

To: Christopher Grace - Case Officer  
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Development and Environment  
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CR0 1EA

**Monks Orchard Residents'  
Association  
Planning**

18<sup>th</sup> December 2023

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Reference:	23/03978/FUL
Application Received:	Fri 20 Oct 2023
Application Validated:	Thu 30 Nov 2023
Address:	211 Wickham Road Croydon CR0 8TG
Proposal:	Demolishing of ancillary storage outbuilding area attached to the shop situated at the rear garden of 211 Wickham Road CR0 8TG and the erection of a detached building consisting of 1 No, three bedroom 4 Person self-contained unit and 3 Nos, 1 bedroom, 1 Person self-contained unit.
Status:	Awaiting decision
Consultation Expiry Date:	TBA
Determination Deadline:	Thu 25 Jan 2024
Case Officer:	Christopher Grace

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Dear Christopher Grace

Please accept our submission for the revised application Ref: 23/03978/FUL for Demolishing of ancillary storage outbuilding area attached to the shop situated at the rear garden of 211 Wickham Road CR0 8TG and the erection of a detached building consisting of 1 No, three-bedroom, 4 Person self-contained unit and 3 Nos, 1 bedroom, 1 Person self-contained units.

Only information pertinent to this "Review" of the proposal has been extracted from the Applicant's submission and reproduced in this document for the purposes of analysis and assessment (*Copyright "Fair Dealing"*).<sup>1</sup>

This Application is very similar to the previous Application, refused and Dismissed on Appeal.

The difference between Application **Ref: 23/00231/Full** and **Ref: 23/03978/FUL** is:

**Ground Floor Plan Flat 1: No Change.**

**Ground Floor Plan Flat 3: No Change.**

**Grounds: Loss of two Cycle Stores (8 to 6) rearrangement and increased number of refuse Bins.**

**Grounds: Allocation of 22.2sq.m. Communal Garden Space for Flats 2 & 4.**

**Response to Inspector's Report Appeal Ref: APP/L5240/W/23/3318858: comment 11.**

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<sup>1</sup> [https://assets.publishing.service.gov.uk/media/5a80f292ed915d74e6231597/Exceptions\\_to\\_copyright\\_-\\_Guidance\\_for\\_consumers.pdf](https://assets.publishing.service.gov.uk/media/5a80f292ed915d74e6231597/Exceptions_to_copyright_-_Guidance_for_consumers.pdf)

### First Floor Plan Flat 2:

- **GIA** increased from **38.2sq.m** to **43.8sq.m. (Includes Balcony).**
- **Balcony Area** reduced from **5.3sq.m.** to **5.0sq.m.**
- Lounge/Kitchen Area reduced from **23.5 sq.m.** to **22.2sq.m.**
- **Response to Inspector's Report Appeal Ref: APP/L5240/W/23/3318858: comment 7.**

### First Floor Plan Flat 4:

- **GIA** increased from **38.2sq.m** to **43.8sq.m. (Includes Balcony).**
- **Balcony Area** reduced from **5.3sq.m.** to **5.0sq.m.**
- Lounge/Kitchen Area reduced from **23.5 sq.m.** to **22.2sq.m.**
- **Response to Inspector's Report Appeal Ref: APP/L5240/W/23/3318858: comment 7.**

**Total GIA increased from 187.7sq.m. to 198.9sq.m.**

**Design of balconies: unchanged.**

**Additional: Timber Fencing** separating Car Parking Area and Path to the **22.2sq.m. Communal Space** for occupants of Flats 2 & 4.

- **Response to Inspector's Report Appeal Ref: APP/L5240/W/23/3318858: comment 11.**

**Additional extension of screening fencing to Cycle Store and Refuse Bins and gated.**

**The Design and Access Statement dated January 2023 is unchanged** from the previous **Refused LPA Ref: 23/00231/FUL** and **Dismissed on Appeal.**

211 Wickham Road				Ref: 23/03978/FUL				Post Code CR0 8TG				
Units	4			Residential Density	216.05 bs/ha			Floor Area Ratio (FAR)	0.64 #			
Site Area	324 sq.m.			Housing Density	123.46 u/ha			Building Footprint	135.10 sq.m.			
Site Area	0.0324 ha			Occupancy	1.75 persons/Unit			Plot Area Ratio	0.42 #			
	Floor	Bedrooms (b)	Bed Spaces (bs)	GIA Provided (D&A)	GIA Required (Table 3.1)	GIA (Best Practice) Table A1.1	Built-In Storage Provided (**)	Built-In Storage Required (Table 3.1)	Built-In Storage (Best Practice) (Table A1.1)	Private Amenity Space Provided (***)	Private Amenity Space Required	Car Parking
Flat 1	Ground	3	4	74.3	74	84	3.4	2.5	3.0	37.3	7.0	3
Flat 2	First	1	1	43.8	37	41	1.0	1.0	1.5	11.1	5.0	
Flat 3	Ground	1	1	37.0	37	41	1.6	1.0	1.5	19.1	5.0	
Flat 4	First	1	1	43.8	37	41	1.0	1.0	1.5	11.1	5.0	
<b>Total</b>		<b>6</b>	<b>7</b>	<b>198.9</b>	<b>185.0</b>	<b>207.0</b>	<b>7.0</b>	<b>5.5</b>	<b>7.5</b>	<b>78.6</b>	<b>22</b>	<b>3</b>
(*)	Flats 1 & 3 Built-In Storage 1.6sq.m. Under Stairs would have height limitations.								PTAL	2	2011	
(**)	Flat 3 Built In Storage not fully defined (Space indicated but area not specified)								PTAL	2	2031	
(***)	Flats 2 & 4 Communal Garden 22.2 sq.m. (Shared to make the total correct)											
Footprint	As stated on Proposed Block Plan Drawing No. 02F											

211 Wickham Road				Ref: 23/00231/FUL				Post Code CR0 8TG				
Units	4			Residential Density	216.05 bs/ha			Floor Area Ratio (FAR)	0.58 #			
Site Area	324 sq.m.			Residential Density	262.35 hr/ha			Building Footprint	135.10 sq.m.			
Site Area	0.0324 ha			Housing Density	123.46 u/ha			Plot Area Ratio	0.42 #			
	Floor	Bedrooms (b)	Bed Spaces (bs)	Habitable Rooms (hr)	GIA Provided (D&A)	GIA Required (Table 3.1)	Built-In Storage Provided (**)	Built-In Storage Required (Table 3.1)	Private Amenity Space Provided	Private Amenity Space Required	Car Parking	
Flat 1	Ground	3	4	4.0	74.3	74	3.4	2.5	37.3	7.0	3	
Flat 2	First	1	1	1.5	38.2	37	1.0	1.0	15.4	5.3		
Flat 3	Ground	1	1	1.5	37.0	37	1.6	1.0	20.8	5.0		
Flat 4	First	1	1	1.5	38.2	37	1.0	1.0	15.4	5.3		
<b>Total</b>		<b>6</b>	<b>7</b>	<b>8.5</b>	<b>187.7</b>	<b>185.0</b>	<b>7.0</b>	<b>5.5</b>	<b>88.9</b>	<b>23</b>	<b>3</b>	
(*)	Flats 1 & 3 Built-In Storage 1.6sq.m. Under Stairs would have height limitations.								PTAL	2	2011	
(**)	Flat 3 Built In Storage not fully defined (Space indicated but area not specified)								PTAL	2	2031	
Footprint	As stated on Proposed Block Plan Drawing No. 02D											

**The Appeal refused proposal and the new proposal parameters compared.**

Therefore, the majority of the revised **Re-Application** of the **Application Reference 23/00231/FUL** comments still remain **valid**. **We therefore question whether these changes are material enough to allow a re-submission?** We are unconvinced that the new proposal materially addresses the reasons for the LPA refusal of **Ref: 23/00231/FUL** or for the Dismissal of the **Appeal Ref: APP/L5240/W/23/3318858** by the Planning Inspectorate.

We have assessed this proposed development against the **NPPF**, The **National Model Design Code & Guidance** (2021), The **London Plan** (2021) and the adopted **Croydon Local Plan** (2018) with guidance from the emerging **Revised Croydon Local Plan** (2021),<sup>2</sup> retaining and repeating relevant sections of our objection to **Application Reference 23/00231/FUL**.

## New Policies:

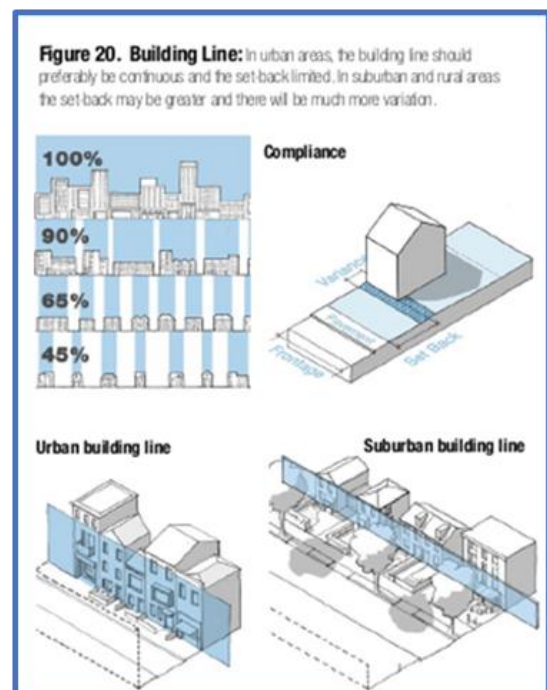
Since the previous Application Reference **23/00231/FUL** was validated on **19/01/2023** there have been updates to the **London Plan** in the form of **London Plan Guidance (LPGs)** which are **relevant guidance** to this new proposal validated on **30<sup>th</sup> November 2023** which support the **National Model Design Code and Guidance (2021)**:

- London Plan Small Site Design Codes (LPG) June 2023
- London Plan Housing Design Standards (LPG) June 2023
- London Plan Optimising Site Capacity (LPG) June 2023
- London Plan Characterisation & Growth Strategy (LPG) June 2023.

## 1 Initial Observations

### 1.1 Building Line Set-Back.

1.1.1 The Inspector for LPA Ref: **23/00231/FUL**, Dismissal of the previous appeal (at Comment 8) does NOT agree with the Government stated Policy. The Inspector considers that *“the proposal would closely align with the side elevation of No 211 Wickham Road; I am satisfied that the proposal would successfully assimilate into this transitional section of the street scene”*. Thus, as the road ‘bends’ toward Wickham Road, the inspector takes the view that it is not necessary to follow the Building Line of **Ridgemont Avenue**. However, we could not find any supporting evidence for that interpretation of Policy in the **National Model Design Code & Guidance** Policy Document, the **London Plan** or the **Croydon Local Plan (2018)**.



<sup>2</sup> <https://www.croydon.gov.uk/sites/default/files/2022-01/croydon-local-plan-2018-revised-2021-part-1-start-to-section-11.pdf>

1.1.2 It was our understanding that **if** a Building Line exists, the 'Building Line' set-back should be followed and if the road is curved, the Building Line Set-Back should follow the curvature of the Road. The Policy does NOT make any concessions if the Road 'bends' or is near a junction! **Therefore, our original comment for Ref: 23/00231/FUL remains appropriate for this revised proposal.**

1.1.3 The proposed development is a continuation of Ridgemount Avenue which has a 'Building Line' following the '**curve**' of Ridgemount Avenue Set-Back of **≈7metres**. The Corner side return Set-Back at Wickham Road is approx. 2.6metres but this set-back only applies to Buildings **fronting** Wickham Road. Thus, the proposal **does not follow** the established Building Line Set-Back of **Ridgemount Avenue**.

## 1.2 National Model Design Code Guidance – Building Line and Set Back

1.2.1 The National Model Design Code Part 1 Build Form at vii) Building line States:

*"The building line is created by the primary front face of buildings along a street ("along a Street, does NOT differentiate whether the Street is straight or curved") and is a key element of design codes. New developments should follow the established building line where it exists. Where there is no building line (for example on the periphery of a town centre or a development site), codes should set one. Coding for building lines can include:*

*Variation: The extent to which buildings can be set forward or back from the line.*

- *Projections: Allowance for elements such as balconies.*
- *Compliance: The percentage of the building line that should be occupied by development.*
- ***Set-Back:** The distance that buildings are set back from the pavement."*

1.2.2 There is no mention of any concessions for '**Bends in the Road**' or near **Junctions!**

## 1.3 Croydon Local Plan (2018) & Revised Draft Croydon Local Plan.

1.3.1 The current adopted **Croydon Local Plan** has no guidance on the appropriate **Building Line Set-Back**. Similarly, the **Revised Croydon Local Plan** has no guidance on the appropriate **Set-Back** or **Building Line** of proposed developments.

## 1.4 London Plan

1.4.1 There is no mention of **Building Line Set-Back** Policy in the **London Plan** (2021).

1.4.2 The **London Plan Small Site Design Code LPG (June 2023)** at section **4.2 Front Building Line** requires "*consistency with the street and requires developments to align with the existing Building Line so as to not negatively impact the character of the street*". The **Small Site Design Code Guidance LPG** does not provide any allowance for deviation of a **Building Line** from following the curve of the Road, but requires **consistency with an existing Building Line**, which is the case for this proposal.

## 1.5 National Planning Policy Framework (NPPF)

1.5.1 The **NPPF** also has no guidance on the appropriate **Set-back** or **Building lines** of development proposals. However, **NPPF para 128 &129** references out to the **National Model Design Codes & Guidance**.

## 1.6 National Model Design Codes & Guidance.

1.6.1 Thus, the **National Planning Framework (NPPF) Policy Guidance** is the **only** available referenced guidance on **Building Line Set-Back** as published by the **Department for Levelling Up Housing & Communities (DLUHC)** in **January 2021** and updated in **June 2021**. Thus, this **National Guidance** is recent and relevant **guidance for this proposal** and gives an additional reason for a **refusal**.

## 2 Shirley Local Centre Assessment - Growth

### 2.1 Croydon Local Plan (2018)

#### 2.1.1 Policy DM10.11 States:

**DM10.11** In the locations described in Table 6.3 and shown on the Policies Map as areas of focussed intensification, new development may be significantly larger than existing and should;

- a. Be up to double the predominant height of buildings in the area
- b. Take the form of character types "Medium-rise block with associated grounds", "Large buildings with spacing", or "Large buildings with Continuous frontage line"
- c. Assume a suburban character with spaces between buildings. Developments in focussed intensification areas should contribute to an increase in density and a gradual change in character. They will be expected to enhance and sensitively respond to existing character by being of high quality and respectful of the existing place in which they would be placed have led to the identification of potential for sustainable housing growth and renewal.
- d. Areas of Focused Intensification are areas where a step change of character to higher density forms of development around transport nodes and existing services will take place."

2.1.2 However, it is **unclear** how the **"Focussed Intensification"** Policy could be applied as the policy is unspecified and undefined regarding the allowable magnitude or percentage increases in either **Housing** or **Residential Density**. In addition, the Policy does **NOT** consider whether an increase in **'intensification'** of **Density** for the **Area Type** would be supported by the currently available and existing **infrastructure**. (*London Plan Policy D2 - Infrastructure requirements for sustainable densities*). The Policy is therefore **'Flawed'** and virtually meaningless.

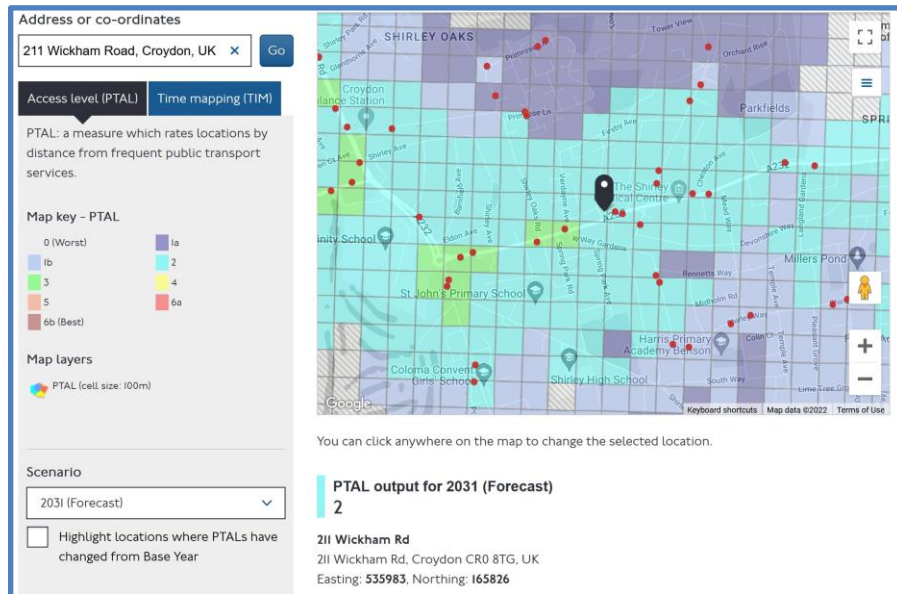
### 2.2 Revised Croydon Local Plan (2021) Not yet adopted thus cannot be enforced

2.2.1 The **'emerging'** Revised Croydon Local Plan is understood to omit the **"Focussed Intensification"** at this location of the **Shirley Local Centre** due to **limited local infrastructure**, with the presumption that there would probably not be any **Infrastructure improvement** for **Shirley** over the life of the **Plan 2019 to 2039**.

#### 2.2.2 Revised Croydon Local Plan Policies Map.

2.2.2.1 The **'emerging'** Revised Policies Map (prior to its removal) indicated that 211 Wickham Road would not be considered within an **"Intensification"** designated Area.

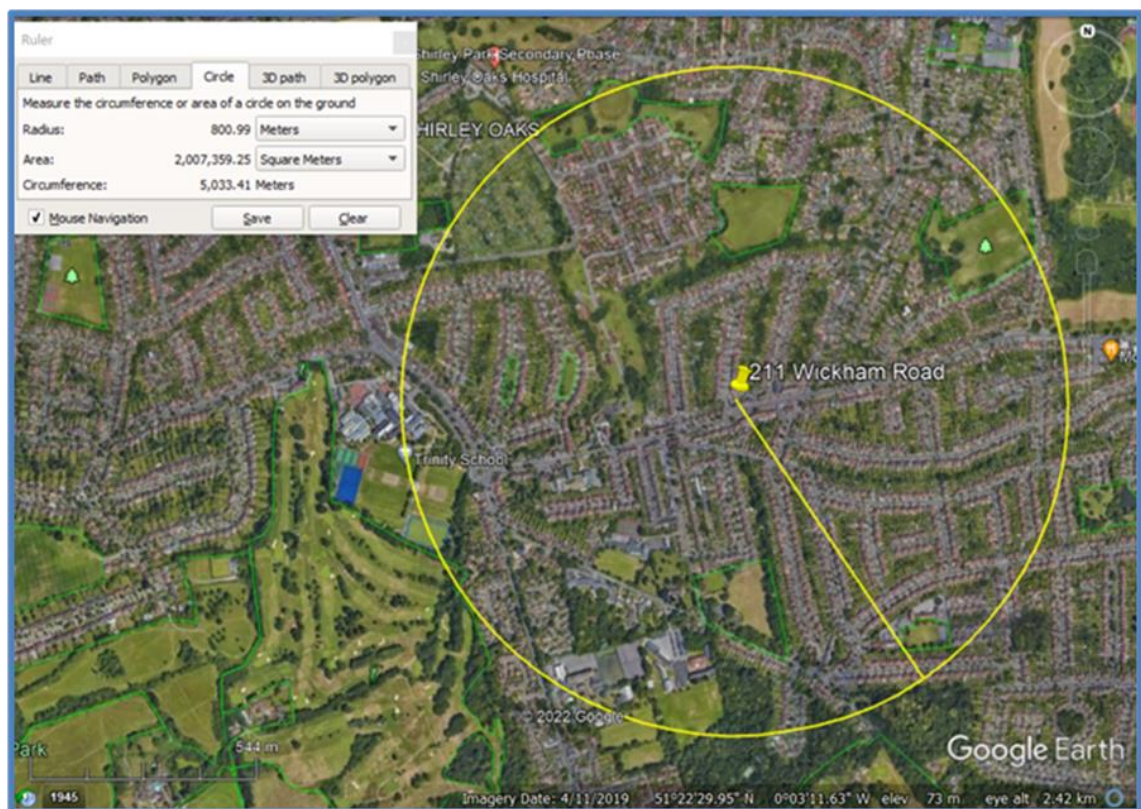
## 2.3 TfL Public Transport Accessibility Level (PTAL)



### TfL Public Transport Accessibility Level (PTAL 2) at 211 Wickham Road.

#### 2.3.1 London Plan “Incremental Intensification”.

##### 2.3.1.1 London Plan (2021) Policy H2 – Small Sites; Para 4.2.4:



### Google Earth Image of Location of 211 Wickham Road exceeding 800m from nearest Tram/Train Station and exceeding 800m from the nearest District Centre.



4.2.4 *“Incremental intensification of existing residential areas within PTALs 3-6 or within 800m distance of a station or town centre boundary is expected to play an important role in contributing towards the housing targets for small sites set out in Table 4.2.”*

2.3.1.2 The Google Earth Image above illustrates that **211 Wickham Road** is greater than **800m** from any **Tram or Train Station** or a **District Centre**. **Shirley is a Local Centre, NOT a District Centre**. As the Local **PTAL is 2** i.e., <PTAL 3, the location of **211 Wickham Road** is inappropriate for *“Incremental Intensification”* as defined by the **London Plan Policy H2 Para 4.2.4**.

### **3 Design Codes & Guidance**

3.1 With the removal of the ‘**Density Matrix**’ from the latest iteration of the **London Plan**, there is now **NO relationship** between **Area Type Settings, Housing Density, Residential Density** or **Public Transport Accessibility (PTAL)**. The **Croydon Local Plan (2018)** does NOT provide any guidance on the assessment of local **Design Code Assessment**. The **Revised (Draft) ‘emerging’ Croydon Local Plan** also does NOT provide any guidance on the assessment of **local Design Code Assessment**.

3.2 The **London Plan Policies** at **Policy D3 – Optimising Site Capacity through the Design Led Approach, Policy D4 – Delivering Good Design** and **Policy H2 – Small Sites**, recognise the need for the assessment and implementation by ‘**Design Codes**’ but does **NOT** give any guidance or methodology how that should be achieved.

3.3 The **National Planning Policy Framework (NPPF)** does give guidance by referencing out to documents produced by the **Department for Levelling Up, Homes & Communities (DLUHC)** viz: **National Model Design Code and Guidance**.<sup>3</sup> The **National Model Design Code and Guidance Parts 1 & 2 (NMDC&G)** were first published by the **Department for Levelling Up, Housing & Communities (DLUHC)** in **January 2021** and updated in **June 2021** and were therefore available for the Applicant prior to the submission of this **Planning Application** in **2023**,

#### **3.4 NPPF Paras 129**

129. **Design guides and codes** can be prepared at an **area-wide, neighbourhood or site-specific scale**, and to carry weight in decision-making should be produced either as part of a plan or as supplementary planning documents. ... may also choose to prepare **design codes in support of a planning application for sites they wish to develop**. Whoever prepares them, **all guides and codes** should be based on effective community engagement and reflect local aspirations for the development of their area, taking into account the guidance contained in the **National Design Guide** and the **National Model Design Code**. **These national documents should be used to guide decisions on applications in the absence of locally produced design guides or design codes.**

3.5 As there is absolutely no guidance provided in either the adopted **Croydon Local Plan** or the **Revised Croydon Local Plan**, or the **London Plan (2021)**, the **National Model Design Code & Guidance (NMDC&G) (2021)** as published by the **Department for**

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<sup>3</sup> <https://www.gov.uk/government/publications/national-model-design-code>

**Levelling Up, Housing & Communities (DLUHC) should be used.** This guidance is referenced from the **NPPF para 129** for local planning proposals and **“should be used to guide decisions on applications in the absence of locally produced design guides or design codes.”**

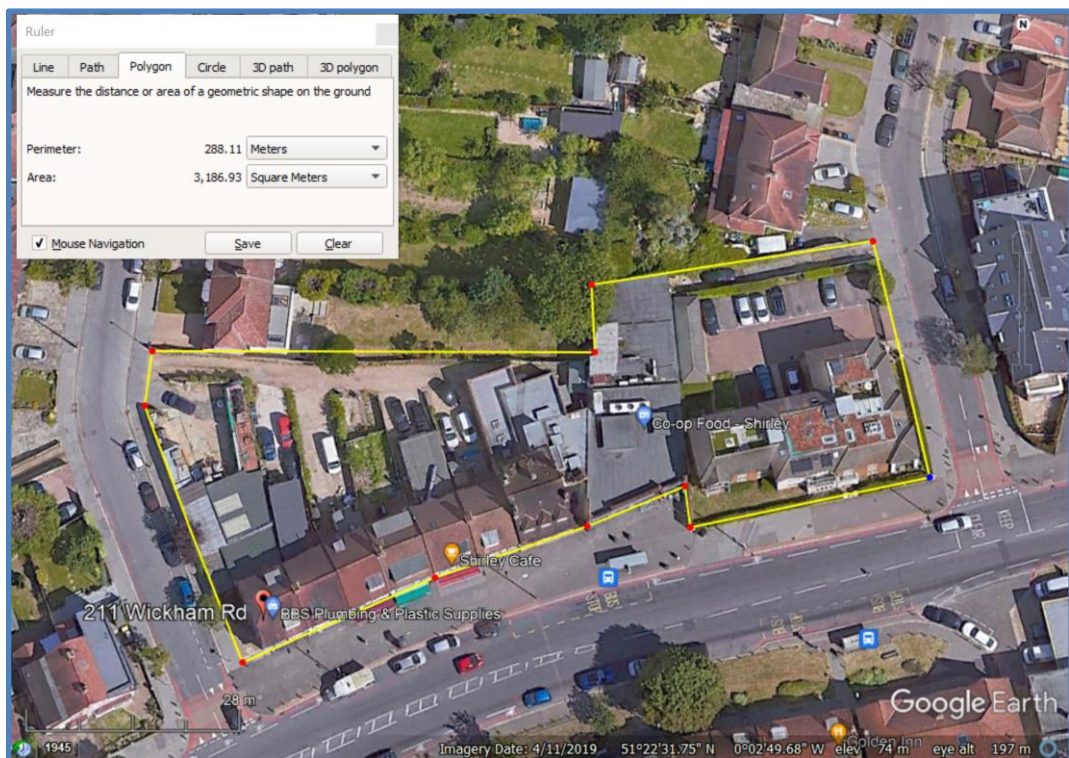
## 4 Area Type Design Code Assessment

4.1 Part 1 of the NMDC&G at Section 2.B page 14 defines Area Types as:

<b>Outer Suburban Area Type :-</b>	<b>20 Units/ha to 40 Units/ha</b>
<b>Suburban Area Type :-</b>	<b>40 Units/ha to 60 Units/ha</b>
<b>Urban Area Type :-</b>	<b>60 Units/ha to 120 Units/ha</b>
<b>Central/Town Area Type :-</b>	<b>≥120 Units/ha and above</b>

4.2 The **Local Area** assessment to define the **Local Design Code** requires an analysis of the locality which will provide parameters to use for defining the **Local Design Code detail**. The simplest analogy is to assess the **Post Code Area** for such an assessment as we know of no other area designation for which parameters are defined.

4.3 The **Post Code Area** has been assessed roughly from **Google Earth**.



**Google Earth Image of Post Code CR0 8TG assesses Area of ≈3,186.93 sq.m.**

4.4 The Google Earth image and use of the Polygon measurement feature shows the Post Code Area to be approximately **3,186.93sq.m.** and the table (below) provides the analysis of the **Post Code Area CR0 8TG** within the **Shirley ‘Local Centre’ Area Type**. This analysis is **conclusive evidence** that the **Shirley Local Centre** is definitely of an **“Outer Suburban” Area Type Setting** as Defined in the **National Model Design Code and Guidance**.



4.5 The local **Post Code CR0 8TG** has a population of **17<sup>4</sup>** in an Area of **3,187m<sup>2</sup>** **≈0.3187ha** and **8 dwellings** from **211a Wickham Road** to **223a Wickham Road**.<sup>5</sup>

#### 4.6 Post Code Design Code Assessment

National Model Design Code Parameters of Post Code CR0 8TG					
Area Design Code Parameter		Input Parameters		Constrains	
<i>(These parameters auto calculated Design Code)</i>					
Post Code	CR0 8TG			Ward	Shirley North
Area of Post Code (ha)	0.3187	hectares		Flood Risks	1000yr Flood Risk
Area of Post Code (Sq.m)	3186.93	sq.m.		Gas Pressure	Low Pressure
Number of Dwellings (Units) (*)	8	Units		Water Pressure	N/A
Number of Occupants (Persons)	17	Persons		HASL (m)	67m
Post Code Housing Density	25.10	Units/ha		Building Line Set-Back	≈7m (Ridgmount Ave)
Post Code Average Occupancy	2.13	Persons/Unit			
Post Code Residential Density	53.34	Bedspaces/ha			
Post Code Area Type	Outer Suburban	Area Type Setting			
(*) Last updated on 6 December 2023					
National Model Design Code Parameters		Min	Max	Measure	
Area Type (Outer Suburban, Suburban or Urban)	Outer Suburban	20	40	Units/ha Range	
Equivalent Residential Density (Persons/ha)	Outer Suburban	47.2	94.4	Persons/ha Range	
<i>(Base on Statista National Average in 2022 = 2.36)</i>					
		U/ha	bs/ha		
PTAL (now)	2.00	53.33	125.87	For PTAL	
PTAL (forecast 2031)	2.00	53.33	125.87	For PTAL	
PTAL Required to Support Residential Density	0.16	22.67	53.34	For Area Type	Outer Suburban

#### Assessment of local POST CODE Area Types Settings

#### 4.7 Application Design Code Assessment

Application Design Code Parameters					
Application Details		Calculated Assessments:			
Appeal Application	Ref: 23/03978/FUL	Housing Density	123.46	Units/ha	
Address:	211 Wickham Road	Residential Density	216.05	bs/ha	
Post Code:	CR0 8TG	Floor Area Ratio	0.61	#	
		Plot Area Ratio	0.42	#	
		Occupancy	1.75	p/unit	
Input Parameters		National Model Design Code:		Min	Max
Site Area (sq.m.)	324.00 sq.m.	Area Type Setting (Units/ha)	Central	120.00	>120
Site Area (ha)	0.0324 hectares	Area Type Setting (bs/ha)	Urban	141.60	283.20
Units (Dwellings)	4 Flats	Building Line Set-Back	≈7	metres	
Bedrooms	6 br	Storey's (+ = Loft accommodation)	2(+)	#	
Bedspaces	7 bs				
Number of Floors/Dwelling	1 #				
Gross Internal Area (GIA) Offered	198.90 sq.m.	Public Transport Accessibility:		U/ha	bs/ha
Gross Internal Area (GIA) Required	185.00 sq.m.	PTAL (Current)	2.00	53.33	125.87
(GIA) Best Practice	207.00 sq.m.	PTAL (Forecast)	2.00	53.33	125.87
Building Line Set-Back	Challenged metres	PTAL for Residential Density	4.29	91.50	216.05
Footprint Area (GEA)	135.10 sq.m.				

#### Assessment of Proposed Application Design Code Parameters

#### 4.8 Comparison Post Code and Application Design Codes

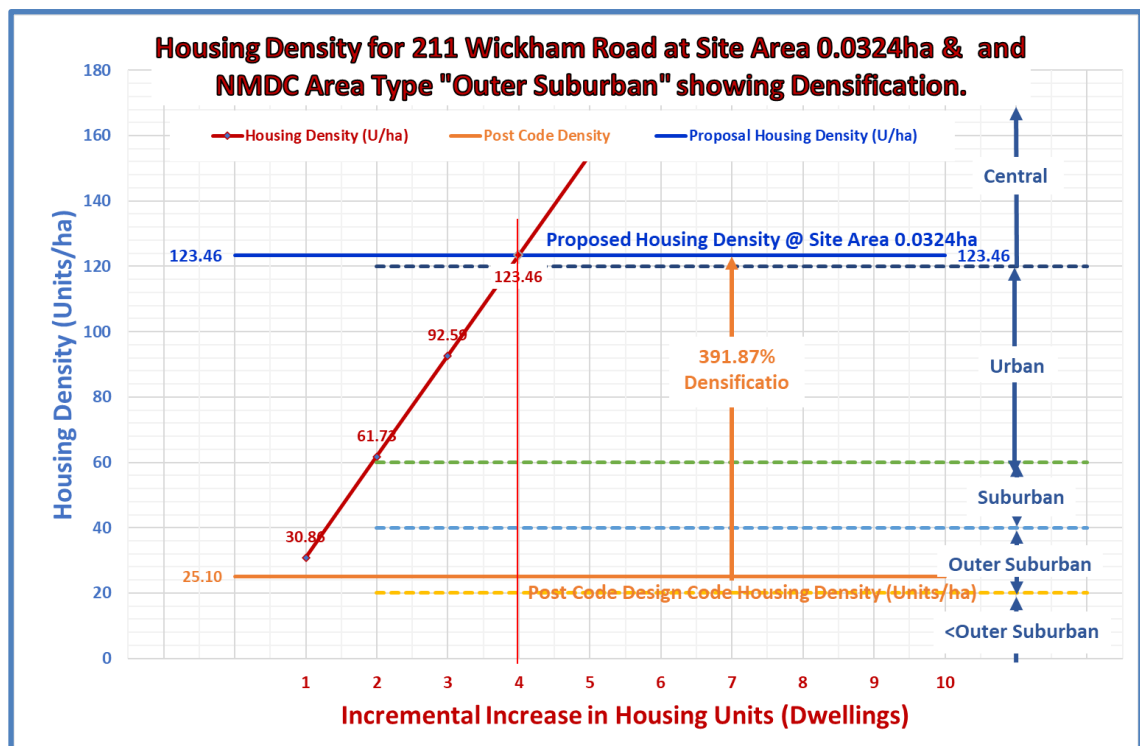
Difference between Post Code & Proposed Application (Design Codes)					
Post Code Housing Density	25.10	U/ha	Area Type Setting	Outer Suburban	
Application Housing Density	123.46	U/ha	Area Type Setting	Central	
Percentage (Increase)	391.87%				
Post Code Residential Density	53.34	bs/ha	Area Type Setting	Outer Suburban	
Application Residential Density	216.05	bs/ha	Area Type Setting	Urban	
Percentage (Increase)	305.04%				
Post Code Required PTAL	0.16		Existing PTAL	2.00	
Application Required PTAL	4.29		Application Required PTAL	4.29	
Percentage (Increase)	2581.25%		Percentage (Increase)	114.50%	

#### Comparison of Post Code & Application Parameters

<sup>4</sup> <https://www.postcodearea.co.uk/>

<sup>5</sup> <https://www.gov.uk/council-tax-bands>

- 4.8.1 The **Local Area Type** setting as defined by the **Local Post Code Design Code** (CR0 8TG) is **Outer Suburban** at a **Housing Density** of **25.10Units/ha** and a **Residential Density** of **53.34persons/ha**, with an existing and planned **PTAL 2**.
- 4.8.2 The proposed **Application** would have a **Housing Density** of **123.46Units/ha** which increases the **Area Type** from **Outer Suburban** through **Suburban** and **Urban** and into the low **Central Area Type** range.
- 4.8.3 This is an increase in **Housing Density** of **391.87%** in an area **'inappropriate'** for **"Incremental Intensification"** as defined by the **London Plan Policy H2 para 4.2.4**. in an **area** which has no planned increase in **supporting Infrastructure**.
- 4.8.4 The proposal therefore **significantly fails to meet the requirements of London Plan Policy D2 Infrastructure requirements for sustainable densities**.



#### 4.9 Increase in Residential Density and Required PTAL

- 4.9.1 The requirement for people to have access to **Public Transport** is obviously related to the **Residential Density** of the **Area Type**, as it is people who use **Public Transport** (Not Habitable Rooms as used by TfL in the **London Plan 2018 Density Matrix**).
- 4.9.2 The **National Model Design Code & Guidance** defines **Area Types** by relationship to the **Housing Density** but does not give any figure as guidance. As the **Housing Density** is a **'National'** figure, we can convert the **Housing Density** to **Residential Density** of an **Area Type** using the **National** statistic for **Housing Occupancy**.

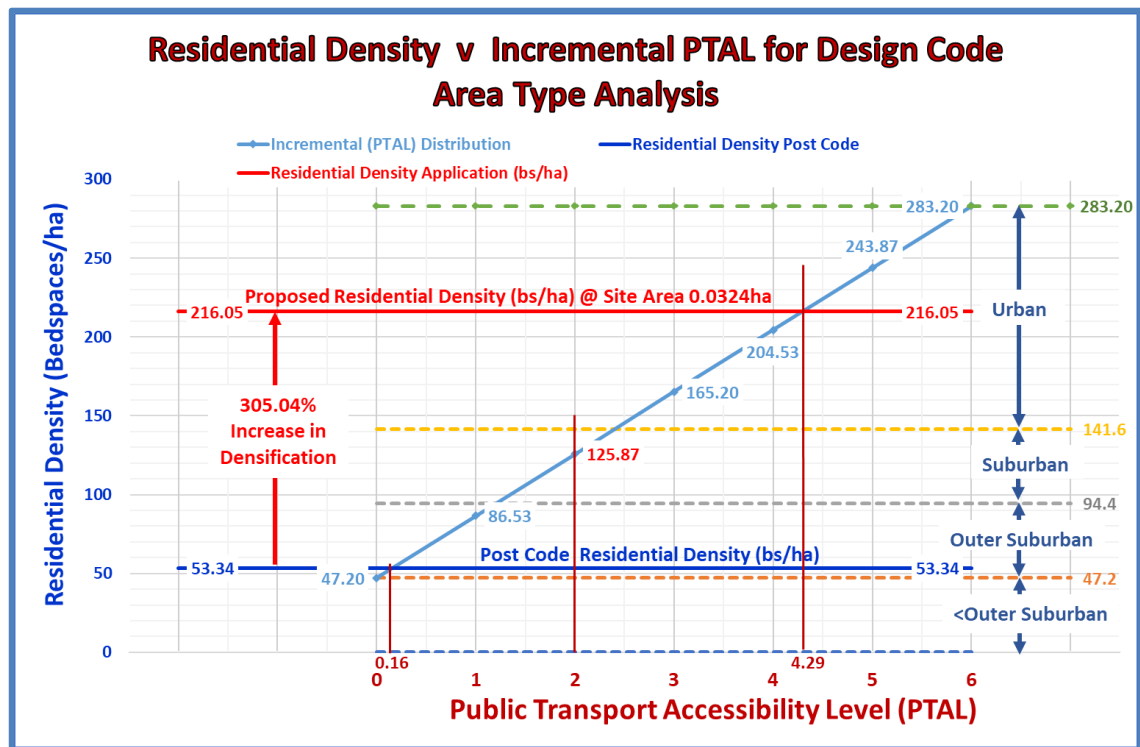
4.9.3 The **ONS** or **Statista**<sup>6</sup> provides the latest statistic for **National Occupancy of Dwellings** in the **UK** as **2.36 persons per Dwelling (Unit) (2022)**. Therefore, we can convert directly from **Housing Density** to **Residential Density** by the factor of **2.36**.

Area Type	Housing Density	=	Residential Density
<b>Outer Suburban:</b>	20u/ha to 40u/ha	=	47.2p/ha to 94.4p/ha
<b>Suburban:</b>	40u/ha to 60u/ha	=	94.4p/ha to 141.6p/ha
<b>Urban:</b>	60u/ha to 120u/ha	=	141.6p/ha to 283.2p/ha
<b>Central:</b>	≥120u/ha	=	≥283.2p/ha

4.9.4 Assuming the distribution and incremental increase in **Residential Density** would require a corresponding incremental increase in accessibility to **Public Transport**, without a **TfL** quantifiable relationship, we can assume a **linear incremental increase** over the defined ranges of **Area Types** and **PTAL** availability. Therefore, the **linear incremental increase** would follow the function:

$$Density = y = mx + c ;$$

where  $y = Residential\ Density$ ;  $m = \frac{\delta y}{\delta x}$ ;  $x = PTAL$ ; &  $c = y\ when\ x = 0$



4.9.5 This analysis provides a methodology to assess the existing and required **PTALs** for the **Post Code** and the proposal based upon the **Residential Densities** required:

$$Post\ Code\ Residential\ Density = y = 53.34 = \left( \frac{283.2 - 47.2}{6} \right) * x + 47.2$$

$$\therefore x = PTAL = \frac{53.34 - 47.2}{39.33} = 0.156 \approx 0.16\ PTAL$$

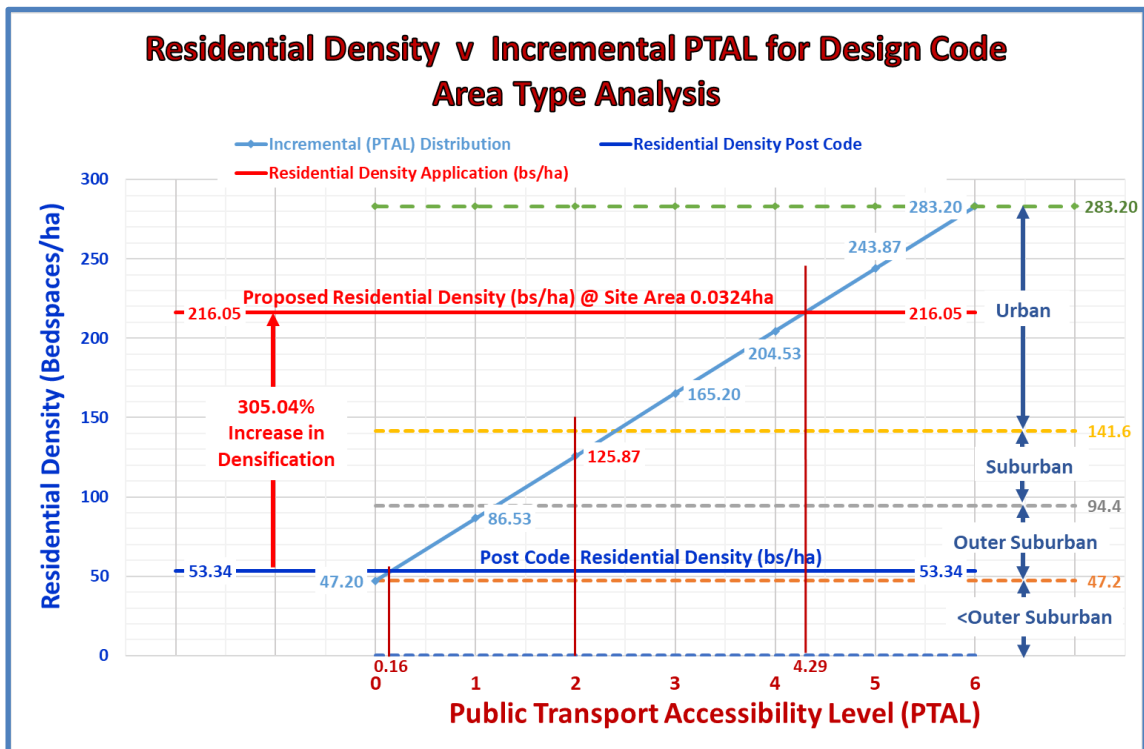
<sup>6</sup> <https://www.statista.com/statistics/295551/average-household-size-in-the-uk/>

$$\text{Application Residential Density} = y = 216.05 = \left( \frac{283.2 - 47.2}{6} \right) * x + 47.2$$

$$\therefore x = \text{PTAL} = \frac{216.05 - 47.2}{39.33} = 4.293 \approx 4.29 \text{ PTAL}$$

$$\text{Residential at PTAL 2 Density} = y = \left( \frac{283.2 - 47.2}{6} \right) * 2 + 47.2$$

$$\therefore \text{Residential Density} = y = 39.33 * 2 + 47.2 = 125.87 \text{ bs/ha}$$



**Comparison of Post Code Residential Density & Proposal Residential Density and required supporting PTAL.**

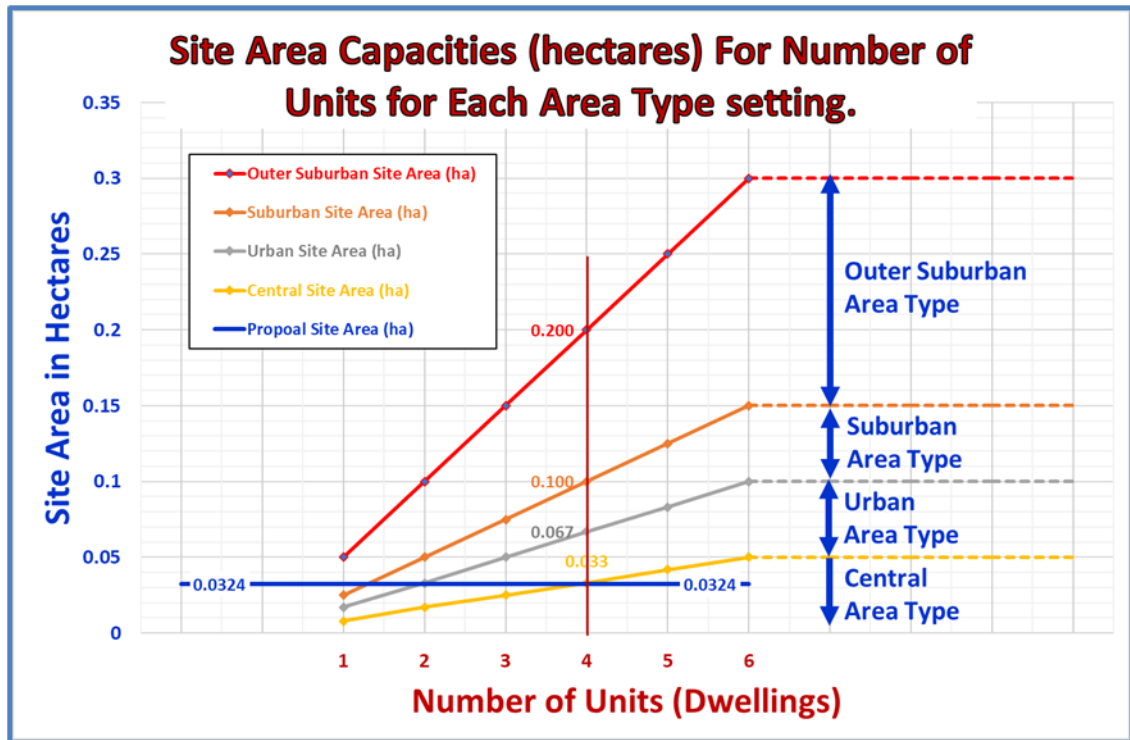
#### 4.10 London Plan Policy D3 Optimising Site Capacity

##### 4.10.1 Site Capacity Assessment #1

4.10.1.1 The locality is defined by the Post Code (CR0 8TG) which as previously established has a Housing Density of **25.10Units/ha** and is an **Outer Suburban** Area Type. The minimum **Site Area** for 4 Units and to remain within this Area Type '**Outer Suburban**' is therefore **≥0.1ha**. This is deficient by **0.0676ha** or **676sq.m.** or **-67.6%**.

4.10.1.2 The Site Area of **0.0324ha** for **4 units** equates to a Housing Density of **123.46units/ha** which is just within a **Central** Area Type setting.

4.10.1.3 These are significant deficiencies in **Site Capacity** and the proposal therefore fails to meet the **Policy of London Plan D3 – Optimising site capacity through the design-led approach.**



**Graphical illustration of Site Area required for Number of Dwellings in the Area Type setting ranges.**

4.10.1.4 This assessment is a clear indication that the Site Area cannot accommodate **4** dwellings and remain in an **Outer Suburban** Area Type setting and meet the current Policies for Area Type, which in turn fails the London Plan Policy D2 Infrastructure requirements for sustainable densities.

4.10.2 **Site Capacity Assessment #2**

4.10.2.1 The **Site Capacity** Assessment can also be analysed by a summation of all required areas to meet **planning policies** as provided in the **Optimising Site Capacity – A Design-Led Approach LPG** which includes an **Indicative Site Capacity Toolkit**.

4.10.2.2 The **Toolkit** is mainly designed for major projects which could be mixed tenures and mixed dwelling types which is inappropriate for **Small Site** developments. However, the **LPG** does suggest that:

- *Alternatively, assessments can be made by drawing to scale the types on a site plan and adding up floor areas to arrive at the gross external area (GEA) to be entered on the calculator. Regardless of which tool a designer uses to assess a site's capacity, boroughs and applicants must base their modelling of a site's capacity on the draft design parameters set.*

4.10.2.3 We have created an '**interactive spreadsheet**' which has all necessary area requirements to meet the **Policies**, including an appropriate assessment of Green Area commensurate with the local surrounding **Area Type setting**.

- 4.10.2.4 This **interactive spreadsheet** provides a summation of all relevant areas required to be accommodated within the **Site boundary** perimeters for both the **Site Area** proffered by the Applicant and the **Site Area** as Calculated by means of **Google Earth polygon facility**.
- 4.10.2.5 We have made significant efforts to ensure our analysis is compliant to policies.
- 4.10.2.6 In each Case, the **Site Capacity** at **Outer Suburban, Suburban** and **Urban** is shown to be **negative** (i.e., insufficient to cope with the requirements) and therefore inappropriate for the **Area Type**.
- 4.10.2.7 The **Site Area** only becomes able to accommodate **all** the required components if it were in a **Central Area Type** setting which is corroborating our earlier assessments and an endorsement of our analysis and assessment of this proposal.
- 4.10.2.8 **The Interactive Site Capacity spreadsheet is illustrated below:**

Input Parameters A1:O11E12A1:O20A1:O15/ 211 Wickham Road							App Ref: 23/03978/FUL							
Site Area (hectares)	Site Area (sq.m.)	Existing GEA (Footprint) (Scaled-off Plans)	Play Space per Child (sq.m.)	Car Parking Standard (per space) (sq.m.)	Parallel Parking (per space) (sq.m.)	Car Park Standard with EVC (Per Space) (sq.m.)	Car Parking (Disabled Bays) (Per Space) (sq.m.)	Cycle Rack Storage (two bikes) (sq.m.)	Refuse Eurobin (1280L) Storage (per Bin) (sq.m.)	Refuse Eurobin (1100L) Storage (per Bin) (sq.m.)	Refuse Eurobin (660L) Storage (per Bin) (sq.m.)	Refuse Eurobin (360L) Storage (per Bin) (sq.m.)	Refuse Eurobin (240L) Storage (per Bin) (sq.m.)	Refuse Eurobin (180L) Storage (per Bin) (sq.m.)
0.0324	324.00	135.10	10	12.5	12	14	18	1.71	1.38	1.42	1.04	0.66	0.53	0.45
Unit	Site Area (sq.m.)	Footprint or GEA (includes GIA)	Bedrooms (b)	Bedspaces (bs)	GIA Required (Best Practice) (sq.m.)	In-built Storage (Best Practice) (sq.m.)	Private Amenity Space (Required) (Note 1) (sq.m.)	Probable Adults (proposed)	Probable Children	Play Space Required (sq.m.)	Unit Refuse Bin Storage (sq.m.)	Combined Site Storage Bins Required (sq.m.)	Cycle Storage (sq.m.)	Car Parking (London Plan) (sq.m.)
Flat 1	-	-	3	4	84.00	3.00	7	2	2	20	1.85	-	1.71	18.00
Flat 2	-	-	1	1	41.00	1.50	5	1	0	0	1.85	-	1.71	14.00
Flat 3	-	-	1	1	41.00	1.50	5	2	0	0	1.85	-	1.71	12.50
Flat 4	-	-	1	1	41.00	1.50	5	2	0	0	1.85	-	1.71	12.50
<b>Totals</b>	<b>324.00</b>	<b>135.10</b>	<b>6</b>	<b>7</b>	<b>207</b>	<b>7.5</b>	<b>22</b>	<b>7</b>	<b>2</b>	<b>20</b>	<b>7.4</b>	<b>0</b>	<b>6.84</b>	<b>57</b>
Proposal	Footprint or GEA (includes GIA)	Play Space (Note 1) (sq.m.)	Private Amenity Space (Note 1) (sq.m.)	Communal Amenity Space <5 Units=0	Parking Spaces (sq.m.)	Cycling, Storage (sq.m.)	Unit Refuse Bin Storage (sq.m.)	Combined Site Storage Bins Required (sq.m.)	Required Area (sq.m.) (including GEA)	Available Site Area (sq.m.)	Site Capacity Ratio (Available /Site Area)	Floor Area Ratio (GIA/Site Area) Best Practice		
<b>Total</b>	<b>135.10</b>	<b>20.00</b>	<b>22.00</b>	<b>0.00</b>	<b>57.00</b>	<b>6.84</b>	<b>7.40</b>	<b>0.00</b>	<b>248.34</b>	<b>324.00</b>	<b>0.42</b>	<b>0.64</b>		
Assessment	Floor Area Ratio = (GEA/Site Area)	Plot Area Ratio = (GEA/Site Area)	% Site for Garden Area (Area Type)	Site Area available (sq.m.)	Garden Area (sq.m.) (UGF) (Note 1)	Required Area (sq.m.) (including GEA)	± Indicative Site Area	% Site Capacity						
<b>Outer Suburban</b>	0.375	0.75	75.0%	324.00	243.00	248.34	-167.34	-51.65%						
<b>Suburban</b>	0.5	0.5	50.0%	324.00	162.00	248.34	-86.34	-26.65%						
<b>Urban</b>	1	0.25	25.0%	324.00	81.00	248.34	-5.34	-1.65%						
<b>Central</b>	2	0	0.0%	324.00	0.00	248.34	75.66	23.35%						

**Note 1: Private Amenity Space and Play Space required is included in the overall requirement but deducted from the Garden Area (UGF) (if the Area Type has no Garden Area, this Private Amenity and Play Space is required).**

**Note 2: Refuse Bins capacities based upon Croydon Refuse Guidance Capacities required for the Type(s) of Dwellings with equivalent Dimensions for the minimum capacity of the total unit(s) required.**

### Interactive Spreadsheet to calculate Site Capacities for Area Type

#### 4.11 Site Capacity Conclusions

4.11.1 **London Plan Policy D3 - Policy D3 Optimising site capacity through the designed Approach**, requires an evaluation of the site's attributes, its surrounding context and its capacity for growth to determine the appropriate **form of development** for that site. The **"Attributes"** are the **Number of Dwellings**, the **Site Area** and **Area Type**.

- 4.11.2 For both **Site Capacity assessments** as detailed above it is proven that the **Site Area** available is inadequate to accommodate the proposed **4 dwellings**. The Assessment and analysis by the **National Model Design Code** as referenced from the **NPPF**, which is the highest in the **Planning Policy Hierarchy** clearly indicates that the **Site Area** of the proposed development of **4 Dwellings** at an **“Outer Suburban” Area Type** should be within the range of **0.1ha to 0.2ha** when the available **Site Area** is **0.0324ha**, which for **4 units** is more appropriate in a **“Central” Area Type Setting (0.0676ha)** less than the actual **“Outer Suburban” Area Type Setting** of the **Shirley Local Centre**.
- 4.11.3 The interactive Spreadsheet corroborates the assessment, indicating the Site Capacity only goes positive at Central Area Type which clearly supports the earlier assessment.
- 4.11.4 This is conclusive evidence of **Over Development** for the **“Site Capacity”** of **0.0324ha** in an **Outer Suburban** Setting at **PTAL 2**.

## 5 Floor Area Ratio and Plot Footprint Ratio

- 5.1 The **National Model Design Code & Guidance Part 2** indicates the **Built Form** further required limitations of density at Para 29.

29. **Plot Ratio and Plot Coverage:** The former is the ratio between site area and the total building floor area while the latter is the proportion of the site area occupied by buildings. These two measures can be combined to **control development** and should be used alongside good urban design principles. For instance, a Plot Ratio of 2 means that the floor area can be twice the site area while a Plot Coverage of 0.5 **means that only half of the site area can be developed**.

- 5.2 **Plot Ratio or Floor Area Ratio = GIA/Site Area**

The **National Model Design Code Guidance** at **“Built Form”** Para 52 ii (page 20) states:

**ii Plot Ratio:** Calculated by dividing the gross floor area of the building by the area of the plot, plot ratios along with site coverage should be used alongside good urban design principles to regulate the density of mixed-use and non-residential uses (example below) See B.1.i Density

- Town Centres: Plot Ratio >2
- Urban Neighbourhoods: Plot Ratio >1
- **Suburbs: Plot Ratio <0.5**

- 5.3 **Plot Ratio or Floor Area Ratio = GIA/Site Area**

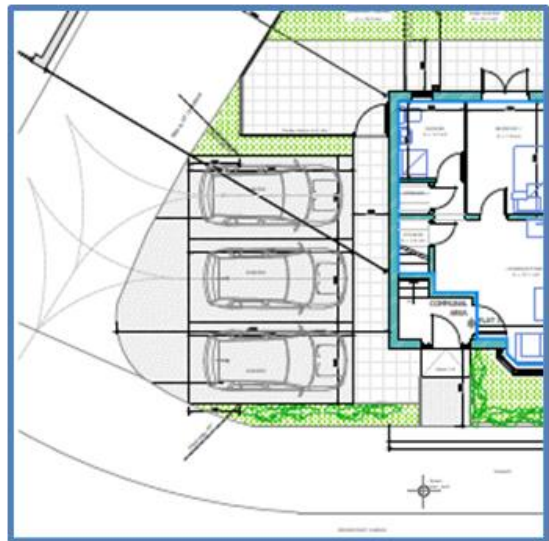
The proposed development has a site area of **324m<sup>2</sup>** as indicated on the proposal **Application Form** and the revised offered **Gross Internal Area** of **187.7m<sup>2</sup>** which equates to a **Floor Area Ratio** of  $187.7/324 \approx 0.614$ . The assessment since publication of the **London Plan SPG Housing Design Standards** has increased for **Best Practice GIA** for the proposed accommodation to be  $207/324 = 0.64$  these both exceeding the **Less than (<)0.5** guidance which at these low figures is a significant increase.

## 6 Parking

6.1 The Croydon Plan (2018) Parking provision stated at **Table 10.1** for dwellings irrespective of number of bedrooms or PTAL 2, is 1 space per dwelling which totals up to 4 spaces for the proposal. The **Revised Croydon Plan Table 10.1** states 1 to 2 Bedroom at 0.75 spaces and 1 space for 3 or more-bedroom dwellings which totals **3.25** for the proposal. The **London Plan** for **Outer London** dwellings at **PTAL 2** requires 0.75 space for 1 to 2-bedroom dwellings and 1 space for =>3 bedroom dwellings which again totals **3.25** for the proposal. Therefore, the provision is deficient by **0.25 Spaces**.

6.2 It should be noted that the boundary with the adjacent dwelling at **2 Ridgemount Avenue**, has a **1.8m** high, close boarded wooden fence up to the public footpath terminating with a streetlight. This has a detrimental effect of the right hand (North) sight lines when exiting the passageway.

6.3 Accepting that the vehicles are parked as shown on the plans provided, in a forward direction, and that the Access Drive is **≈4.7m** wide, it is still unclear how each would park in a forward direction and then exit from the parking bay (if all other Bays were occupied) and then exit the driveway across the footpath in a forward gear safely.



6.4 The Swept Path illustrations have NOT been clarified from the comments made for the previous submission. The indication on the ground floor plans shows the swept paths as a '**point of zero dimensions**' rather than '**the physical path of a vehicle**' and especially the **swept paths** of the **forward and rear wheels**. The depicted paths appear to assume on the first reversal, that the front wheels **jump** from **≈40°** to **≈80°** without any **manoeuvre taking place**, which is a **physical impossibility**.

6.5 It is suggested that proper full and effective **swept path illustrations** for **entrance and exit to/from each parking bay**, with all other bays occupied and avoiding any collision with the boundary fencing, **be provided for a family sized car of nominal dimensions and wheelbase**, to the case officer for examination **prior to a decision being** made as these vehicle movements would apply for the life of the development.

## 7 Sustainability and Housing Need

7.1 **NPPF Para 7 States:**

7.1.1 *"The purpose of the planning system is to contribute to the achievement of **sustainable** development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own **needs** ... "*



7.1.2 For **Sustainability**, developments require adequate **supporting infrastructure**, but there is **NO planned** provision of new improvements to the existing Infrastructure <sup>7</sup> for **Shirley** over the life of the Plan.

## 7.2 Housing Need

7.2.1 The allocation of housing **“need”** assessed for the **“Shirley Place” [770ha]** over the period **2019 to 2039** is **278** (See Croydon Revised Local Plan<sup>8</sup> 2021 **Table 3.1**). This equates to **≈14 dwellings per year**.

7.2.2 In relation to meeting housing **“need”** we raised a Freedom of Information (FOI) request **Ref: 4250621** on **31st January 2022**. The FOI Requested data on the **Outturn** of Developments since **2018** for the **Shirley “Place”** plus the **Area, Housing** and **Occupancy** of the **Shirley Place** for which the response is as follows:

7.2.3 The FOI response indicated, the **Shirley “Place”** as defined in the Local Plan has an area of **approximately ≈770 ha** (i.e., *The LPA has no idea of the Areas of the “Places” of Croydon*) and comprises **Shirley North** and **Shirley South Wards** and therefore the FOI response ‘suggests’ completions for **Shirley “Place”** can be calculated by **adding the completion figures together for each Shirley Ward”**.

***The statement of equivalence of the Sum of the Wards equals the Area of the “Place” is ‘NOT True’.***

7.2.4 Analysis of this limited information (FOI response) supports our assumption that completions are recorded but **NOT** against the **“Places”** of Croydon and **no action** is taken by the LPA as a result of those completions. In addition, the **“Shirley Place” Area does NOT equate to the sum of the Shirley North & South Ward Areas**.

7.2.5 The FOI Response indicates:

- *The Council does not hold the information we requested in a reportable format.*
- *The Council does not know the exact Area in hectares of any “Place”*
- *The Council does not hold the Number of Dwellings per “Place.”*
- *The Council does not hold the Number of Persons per “Place”*

7.2.1 Analysis of the recorded data shows that over the ‘three’ full years **2018** to end of **2020**, the **Net Increase in Dwellings for Shirley = Shirley North Ward + Shirley South Ward = 55 + 102 + 69 = 226 ≈ 75 per yr**. However, this is NOT The Shirley “Place” at **≈770ha** but the net increase for the Shirley North [**327.90ha**] + Shirley South Wards [**387.30ha**] total of **715.20ha**, a difference of **54.8ha**.

7.2.2 The **MORA Area of 178.20ha** (which we monitor) is only **24.92%** of **All Shirley (715.2ha)**, but at a rate of **36dpa** over the **20yr** period **≈720 dwellings**, would exceed the **Target for the Shirley “Place” of 278** by **442 Dwellings** i.e., for the **‘Whole’ of the Shirley “Place.”**

<sup>7</sup> <https://www.croydon.gov.uk/sites/default/files/2022-01/infrastructure-delivery-plan-2021.pdf>

<sup>8</sup> <https://www.croydon.gov.uk/sites/default/files/2022-01/croydon-local-plan-2018-revised-2021-part-1-start-to-section-11.pdf>

7.2.3 This is  $|278 - 1257.5|/278 = 979.5/278 = 3.5234 = 352.34%$  Increase for the **Shirley "Place" estimate** when the **MORA Area** is only  $(770-178.2)/178.2 = 23.15%$  of the area of the **estimated Shirley 'Place'** and  $(178.26-715.2/715.2) = 24.92%$  of all **Shirley**.

7.2.4 *This is definitely NOT respecting the character of the locality when the locality of this proposal is "Inappropriate for Incremental Intensification" with a **PTAL of 2** and there is no probability for increase in supporting infrastructure.*

Shirley North				
	2018	2019	2020	2021 (partial)
Gross units	48	94	73	16
Net units	45	87	69	12
Shirley South				
	2018	2019	2020	2021 (partial)
Gross units	12	17	3	5
Net units	10	15	0	5
Shirley Place				
	2018	2019	2020	2021 (partial)
Gross units	60	111	76	21
Net units	55	102	69	17

**Results of Freedom of Information (FOI) request Ref: 4250621 on 31st Jan 2022.**

7.2.5 The **Build Rate Delivery** of dwellings over **3 years** for all **Shirley** is averaging at **55 + 102 + 69 = 226 Ave  $\approx$  75.33/yr. dwellings per year**, so over **20 years** the **Net Increase** will be  **$\approx$ 1507 dwellings**. (Exceeding the **278 Target** by  **$\approx$ 1,229**). The Target for the Shirley **"Place"** at **Croydon Plan Table 3.1** of the Revised **Croydon Local Plan** indicates a Target of **278 dwellings over the period 2019 to 2039**.

7.2.6 This current rate (if retained) would exceed the Target over **20 yrs.** (of **278**) by:  $(1507 - 278)/278 = 442.1%$ . From the **FOI Request**, the Area of the **Shirley "Place"** is  **$\approx$ 770ha**. The total Area of **Shirley North & South Wards** is **715.2ha** (GLA figures) therefore, there is  **$\approx$ 54.8ha excess of land** which is in other adjacent Wards which numerically means the **Target for Shirley Wards** of **278** should be reduced by **7.12% = 258** (and the difference of **20** added to the **Targets** of the relevant **adjacent Wards**).

7.2.7 This rate (if retained) means that the number of developments would **significantly exceed** the available **supporting infrastructure** provision which has been acknowledged as unlikely to be improved over the life of the Plan. It is therefore plainly obvious that the **inability to contain or mitigate the excessive outturns** above the stated **Targets** is a **significant failure** to meet the **legally required objectives** of **Sustainability** as defined in the **NPPF Chapter 2. Achieving sustainable development** <sup>9</sup> as Shirley has no prospect of **infrastructure improvement** over the **life of the Plan**. The **Sustainability of Developments** is a **legal requirement** of **development approvals** and thus could be **legally challenged**.

<sup>9</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1005759/NPPF\\_July\\_2021.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf)

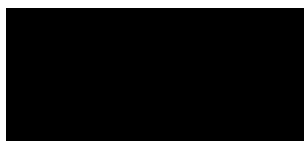
- 7.2.8 We are confident that **this analysis completely refutes** any suggestion that **“Housing Need”** is a reason for approval in this locality as the assessed **‘Housing Need’ for this area has already been satisfied.**
- 7.2.9 We challenge the use of **“Place” Targets** if those Targets for each Place are **NOT monitored** or if **deviating from the requirement**, there is no **mitigating action** to **manage those Targets within sustainable limits.**
- 7.2.10 **All Development proposals should be judged on compliance to adopted Planning Policies and NOT on the basis of meeting Targets to support a Housing “need” especially so if that “need” has already been met or the developments are unsustainable with current supporting infrastructure.**

## **8 Summary and Conclusions**

- 8.1 We are of the view that the new proposal is not materially different from the previous refused and dismissed Appeal and therefore does not adequately address the Inspectors reasons for dismissal of the previous application and Appeal. It is therefore inappropriate for validation.
- 8.2 The **National** and recent updates to the **London Plan** supersede the **Croydon Local Plan (2018)** Policies which are now 5+years ‘Out-of-Date’ and becoming irrelevant. We have provided a reassessment of the proposal against the revised and new Planning Policies of 2023 and established further conclusive evidence of failure to meet those planning Policies.
- 8.3 We recommend that this proposal either be rejected on grounds of similarity with previous refused and Dismissed on Appeal proposals, and not adequately addressing the reasons for Refusal or Dismissal of the Appeal or for failure to meet the additional London Plan - Supplementary Planning Guidance (2023).

**Kind Regards**

**Derek**



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Cc:

Cllr. Sue Bennett  
Cllr. Richard Chatterjee  
Cllr. Mark Johnson

Shirley North Ward  
Shirley North Ward  
Shirley North Ward

Bcc:

MORA Executive Committee, Local Affected Residents', Interested Parties