

To: Mr Paul Young - Case Officer
Development Management
Development and Environment
6th Floor
Bernard Weatherill House
8 Mint Walk
Croydon
CR0 1EA

**Monks Orchard Residents' Association
Planning**

15th July 2020

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Reference	20/02405/FUL
Application Received	Fri 05 Jun 2020
Application Validated	Wed 10 Jun 2020
Address	195 Shirley Road Croydon CR0 8SA
Proposal	Demolition of existing dwelling. Erection of 3 storey building (with roofspace accommodation) comprising 9 residential apartments with associated vehicle/cycle parking, amenity space and waste stores.
Case Officer	Paul Young
Consultation Expiry Date	Thu 16 Jul 2020

Dear Mr Young

Please accept this formal letter of objection to the proposal for Demolition of existing dwelling. Erection of 3 storey building (with roofspace accommodation) comprising 9 residential apartments with associated vehicle/cycle parking, amenity space and waste stores at 195 Shirley Road CR0 8SA. We categorically state that we are **NOT** against development or re-development in this area, but that we robustly object to developments that **do not reflect the character of the area** or meet the objectives as defined in the current adopted **Croydon Plan, The London Plan, the emerging London Plan and the NPPF** as they relate to the **“Shirley Place.”**

Parameters Relevant to the proposal:

195 Shirley Road		Ref: 20/02405/FUL													
Site Area		0.07 ha		Policies Map		Area Designated: "Focessed Intensification"				Setting : Suburban					
	Floor	Bedrooms	Bed-Spaces	Habitable Rooms (***)	GIA Provided (m ²)	Minimum GIA Table 3.1 New LP (m ²)	Kitchen Dining Living (m ²)	In-Built Storage Offered (m ²)	Built-in Storage Required Table 3.1 New LP (m ²)	Private Amenity Space Provided (m ²)	Private Amenity Space Required (m ²)	Deficiency in Private Amenity Space provided	Required GIA + Deficiency in Amenity Space		
Plot 1	Ground	2	4	3	84.33	70	34.84	Not Stated	2	39.36	7	-32.36	51.97		
Plot 2	Ground	2	3	3	61.01	61	25.9	Not Stated	2	40.56	6	-34.56	26.45		
Plot 3	Ground	1	2	2	61.30	50	33.52	Not Stated	1.5	14.81	5	-9.81	51.49		
Plot 4	First	2	4	3	85.55	70	40.18	Not Stated	2	14.21	7	-7.21	78.34		
Plot 5	First	3	5	4	88.80	86	33.18	Not Stated	2.5	14.21	8	-6.21	82.59		
Plot 6	Second	2	4	3	85.55	70	40.18	Not Stated	2	14.21	7	-7.21	78.34		
Plot 7	Second	3	5	4	88.80	86	33.18	Not Stated	2.5	14.21	8	-6.21	82.59		
Plot 8	Third	2	4	3	85.55	70	40.18	Not Stated	2	7.08	7	-0.08	85.47		
Plot 9	Third	3	5	4	88.80	86	33.18	Not Stated	2.5	7.08	8	0.92	89.72		
Totals		20	36	29	729.69	649	314.34		19.0	165.73	63	-102.73	626.96		

London Plan Policy D1A Required parameters:

(**) Private Amenity Space - DM10 para 6.79			London Plan Policy D1A para 3.1B.23		
Residential Density	414.29	hr/ha	1) Number of units per hectare	128.57	units/ha (Housing Density)
Housing Density	128.57	units/ha	2) Number of Habitable Rooms per Hectare	414.29	hr/ha (Residential Density)
Residential Density	514.29	Bed-Spaces/ha	3) Number of Bedrooms per Hectare	285.71	B/ha Bedrooms/ha
Average hr/Unit	3.22	hr/Unit	4) Number of Bedspaces per Hectare	514.29	Bs/ha Bed-Spaces/ha
PTAL	2011	2	London Plan Policy D1A para 3.1B.24		
PTAL	2031	2	Total Floor Area Ratio (Total GIA/ha)	10424.14	GIA/ha
Car Parking Spaces	8		Site Coverage Ratio (Ground Floor GIA/ha)	2952.00	GIA/ha
Parking per Person	0.2222222		Max Height above Ground Level	Not Stated	



Policies Map - 195 Shirley Road

This location is within a “suburban” setting but is no longer within a designated “**Focused Intensification**” area as the Shirley area is no longer to be categorised a ‘focused intensification area’ (see letter from Sarah Jones MP – Croydon Central below)



HOUSE OF COMMONS
LONDON SW1A 0AA

Ritson [REDACTED]

July 2020

Dear Ritson [REDACTED]

I hope you and your family are well at this difficult time. I am here if you need any support and I've put some useful contacts below.

I am writing to let you know some news about planning developments in Shirley. As you may be aware, parts of Shirley along the Wickham Road were designated a 'focused intensification area' which meant that more intensive development could be allowed along our high street.

Many people in Shirley were concerned that we do not have the infrastructure to withstand intensive development and there was a risk that the character of the area might be affected. I am writing to let you know that the Council has listened to those concerns and concluded that Shirley will no longer be categorised as a 'focused intensification area'. Their planning update states:

"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."

I think this is a sensible outcome. We desperately need more homes in Croydon and homelessness is very high, but clearly developments must have infrastructure to support them and be sustainable. If you want to contact me about this or any other issue, please do. In particular, if I can help with any COVID-related matters, please don't hesitate to get in touch.

All best wishes,

Sarah Jones MP
Member of Parliament for Croydon Central and Shadow Minister for Policing and Fire

- My contact details are sarah.jones.mp@parliament.uk or 020 8191 7066 from 10am-12pm and 2pm-4pm.
- If you are vulnerable and need support – ring Croydon Voluntary Action on 020 8253 7076 or 07540 720102 Monday to Friday 10am-4pm.
- If you are struggling with bills or need other support, ring Croydon Council on 020 8604 7787, Monday to Friday, 9am-4pm.
- If you are older and want advice, ring Age UK helpline on 020 8686 0066 from 10am-4pm.

From the foregoing analysis, this proposed development does not fully meet London Plan **Policy D4 - Housing quality and standards** “Minimum Space Standards” regarding **Private Amenity Space** and does not **quantify** the “In-Built” **Storage provision** as required and defined in the New London Plan Table 3.1 (but is probably compliant to in-built storage requirement).

Croydon Plan Policy DM10 paras 6.52 & 6.76:

6.52 The Mayor of London's Housing Supplementary Planning Guidance in Annex 1 'Summary of the Quality and Design Standards for private outdoor space' has a minimum standard of 5m² of private outdoor space for 1-2 person dwellings and an extra 1m² to be provided for each additional occupant.

6.76 In exceptional circumstances where site constraints make it impossible to provide private outdoor space for all dwellings, indoor private amenity space may help to meet policy requirements. The area provided should be equivalent to the private outdoor amenity space requirement and this area added to the minimum Gross Internal Area.

London Plan Policy D4 Housing quality and standards:

B Housing development should be of high-quality design, and provide adequately-sized rooms (see Table 3.1), with comfortable and functional layouts, which are fit for purpose and meet the needs of Londoners, without differentiating between tenures.

		Minimum gross internal floor areas and storage (Square Metres)			
	Number of Bed spaces (persons (p))	1 Storey dwellings	2 Storey dwellings	3 Storey dwellings	Built-in storage
1b	1p	39 (37)*			1
	2p	50	58		1.5
2b	3p	61	70		2
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3
	6p	99	106	112	

Plot 1 Private amenity space allocation NOT stated.

Plot 2 Private amenity space allocation NOT stated.

Plot 3 Private amenity space allocation NOT stated.

Plot 9 The minimum **Private Amenity Space** for 5 persons requires **5m²** for two persons plus **1m²** for each additional (3) person thus requiring **8m²** in total but only **7.08m²** **Private Amenity Space** is provided giving a deficiency of **0.92m²**; thus, **Non-Compliant to the Policy**.

However, consideration of **Policy DM10 para 6.79** allows the **Gross Internal Area (GIA)** requirement to be increased by the allocation to compensate which requires the required **GIA** to be increased by at least the deficiency of **0.92m²** which equals **89.72m²** when there is only **88.80m²** **GIA** provided i.e. still deficient by **0.92m²** and therefore **Plot 9 is Non-Compliant to the required Private Amenity Space requirement**.

London Plan Policy para 3.4.2:

The space standards are minimums which applicants are encouraged to exceed. The standards apply to all new self-contained dwellings of any tenure, and consideration should be given to the elements that enable a home to become a comfortable place of retreat.

The provision of additional services and spaces as part of a housing development, such as building management and communal amenity space, is **not a justification** for failing to deliver these **minimum standards**. Boroughs are, however, encouraged to resist dwellings with floor areas significantly above those set out in Table 3.1 for the number of bedspaces they contain due to the level of housing need and the need to make efficient use of land.

These **minimum** space standards as defined by the current adopted London Plan and the Draft New emerging London Plan are identical and are the **MINIMUM ACCOMMODATION SPACE STANDARDS** appropriate for **future occupants living conditions** for the **lifetime of the development** and therefore these **MINIMUM standards MUST BE OBSERVED**.

This application should therefore be refused on grounds of failure to meet the minimum space standards as required and for the applicant to reapply with a suitably modified proposal which meets or better the Policy.

Residential & Housing Densities:

The current London Plan Policy 3.4 – Optimising Housing Potential – based upon the Density Matrix is still valid until replaced by the [New Draft London Plan Policy D1A – Infrastructure Requirements for Sustainable Densities](#) is adopted. It is understood that the Local Planning Authority is disregarding Policy 3.4 without considering the emerging replacement Policy D1A.

As there is no available guidance on the implementation of the [New London Plan Policy D1A - Infrastructure requirements for sustainable densities](#), or any guidance on how to evaluate the parameters requested in [Policy D1A paras 3.1B.23/24](#), I have evaluated PTAL requirements from the current published [TfL WebCAT](#) data and information.

New Draft London Plan relevant emerging Policies

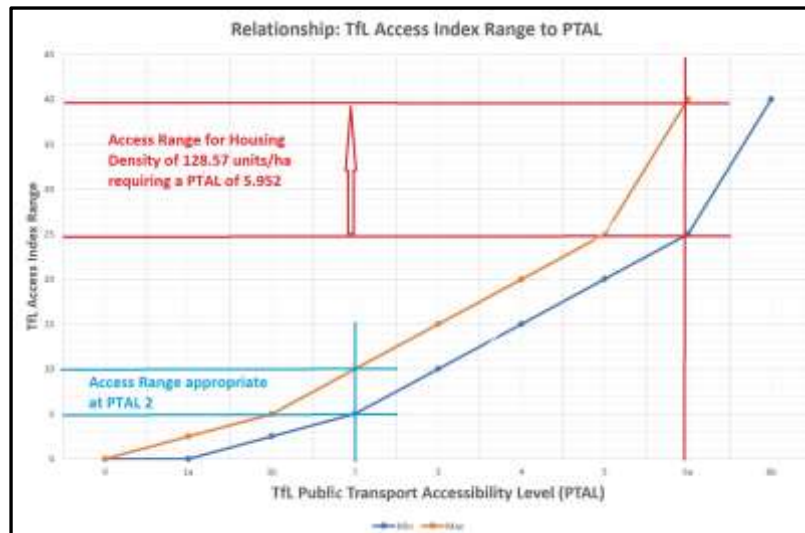
TfL Webcat - Accessing Transport Connectivity in London				PTAL required for Residential Density: $414.29 = \left(\frac{350 - 200}{6 - 4}\right)x - 100 = 6.857 = PTAL$
Setting	Public Transport Accessibility Level (PTAL)			
		0 to 1	2 to 3	4 to 6
Suburban	150-200 hr/ha	150-250 hr/ha	200-350 hr/ha (414.29 hr/ha)	Calculation by the formula $y = mx + c$ (assuming linear incremental ranges). Where $y =$ Density; $m =$ Rate of Change (Slope); $x =$ PTAL and $c =$ intercept when $y = 0$.
3.8-4.6 hr/unit	35-55 u/ha	35-65 u/ha	45-90 u/ha	
3.1-3.7 hr/unit (3.22 hr/u)	40-65 u/ha	40-80 u/ha	55-115 u/ha	
2.7-3.0 hr/unit	50-75 u/ha	50-95 u/ha	70-130 u/ha (128.57 u/ha)	

Sustainability Densities: [1]

PTAL	Access Index range	Map colour
0 (worst)	0	
1a	0.01 – 2.50	
1b	2.51 – 5.0	
2	5.01 – 10.0	
3	10.01 – 15.0	
4	15.01 – 20.0	
5	20.01 – 25.0	
6a	25.01 – 40.0	
6b (best)	40.01+	

Table 2.2: Conversion of the Access Index to PTAL

[1] [Assessing transport connectivity in London](#)



The proposed **Residential and Housing Densities** at **414.29 hr/ha & 128.57 units/ha respectively** is **excessive** for a **PTAL of 2** as defined by the **Transport for London, Accessibility Index Range (WebCAT)**. The appropriate Residential Density at **PTAL 2** should approximate to **150hr/ha** and Housing Density at **PTAL 2** should approximate to **40units/ha** at average of **3.22hr/unit**. (shown as **blue** in the TfL WebCAT matrix above).

At a **Residential Density** of **414.29 hr/ha** in a **suburban** setting would require a **PTAL of 6.857** and an **Access Index off the scale above 40**.

At a **Housing Density** of **128.57 Units/ha** in a **suburban** setting would require a **PTAL of 5.952** and an **Access Index** in the range **≈25 to ≈40**.

The equivalent access range for Residential Density of **414.29 hr/ha** is **OFF THE SCALE** of the **TfL Transport Accessibility Range** and therefore indicates this proposed development is a **significant over development for this locality at PTAL of 2** and forecast to remain at **PTAL 2** up until **2031**.

London Plan Policy D1A - 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 ^{22A}).

B. Where there is currently **insufficient capacity of existing infrastructure to support proposed densities (including the impact of cumulative development)**, boroughs should work with applicants and infrastructure providers to **ensure that sufficient capacity will exist at the appropriate time**. This may mean, that if the development is contingent on the provision of new infrastructure, including public transport services, it will be appropriate that the development is phased accordingly.

C. When a proposed development is acceptable in terms of use, **scale and massing**, given the surrounding built form, uses and character, **but it exceeds the capacity identified** in a site allocation or the site is not allocated, and the borough considers the **planned infrastructure capacity will be exceeded**, additional infrastructure proportionate to the development should be delivered through the development. This will be identified through an **infrastructure assessment during the planning application process**, which will have regard to the local infrastructure delivery plan or programme, and the CIL contribution that the development will make. Where additional required infrastructure cannot be delivered, the scale of the development should be reconsidered to reflect the capacity of current or future planned supporting infrastructure.

Implementing the New London Plan Policy D1A

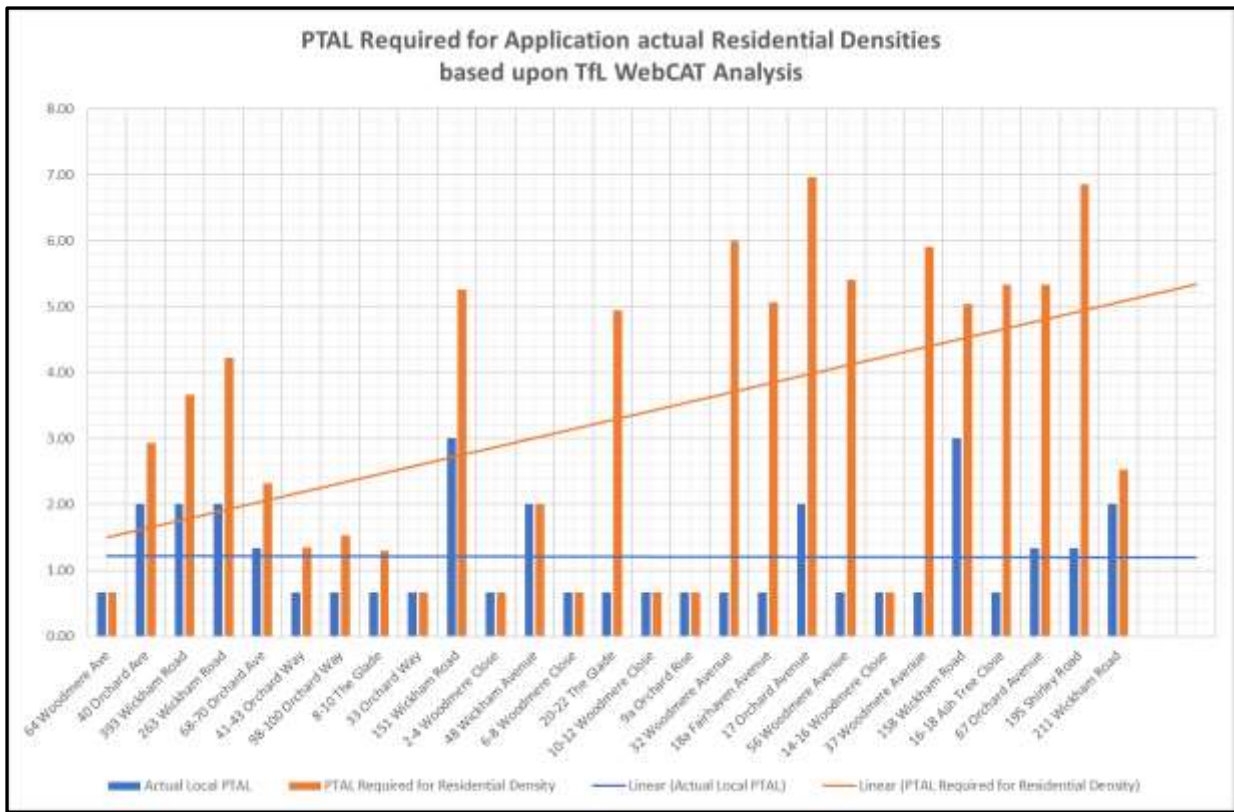
Policy A1. The future Planned level of Infrastructure **should be linked to the future level of Infrastructure** – The only Infrastructure level currently established is the Public Transport Accessibility Level, which is forecast by TfL to be at PTAL 2 up to 2031.

Policy A2. The proposal should be proportionate to the **site's connectivity and accessibility** and by definition the **Access Index Range**, as shown above clearly shows that the proposal does **NOT** meet that requirement.

Policy B. It is clear there is currently **insufficient capacity of existing infrastructure** to support the proposed densities (including the impact of **cumulative development**) and that the development is **contingent on the provision of new infrastructure**, including public transport services, it is **not appropriate** that if approved, the **development could be phased accordingly**.

Policy C. As the proposal **exceeds the capacity identified** for this site allocation and the **planned infrastructure capacity will be exceeded**, additional infrastructure proportionate to the development should be delivered through the development. This should be identified through an **"infrastructure assessment"** during the **planning application process prior to a determination**.

This clearly indicates an overdevelopment of this site even at a location designated for "Focussed Intensification" at a Residential Density of **414.29 hr/ha** and Housing Density at **128.57 units/ha**.



This histogram (above) shows the Cumulative Over-development in the MORA Post Code Area and the effect of inadequate Public Transport Accessibility resultant on recent in-fill or redevelopments as defined by Transport for London.

London Plan Policy D1B Monitoring density and site capacity - para 1.1B.23 and 3.1B.24 requires Applicants provide the following parameters:

- 1) Number of Units per hectare = 128.57 u/ha
 - 2) Number of Habitable Rooms per Hectare = 414.29 hr/ha
 - 3) Number of Bedrooms per hectare = 285.71 Bedrooms/ha
 - 4) Number of Bed Spaces per hectare = 514.29 Bed Spaces/ha
- And at para 3.1B.24 calls for:
- 5) Total Floor Area Ratio (Total GIA/ha) = 10424.14 GIA/ha
 - 6) Site Coverage Ratio (Ground Floor GIA/ha) = 2952 GIA/ha
 - 7) Maximum Height above Ground Level = Not Stated.

However, the Policy fails to provide any Clue as to how to analyse the appropriateness of these parameters or to provide any guidance of their acceptability or otherwise. So interesting requirement, but of absolutely no use.

No Infrastructure assessment has been undertaken as required by the Policy by either the applicant or the Spatial Planning Departments to establish the appropriate Densities or Access Availability for Public Transport to ensure this proposal is considered Sustainable Development at this site with the offered Residential and Housing Densities of 414.29hr/ha and 128.592units/ha respectively.

This application significantly exceeds the Public Transport Accessibility capacity forecast up to 2031 and the planned infrastructure capacity will be significantly exceeded which means this proposal should be refused as **NOT** meeting the requirements of New London Plan Policy D1A - Infrastructure Requirements for Sustainable Densities.

London Plan Policy S4 Play and informal recreation:

London Plan Policy S4 Play and informal recreation: Para 5.4.5

5.4.5 Formal play provision should normally be made **on-site** and provide at least **10square metres per child** to address **child occupancy and play space requirements generated by a development proposal**. Supplementary Planning Guidance will provide additional detail on the application of this benchmark and other implementation issues. Where development is to be phased, there should be an early implementation of **play space**.

There is **NO Designated Play Space for Children** for this development proposal as required of New London Plan Policy S4 Para 5.4.5. and therefore should be refused.

The proposal would provide possibly, up to **18 bed-spaces for children** which would require a maximum of **180m² play space area** provided but there is **NO allocation** provided and **as such this application should be refused**.

Policy GG2 Making the best use of land

BA. applying a design-led approach to determine the **optimum development capacity of sites**.

The Applicant has **NOT** applied the **Design-led-approach** as defined by the **New London Plan Policy GG2** to ensure the proposal optimises the site's development **capacity** and **sustainability** in relation to **supporting infrastructure** for this site.

Residential Car Parking

The proposal provides 8 Parking Spaces – less than one per dwelling – and at 0.23 spaces per occupant. This is inadequate car parking provision for the lifetime of the development and will encourage off-street parking in the locality.

Development Height

The Supplementary Planning Document SPD2, (adopted 1st April 2019) Chapter 2 Suburban Residential Developments at Para 2.11 Heights & Depths Projecting beyond Building Lines at pages 36 & 37 describes a 45° rule for new developments with adjacent properties.

There is a probability that this development **fails to meet the 45° rule on height and will intercept the 45° projection** in relation to the **adjacent property**. We note that there has been no information provided to evaluate the criteria but as this property has increased dramatically in height it is likely that it will intercept the 45° projection in relation to the adjacent property.

This increase in height is due to the Shirley area being within an area of 'focussed intensification', but as this now no longer the case and Shirley has been de-designated an area of focussed intensification, the increased height is not appropriate.

In Summary:

We object to this proposed re-development on the following grounds:

- 1) Failure to meet the London Plan and Croydon Plan Policy DM10 Minimum Space Standards for the future occupants for the lifetime of the development;
- 2) Failure to meet the existing adopted London Plan Policy 3.4 – Optimising Housing Potential with respect to Residential and Housing Densities at a Suburban setting and PTAL 2, and forecast to remain at PTAL 2 until 2031;
- 3) Failure to meet the new Draft London Plan Policy 1DA - Infrastructure Requirements for Sustainable Densities;
- 4) Failure to evaluate requirements of the proposal as required by the “*Design-led-approach*” as required of the new London Plan Policy 1DA - Infrastructure Requirements for Sustainable Densities at Policy D1A paras 3.1B.23/24;
- 5) Excessive Overdevelopment for the locality, forecast to remain at PTAL 2 up to 2031 in terms of appropriate Residential and Housing Densities in a “Suburban Setting”;
- 6) Inadequate Amenity Space for the future occupants of the development for the lifetime of the development;
- 7) No provision of the required “Play Space for Children” of the future occupants of the development’ as required by the London Plan and Croydon Local Plan 2018.
- 8) Failure to provide adequate car parking provision.
- 9) It is likely that this development will fail to meet the 45° rule on height and will intercept the 45° projection in relation to the adjacent property.

SDP2 Chapter 2 Suburban Residential Development & Chapter 3 Areas of Focussed Intensification (Section 3.15) do **NOT preclude** any of the above-mentioned reasons for objecting as the Reasons for objection are based on the adopted or emerging Policies of Planning

Inspectorates approval whereas SPD2 is only Supplementary Guidance which has no authoritative Inspectorate Policy Approval to override the above referenced Policies. We therefore **strongly urge the LPA to robustly refuse this application** on the forgoing grounds as listed, **including any other relevant policies that we may have overlooked.**

Please register our submission on the on-line comments for this application as **Monks Orchard Residents' Association (Objects)**. Please inform us of your recommendation and decision in due course.

Yours sincerely



Derek C. Ritson - I. Eng. M.I.E.T. (MORA Planning).

On behalf of the Executive Committee, MORA members and local residents.

Cc:

Mr Pete Smith	Head of Development Management (LPA)
Sarah Jones MP	Croydon Central
Steve O'Connell	GLA Member (Croydon & Sutton)
Cllr. Gareth Streeter	Shirley North Ward Councillor
Cllr. Richard Chatterjee	Shirley North Ward Councillor
Cllr. Sue Bennett	Shirley North Ward Councillor

Bcc:

MORA Executive Committee
Local effected Residents