in the loss of existing car parking spaces, demonstrate that there is no need for these car parking spaces by reference to occupancy rates at peak times;
- Provide car and cycle parking spaces as set out in Table 10.1;
- Ensure that cycle parking is designed so that it is secure and can also be used for parking for mobility scooters and motorcycles; and
- Provide car parking for affordable homes at an average rate not less than 2/3 that of other tenures.

**10.43** Car parking, when integrated into new development, can enhance the street scene. However, car parking can also be a barrier to pedestrians, cycles and emergency services as well as detracting from the character of an area. Therefore, it is important that **car parking provision is considered at the outset of a development and fully integrated in the design.**

### MORA Comment #18:

**Units 1, 2, 3 & 4** Parking Bays are on the forecourts of the proposed development configured north/south. If a vehicle enters in a forward gear, exit **MUST** be in a reverse gear giving the driver extremely limited vision to ensure public using the footpath are not inconvenienced or placed in any danger. **Units 2 & 3** have trees restricting the visibility of the driver when exiting in a reverse gear. Any future planting could further reduce visibility splays. **See DM30 para b) & c).**

**Unit 5** Parking has been accommodated by [reconfiguring the curtilage](#) of **Unit 4** front forecourt to enable a parking provision for **Unit 5**. **This provides evidence that the site capacity is inadequate for the number of units** as the plots are not fully self-contained. Unless a physical boundary is visible **this arrangement will seem unacceptable to observers and future occupants.**

**Unit 6** parking bays are staggered such that the first parked vehicle is blocked in by the second subsequently parked vehicle. This will mean that for the first parked vehicle to exit requires the second parked vehicle to previously exit to allow the first parked vehicle to then exit. This manoeuvre would create local confusion and possibly be hazardous to other road users. It may also be the cause of potential conflict if any individual needs use of their blocked vehicle in an emergency. **See DM30 para b) & c).**

It is not specified if any parking provision is to be equipped with **Electric Charging capability** or that **dropped kerbs** are to be provided for each access. In summary, the parking provision has been squeezed in as an after-thought and has not been fully integrated into the design proposal.

The **car parking provision has not been considered at the outset of the development and has not been fully integrated in the design (Policy DM30 para 10.43).** This is further evidence of **over-development of the site** as these parking arrangements are **NOT** consistent.

## 10 London Plan (2021) Table 10.2 - Minimum cycle parking standards:

### MORA Comment #19:

A minimum of **2 Cycle Storage** spaces is required for each **new dwelling**. Presumably, **Units 1 to 5** are provided within the **Sheds** which could accommodate the **two cycles per dwelling** (if they are **NOT** Garden Sheds). **Units 6, 7 & 8** have external Cycle Stands which the illustration shows as **one cycle per dwelling** in the forecourt of **Unit 8**, which could be construed as within the curtilage of **Unit 8**, which is **inadequate** and in an **unacceptable location**.

## 11 Housing Targets

One of the reasons for Case Officers approving 'suspect' development proposals is the stated "compelling need for more homes" for which The London Plan and the Croydon Plan and the Croydon Plan Review have published 'housing targets' for the 'Places' of Croydon to meet this "need".

Croydon Plan Review 2019 - 2039 (at 2019)	
Homes by Place (2019 2039)	
Place	Total
Addington	280 to 350
Addiscombe	1,480 to 1,880
Broad Green & Selhurst	880 to 1,070
Coulsdon	2,050 to 2,490
Central Croydon	11,540 to 12,980
Crystal Palace & Upper Norwood	480 to 670
Kenley and Old Coulsdon	2,000 to 2,480
Norbury	540 to 670
Purley	7,260 to 9,390
Purley Way transformation area	2,900 to 4,470
Sanderstead	1,670 to 2,070
Selsdon	870 to 1,070
Shirley	360 to 460
South Croydon	890 to 1,070
South Norwood & Woodside	560 to 620
Thornton Heath	1,450 to 1,880
Waddon	500 to 610
Already under construction	5,370
Borough totals	At least 46,040 new homes across the borough

The London plan's proposed 10-year windfall and redevelopment targets for Croydon is given in Policy H2 Small sites at Table 4.2 - 10-year targets (2019/20 - 2028/29) for Net housing completions on small sites (below 0.25 hectares) in size and for Croydon is stated to be 6,410 – which equates to 641 dwellings per year for the 'whole of Croydon' over the Planned period 2019/20 to 2028/29.

### Croydon Plan Review (2019):

The Targets for new dwellings over the period **2019 to 2039** are set out in **The Strategic Forecast** for the **Croydon Local Plan Review (2019-2039)** which gives the target for the **whole** of the 'Shirley Place' at between **360 to 460 units** spread over the **20 years of the plan**, giving yearly targets of **18 to 23 units year-on-year**.

This is an **average of 20.5 dwellings per year** for the life of the plan and can be seen in the **LPA's published (2019) Croydon Local Plan Review – Issues and Options**, at page 15, "where it clearly states, "Homes by Place (2019-2039)"; including the 'Shirley Place' (which includes both Shirley North and Shirley South Wards). i.e., target Broken down by "Place" not by Ward.

## MORA Comment #20:

The **MORA Post Code** area application approvals for **2019** as shown in the **tables below** have provided an additional **48 dwellings** in 2019, **24** in 2020 and **14** in 2021 so far (if this application is approved) at an average of **28.66 per year** for **just the MORA Post Code area**, **exceeding the yearly quota for the whole of 'Shirley Place'** at an average **target of 20.5 dwellings per year**.

The **Monks Orchard Residents' Association (MORA)** monitors only our **MORA Post Code Area** for planning applications which is **only a part of the Shirley North Ward**, <sup>[29]</sup> (after the Ward boundary changes), **thus the MORA area is only an exceedingly small portion of the 'Shirley Place' as defined by the Croydon Local Plan yet has significantly exceeded the contribution of the target for the whole of the Shirley "Place"**.

The **cumulative** average estimated over the **two years** is  $(48 + 24)/2 = 36$  **per year** which is for just the **MORA post code area**. This clearly shows cumulative **dwellings significantly exceed the strategic targets** defined in the **Local Plan Review of 20.5 dwellings average per year for the Shirley Place**.

The **MORA Post Code Area** applications, approvals and waiting approval for **2019 to 2021 (so far)** dwellings are as shown in the tables below.

### 2019

Location	Reference No.	Approval Date	Existing Dwellings	New Dwellings	Overall Increase
20-22 The Glade	18/05928/FUL	01/02/19	0	2	2
10-12 Woodmere Close	19/00051/FUL	27/02/19	0	1	1
9a Orchard Rise	18/06070/FUL	21/03/19	1	9	8
32 Woodmere Avenue	19/00783/FUL	20/06/19	1	7	6
18a Fairhaven Avenue	19/01761/FUL	20/06/19	1	9	8
17 Orchard Avenue	19/00131/FUL	06/11/19	1	8	7
56 Woodmere Avenue	19/01352/FUL	24/10/19	1	9	8
14-16 Woodmere Close	19/01484/FUL	23/10/19	0	1	1
37 Woodmere Avenue	19/03064/FUL	26/09/19	1	8	7
<b>Totals</b>			<b>6</b>	<b>54</b>	<b>48</b>

### 2020

Location	Reference No.	Approval Date	Existing Dwellings	New Dwellings	Overall Increase
151 Wickham Road	19/04149/FUL	18/03/20	0	5	5
16-18 Ash Tree Close	19/04705/FUL	27/02/20	2	8	6
174 The Glade	20/01968/FUL	27/07/20	1	2	1
11 Orchard Avenue	20/01578/FUL	03/09/20	1	2	1
195 Shirley Road	19/06037/FUL	22/09/20	1	9	8
116 Orchard Way	20/05960/FUL	Waiting	1	4	3
			<b>6</b>	<b>30</b>	<b>24</b>

### 2021

Location	Reference No.	Approval Date	Existing Dwellings	New Dwellings	Overall Increase
81 The Glade	21/00108/FUL	Waiting	1	9	8
176-178 Orchard Way	21/01636/FUL	Waiting	2	8	6
			<b>3</b>	<b>17</b>	<b>14</b>

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## **12 Croydon Council Governance Review (March 2020).**

- **Enhancing Democracy**
- **Increasing Participation**

### **Planning Recommendations:**

#### **Recommendation 9:**

Ensure the decision-making structure fully supports participation by creating more purposeful opportunities for non-Cabinet Members and **residents to consider and influence planned decisions before they are taken**. Specifically, the Council should enhance the existing Leader and Cabinet model by strengthening the collective Cabinet, establishing the hybrid arrangements which introduce Cabinet Member Advisory Committees, appropriately revising the scheme of delegation and ensuring the necessary changes are reflected within the Constitution.

#### **Recommendation 10:**

Improve the effectiveness of Council meetings by reaching a cross-party agreement on desired changes, underpinned by consideration of the principles and proposals set out in the Governance Review report.

#### **Recommendation 11:**

Recognising public dissatisfaction with Planning seek to enhance understanding of the planning process by:

- Considering recommendations detailed in the PAS report and ensuring those form a key part of the Planning Committee's journey to improve resident experience when engaging with planning;
- Developing more proactive, cross-party working in the area of policy discussion, setting and revision.

## **13 Summary:**

We have assessed this proposal using as much evidence as available which is appropriate for evaluation. This is our first application considered under the New London Plan (2021) Policies.

The four designations at Croydon Local Plan (2018) **Table 6.4** have no '**quantifiable**' **difference** – so are *pretty meaningless*. The growth policies are inadequate to define "**growth**" or "**Site Capacities**" in any meaningful way and it is not helped by a new **London Plan** policy that require **LPAs** to produce '**Design Codes**' when the **Croydon Local Plan** does not get revised and re-issued until **2022**, if then, (always seems to slip). So, we have a period of **no policy definition** up to adoption of the **revised Croydon Local Plan**, which if not addressed in the **revised Local Plan** (2022) will extend for a further **5 years**.

The lack of any '**incremental densification**' definition allows Case Officers to '**subjectively**' assess **densification** without any possibility or likelihood of a legal or otherwise challenge as the designations at **Table 6.4** are completely **subjective** to '**prejudicial interpretation**'.

It is overwhelmingly apparent that this proposal is an overdevelopment for this locality on the many methods of evaluation and assessment referenced in our submission, bearing in mind that recent cumulative developments have already placed significant strain on the available supporting infrastructure such that there is now inadequate infrastructure to

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support this and recent previous developments; it is also recognised that there is no planned improvement in Public Transport Accessibility in the foreseeable future for the Shirley North Ward.

The **Croydon Local Plan** revisions are **NOT** produced concurrently with the latest revision of the **London Plan** which presumably precludes assessment criteria being formulated in accordance with the published adopted Policies within the **New London Plan before publication and adoption of the revised Croydon Local Plan**. This is why we require the **Case Officer** to clearly define the assessment of '**Site Capacity**' and '**sustainability**' in the light of existing infrastructure provision.

The **Croydon Local Plan** makes extensive use of the word "**intensification**", but nowhere does it define its appropriate magnitude or incremental limitations, for localities or "**Site Capacities**".

We have therefore had difficulty in assessing the specific '**Growth densification**' appropriate for this proposed development as the current adopted **Croydon Local Plan** is deficient in its definition of '**Growth Policies**' and the requirements of the **London Plan** are not included in the current adopted **Croydon Local Plan**.

However, the London Plan defines areas appropriate for "**incremental intensification**" within **PTALs 3-6** and within **800m of Tram/Train Station or District Centres** which clearly excludes the site of the proposed development, it can therefore reasonably be assumed that the location is outside the limits appropriate for "**Incremental Intensification**" as defined by the New London Plan (2021) and that the Site location should only suffer "**Gentle densification**" (*again, undefined*).

**Units 5, 6, 7 & 8** are remarkably close to the public footpath and the south facing windows are set at **eye level** allowing unobstructed view directly into the ground floor living accommodation of these units from the new pavement. This new pavement should be within the site area boundary as it should **NOT** reduce the existing Sloane Walk road width.

We have highlighted deficiencies in the configuration of the proposed dwelling and associated layout including Parking & cycle storage facilities provision which we believe shows these were not integral within the design process and are therefore unacceptable. We have also identified issues with Refuse Bin location on collection days.

**Unit 5** Parking has been accommodated by **reconfiguring** the **curtilage** of **Unit 4** front forecourt to enable a parking provision for **Unit 5**. This provides further evidence that the site area is **inadequate** for the number of units as the plots are not fully self-contained.

We have noted that the **Planning Committee** emphasise the "**compelling need for more homes**" for which appropriate targets have been identified. However, on further examination, the pressure to meet housing '**need**' in the **MORA** area has been **categorically satisfied by over-provision of the strategic targets**. It would therefore be **inappropriate** to quote this '**need**' as a significant reason to approve this application

as the identified '**need**' has been more than met in the **Shirley North Ward** to meet the completed **Shirley Place Targets**.

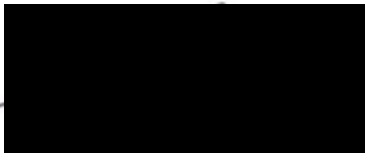
We have thus provided in this submission, ample evidence to refuse this proposed development on grounds of over-development and non-compliance to the **New London Plan** (2021) policies or not meeting the spirit of these planning policies; specifically, the **NPPF**, the new adopted **London Plan** and the adopted **Croydon Local Plan** and therefore consider this a **totally inappropriate proposal** for the site capacity and local character.

It is strongly suggested that this proposal is refused such that the applicant can re-submit a proposal which recognises the objectives of the adopted or emerging policies and the spirit of those policies, for a suitable application of appropriate densities within sustainable existing and planned infrastructure and other policy requirements as listed above, for a further assessment by Planning Officers and local residents.

If this proposal is approved, it will make a complete "*mockery*" of all Planning Policies referenced and quoted in this submission.

Kind regards

Derek



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**Cc:**

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Cllr. Sue Bennett

Cllr. Richard Chatterjee

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Head of Development Management  
Shirley North Ward  
Shirley North Ward  
Shirley North Ward

**Bcc:**

MORA Executive Committee,  
Local Affected Residents  
Interested Parties.



## Appendix A: References:

- [1] **London Plan (2021) Policy H2 Small Sites para 4.2.4 incremental intensification**
- [2] <https://www.croydon.gov.uk/sites/default/files/articles/downloads/Borough%20Character%20Appraisal.pdf>
- [3] <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat>
- [4] [https://www.london.gov.uk/sites/default/files/the\\_london\\_plan\\_2021.pdf](https://www.london.gov.uk/sites/default/files/the_london_plan_2021.pdf)
- [5] **London Plan (2021) Policy H2 Small Sites para 4.2.4 incremental intensification**
- [6] [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/81019/7/NPPF\\_Feb\\_2019\\_revised.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/81019/7/NPPF_Feb_2019_revised.pdf)
- [7] <https://www.croydon.gov.uk/sites/default/files/articles/downloads/Development%20Infrastructure%20Funding%20Study%20%28DIFS%29%202019.pdf>
- [8] <https://www.croydon.gov.uk/sites/default/files/articles/downloads/%27Windfall%27%20or%20Small%20Sites%20Evidence%20Base%20-%20Croydon%20Local%20Plan%20Issues%20and%20Options%202019.pdf>
- [9] <https://new.croydon.gov.uk/sites/default/files/Planning/Planning%20Interim%20Bulletin%20June%2020%20FINAL.pdf>
- [10] [https://www.london.gov.uk/sites/default/files/the\\_london\\_plan\\_2021.pdf](https://www.london.gov.uk/sites/default/files/the_london_plan_2021.pdf)
- [11] **London Plan (2021) Policy H2 Small Sites para 4.2.4 incremental intensification**
- [12] <https://www.croydon.gov.uk/sites/default/files/articles/downloads/%27Windfall%27%20or%20Small%20Sites%20Evidence%20Base%20-%20Croydon%20Local%20Plan%20Issues%20and%20Options%202019.pdf>
- [13] <https://www.croydon.gov.uk/sites/default/files/articles/downloads/Borough%20Character%20Appraisal.pdf>
- [14] <https://www.croydon.gov.uk/sites/default/files/articles/downloads/%27Windfall%27%20or%20Small%20Sites%20Evidence%20Base%20-%20Croydon%20Local%20Plan%20Issues%20and%20Options%202019.pdf>
- [15] <https://www.croydon.gov.uk/sites/default/files/articles/downloads/Borough%20Character%20Appraisal.pdf>
- [16] <https://www.croydon.gov.uk/sites/default/files/articles/downloads/Borough%20Character%20Appraisal.pdf>
- [17] <https://www.croydon.gov.uk/sites/default/files/articles/downloads/%27Windfall%27%20or%20Small%20Sites%20Evidence%20Base%20-%20Croydon%20Local%20Plan%20Issues%20and%20Options%202019.pdf>
- [18] <https://www.croydon.gov.uk/sites/default/files/articles/downloads/%27Windfall%27%20or%20Small%20Sites%20Evidence%20Base%20-%20Croydon%20Local%20Plan%20Issues%20and%20Options%202019.pdf>
- [19] <https://new.croydon.gov.uk/sites/default/files/Planning/Planning%20Interim%20Bulletin%20June%2020%20FINAL.pdf>
- [20] **New London Plan Supplementary Planning Guidance (SPG) Module B – Pre-Consultation Draft Small Housing Developments.**
- [21] <https://consult.london.gov.uk/good-quality-homes-for-all-londoners>
- [22] <https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan/london-plan-2021>
- [23] **Supplementary Planning Guidance (SPG's) are not yet published.**
- [24] <http://content.tfl.gov.uk/connectivity-assessment-guide.pdf>
- [25] <http://content.tfl.gov.uk/connectivity-assessment-guide.pdf>
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- [27] <http://www.mo-ra.co/planning/planning-matrix/>  
[28] <http://www.mo-ra.co/planning/planning-matrix/>  
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